



Number 340 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 06-12-2011**

News reports received from readers and Internet News articles copied from various news sites.

stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>
SHORECRANES UP TO 208 M / TONS		
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The US donated 5 fast patrol boats to the Philippine National Police, these units are based at the "Special Boat Unit" in Puerto Princesa City – Honda Bay - Palawan
Photo : Piet Sinke (c)

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EVENTS, INCIDENTS & OPERATIONS

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The **MSC GINA** seen outbound from Rotterdam – Photo : Kees Torn (c)

Government approves second ferry terminal at Dover

In what is being described as a significant vote of confidence in the strategic direction of the UK's busiest trust port, the Government has formally given the go ahead for Dover's second ferry terminal (Terminal 2). Approving the £400 million scheme will, when market conditions require its construction, effectively double the capacity of Dover's ferry port. The decision is a clear sign that the Government expects traffic through this key gateway to increase substantially beyond the current recession. It is also good news for the town of Dover as it allows the related waterfront enabling works that are the necessary pre-cursor to the regeneration of this part of Dover, a development described locally as the catalyst for Dover's renaissance, to be delivered in advance of Terminal 2. Bob Goldfield, Chief Executive, Port of Dover, said: "This is a great day for the Port and its long term future, for our local community and

for the long-term resilience of the UK economy, all of which have been at the forefront of our minds during the development of this scheme." The government's announcement that Terminal 2 can be built is further testament to the exceptional lengths to which Dover Harbour Board has gone in order to consult and engage with its customers, stakeholders and the local community. The few holding objections submitted were removed earlier this year following further positive engagement with the respective bodies and so Terminal 2 was unopposed when the Secretary of State made the decision to approve the scheme.

Director of Port Development, Mike Krayenbrink, who managed the master planning process added: "The scale and detail of consultation that has been undertaken at all levels over the past few years has been unprecedented. It is a clear indication of how seriously we take our responsibility to develop the Port both as a national asset and as a key part of the local community. Terminal 2 will be the single biggest development ever to be undertaken by Dover Harbour Board and will become the second biggest ferry terminal in the UK after Dover's existing ferry terminal in the Eastern Docks. Bob Goldfield concluded: "This decision should give confidence that good things are now starting to happen for Dover and that the team at the Port is determined to play a big part in ensuring the future growth and prosperity of both Port and town together." **Source : dredging news online**



Above seen the **Blue Marlin** of Dockwise seen at Vung Tau, Vietnam for discharge of the semi-submersible **Ocean Monarch**. - Photo : André Korver (c)



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Moody's downgrades French shipping giant CMA

Ratings agency Moody's said on Friday it was downgrading its ratings on French shipping giant CMA CGM, the world's third-biggest container mover. The move came despite an announcement on Thursday from CMA CGM and rival Swiss-Italian MSC, the world's second-biggest shipper, of a partnership to share fleets to improve their performances.

Moody's said in a statement it was downgrading CMA CGM's corporate family rating (CFR) and probability of default rating (PDR) to B2 from B1. It also downgraded to Caa1 from B3 its rating on 325 million euros (\$439 million) and 475 million euros worth of senior unsecured notes maturing in 2019 and 2017, respectively. It said its outlook was negative. "The downgrade was triggered by CMA CGM's weak performance for the third quarter. As a result 2011 will be significantly weaker than estimated by Moody's last September translating into credit metrics that are likely to be very weak for the category at year end," Moody's said.

"This is linked to the poor performance of the industry during its peak season (between September and October) caused by the oversupply of vessels on the water that slashed freight rates to a very low level," it said. In the first nine months of the year, CMA CGM saw turnover of \$11 billion, a 5.2-percent increase on a 12-month basis, but its earnings before interest, taxes, depreciation, and amortisation (EBITDA) were only \$672 million in the same period. CMA CGM has suffered from debt problems and in September ratings agency Standard and Poor's also revised its outlook on the shipping giant to negative, warning that it was at risk of breaching conditions on its debt. **Source: AFP**



Above seen the 1976 built SLE flag offshore tug/supply ship **SPARROW HAWK** offshore Malta during her delivery voyage on Monday 28th November, 2011. She's the former **KEEN EXPRESS** of Vroon Offshore Services(VOS).

Photo : Cpt. Lawrence Dalli - www.maltashippphotos.com (c)

Product MR tankers could benefit from growth in US products exports

Medium-range (MR) product tankers could see earnings gains from an increase of US exports of distillate products said London-based shipbroker Gibson in its latest weekly report. According to Gibson, for many years the transatlantic gasoline trade from Europe to the US has been one of the key routes for MRs in the West, with European exports to the US peaking at 0.61 million b/d in 2006. However, there has been a significant pressure on US gasoline demand and imports over the past few years, not least due to turbulent economic conditions and rising prices. In addition, imports from Europe faced increased competition from longer-haul suppliers. Gasoline shipments from Europe declined by 0.23 million b/d from their position in 2006 to 0.38 million b/d during the first three quarters of this year. Furthermore, weekly estimates for total US gasoline imports for October-November 2011 fell below their average position for Q1-Q3 2011, suggesting a further weakness in gasoline flows from Europe to the US, noted Gibson. Yet, as it states that "the ongoing decline in US gasoline imports has had only a limited impact on total MR demand in the Atlantic Basin due to growing US product exports. Distillate exports have seen the largest growth, averaging 0.79 million b/d between January and September this year, up massively by 0.57 million b/d from their position in 2006. Most of these exports are for South America, Mexico and the Caribbean, accounting for 56% of the total or 0.44 million b/d during the first nine months of this year. Distillate exports to Europe also have increased, from just 60,000 b/d in 2006 to 0.29 million b/d for January-September 2011. The latest indications are for further increases in total distillate exports, with weekly estimates at 0.92 million b/d for the past two months, some 0.24 million b/d above total US gasoline imports over the same period!" said Gibson in its report.

It went on to mention that "apart from this astonishing growth in distillate exports, gasoline trade out of the US is also on a rise. Gasoline exports have increased threefold over the past five years, rising from 0.14 million b/d in 2006 to 0.44 million b/d during the first nine months of this year, with around 90% of the total (0.39 million b/d) shipped to Mexico, the Caribbean and South America. Combined, the growth in US products exports has more than offset the decline in gasoline imports. The situation in terms of tonne-miles demand is somewhat different, as exports are predominantly short-haul. Nonetheless, gains in exports at present provide growing opportunities to enhance MR earnings through greater vessel employment, and/or back-haul opportunities. In the future, if the rapid growth in exports continues, there is also a strong potential that the back-haul distillate trade could become the front-haul voyage, replacing the importance of the traditional gasoline flow from Europe to the US" concluded Gibson.

Meanwhile, in the tanker market this week, Gibson noted that the dramatic drop seen last week on the VLCCs provoked a change in tactics by Owners; who had to go from pushing the envelope to a point of consolidation and subsequent rebuilding. Rates still stand at around WS 58 for East and WS 38 West, with Owners still trying their best to push it back up but it remains to be seen as to whether we have another generous month of stems like November in order to fulfil any Christmas expectations.

According to the shipbroker "Suezmaxes look a lot tighter up until the middle of the month, but a slightly more ample list for second half December dates should keep rates rangebound with any change looking unlikely with 130,000 by WS 85 East and WS 55 West as enquiry remains minimal. Aframaxs are not as busy as last week, but the thinner residual list has kept rates sideways and Owners will hope for more of the same on the rates next week as it continues at around 80,000 by WS 117.5. An eventful week of sorts was seen on the suezmaxes in West Africa. A lot of punchy rates were put on subs off prompt dates for replacements, but very few of them actually came to fruition and got their subs, which lead to this week running out of steam and Owners left feeling slightly dejected after what started with so much promise. The week finishes at around 130,000 by WS 77.5 for Western destinations with Owners hoping to keep erosion of the rates to a minimum for next week. VLCCs have remained, largely, spectators this week by comparison, and what little enquiry was seen did result in a slight ticking down on rates with East destinations likely to be around 260,000 by WS 57.5/60 while USD 3.5m should be the going rate for West Coast India discharge" said Gibson.

It went on to mention that "a week of extensive inactivity has taken its toll on the aframaxs in the Caribbean, and the rates have inevitably suffered by dropping around WS 20 points with the week ending at around 70,000 by WS 100 with a possibility of a little more off expected. The VLCCs have also had a quiet week with rates likely to close this week where they started on Monday at around USD 3.95m for Singapore destinations. The remarkably lacklustre situation on the aframaxs in the Mediterranean over the past few weeks as finally been broken with enquiry picking up over the week. However, it will take more time and effort to see any thorough gains as the market has only improved mildly upto around 80,000 x WS 90 for cross-Mediterranean voyages as Charterers look forward to cover stems prior to next week's parties. The suezmaxes in the Black Sea and Mediterranean started the week with a bit of activity to provoke them into action and an improvement in rates was subsequently seen, albeit minor, but since the middle of the week it's all been relatively uninspiring and the week finishes around 135,000 by WS 85 as the threat of bad weather in the Bosphorus proved to be a false alarm" concluded Gibson. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **ADVENTURE OF THE SEAS** seen moored in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Shipping industry seeks self regulation on emissions

International shipping industry groups have teamed up with prominent non-governmental organisations (NGOs) to lobby for a bigger role in how the industry cleans up, and pays for, its carbon emissions. The International Chamber of Shipping (ICS) joined global NGOs Oxfam and WWF at this week's UN climate talks in Durban to call for self-regulation by the shipping industry on climate matters. The ICS is an industry association that represents over 80 per cent of the world's merchant fleet. In a statement released on Tuesday, ICS secretary general Peter Hinchcliffe said that the industry would agree to contributions to a UN climate fund for developing countries, if the industry could determine its own regulation on pollution. The Green Climate Fund, adopted last year in Cancun under the United Nations Framework Convention on Climate Change (UNFCCC), is meant to distribute US\$100 billion annually by 2020 to help developing countries adapt to climate change.

"It is in the best interests of both the environment and developing nations for shipping to be regulated via our industry regulator, the International Maritime Organization (IMO), with the same rules for carbon reduction applying to all internationally trading ships, but in a manner which respects the principles of the UN climate convention," he said.

Mr Hinchcliffe added that the industry had a "clear preference" for raising funds through measures linked to ships' fuel consumption, such as a fuel tax, as compared to an emissions trading scheme. Emissions trading schemes require participating companies to purchase permits for the emissions they produce. As global climate negotiations pick up pace this week, the shipping industry's carbon dioxide (CO₂) emissions – which account for just over three per cent of overall emissions – have come under increasing scrutiny from the international community. In the absence of global agreements to limit shipping-related emissions, industry leaders fear that regional measures such as a European Union emissions trading scheme (ETS) will unfairly impact shipping companies from different areas. The EU had previously floated the idea of including the shipping industry in its emissions trading scheme. The aviation industry is scheduled to join the scheme in 2012, but the measure is being opposed by several non-EU nations such as the United States and China. Earlier, in September, Oxfam and WWF had jointly launched a report which found that a global fuel levy was the best way to cut emissions within the sector and provide funding for a UN Green Climate Fund at the same time. The report suggested that a US\$25 tax on each tonne of shipping fuel could raise US\$10 billion annually for the

fund. In Tuesday's statement, both NGOs supported the industry's plea for self-regulation. Leader of WWF's Global Climate and Energy Initiative, Samantha Smith, said, "We agree with shipowners that the best place to work out the details of how shipping's emissions can be tackled using market based measures will be at the International Maritime Organization."

According to the statement, leaders at the climate talks should provide guidance to the industry for how they should apply the UNFCCC principle of 'common but differentiated responsibilities and respective capabilities' (CBDR). CBDR allows for differing levels of action from developing and developed nations within global agreements. Oxfam's climate change policy advisor, Tim Gore, said: "Industry and civil society actors agree that shipping emissions can be regulated in a way which is fair to developing countries and could help generate the resources they need to tackle climate change." "It's vital that governments meeting this month at the UN climate talks in Durban give the signal needed to move such a deal forward in the International Maritime Organization," he added. However, not everyone agrees that the IMO can move fast enough. At a recent sustainable shipping event in Singapore, London-based NGO Forum for the Future's founder and director Sir Jonathon Porritt told Eco-Business that better options exist for accelerating progress on the industry's emissions reductions. Sir Jonathon noted that the IMO, having just successfully established international standards for the energy efficient designs of new ships, showed no sense of urgency for dealing with the more immediate problem of the emissions from existing ships. The Forum for the Future works with industry groups and government on sustainability. Its Sustainable Shipping Initiative (SSI), a collaboration of NGOs and shipping-related companies working for the long-term economic and environmental sustainability of the industry, had recently unveiled its vision of developing a sustainable industry by 2040. Regarding the industry's progress on reducing its environmental impact, Sir Jonathon said the "pace of change does not match the scale of the challenge." In response, the SSI has garnered a list of signatories from within the industry who are prepared to act in their own name to "drive things forward faster."

The initiative's steering committee has created four different areas for action, which will be ready for launch in 2012. Those areas, called 'work streams', are financing for new technology, reducing the life-cycle impact of ships, creating common standards for sustainable performance and promoting new innovations that will help transform the industry. The 15 initial signatories include ship builders, owner and operators such as South Korea's Daewoo Shipbuilding & Marine Engineering, Denmark's Maersk Line, and the UK-registered China Navigation Company. Signatories from related industries include Dutch bank ABN Amro, London-based marine insurer RSA, WWF and global consumer goods company Unilever. China Navigation managing director Tim Blackburn, who also attended the 40-strong SSI meeting of regional industry players, told the group that it was in the best interests of the industry to plan for the environmental and economic challenges ahead. In addition to environmental impacts, his firm, which plans over a 30 year time frame, has identified problem areas such as rising oil prices, limited numbers of skilled professionals, increasingly difficult access to financing and fragile economies. "The industry has to continue to build improvements into ships to stay competitive," he said, adding that improving propulsion systems and developing alternative fuels were key areas for research. He noted that the shipping industry is the life-blood of the global economy – ships transport 90 per cent of the global goods traded – but that the industry did not have a great track record for working together. The Sustainable Shipping Initiative was a timely opportunity to bring together major players in the industry who wanted to be part of the solution rather than part of the problem, said Mr Blackburn. **Source: Eco-Business**



The **Celebrity Century** seen swinging around to seaward outside Sullivans Cove in Hobart, Tasmania, Australia

Photo : Glenn Towler (c)



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The **ASL GALLANT** seen in Singapore waters – Photo : Piet Sinke ©

New cargo index to help city's hub target

Shipping Freight Exchange Co plans to launch a new shipping rate derivative based on coastal coal freight rate as part of efforts to provide more shipping related financial derivatives to help the city meet its goal to be global shipping hub. Trading of the contracts based on the China Coastal Bulk (Coal) Freight Index will officially start next Wednesday and this will help shipping companies and cargo owners to avoid fluctuating freight rates through forward freight agreement.

The dry bulk freight index will be based on nine routes from northern ports in the country to destinations ports including Shanghai and Ningbo. The index will use the rates applicable on September 1. The freight exchange requires 20 percent of margin for each trader, and the index will be updated daily. Although Shanghai has seen a strong growth in its throughput of dry bulk cargo and became the world's top container port in 2010, it is still lacking in many shipping-related financial products and services. Shipping financing and other maritime services are also key in enhancing the industry as a whole and will help the city sail toward its goal of a global shipping hub by 2020. Earlier

this year, the exchange launched derivatives based on container freight, the first in the domestic market. The container freight index is based on rates of shipping routes to the United States and North America. **Source:** Shanghai Daily



Above seen the 1972 built DNK flag standby-safety vessel **THOR GUARDIAN** entering Grand Harbour, Malta on Thursday 1st December, 2011. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**

Seychelles Invites China to Set Up Anti-Piracy Base

The Seychelles invited Beijing to set up a military base on the archipelago to beef up the fight against piracy there, Foreign Affairs Minister Jean-Paul Adam said. The declaration came Dec. 2 as Gen. Liang Guanglie is making the first-ever visit by a Chinese defense minister to the Indian Ocean island state. "We have invited the Chinese government to set up a military presence on Mahe to fight the pirate attacks that the Seychelles face on a regular basis," Adam said. "For the time being China is studying this possibility because she has economic interests in the region and Beijing is also involved in the fight against piracy," he explained. Liang, who arrived in Victoria on Dec. 1 with a 40-strong delegation, had been invited in October by Seychelles President James Michel, when he was on a visit to China.

"Together, we need to increase our surveillance capacity in the Indian Ocean ... as Seychelles has a strategic position between Asia and Africa," Michel said in statement, adding that China had given its army two light aircraft. The two countries signed a military cooperation agreement in 2004 that has enabled some 50 Seychelles soldiers to be trained in China. They renewed their agreement Dec. 2, with China to provide further training and equipment. If the Chinese military base goes ahead, "it won't be the first foreign military presence here because the Americans already have a small drone base here that they use in the fight against piracy," Adam said.

After warships started deploying in the Gulf of Aden in 2008 to thwart attacks on vessels, Somali pirates enlarged their field of operations into the Indian Ocean, including towards the Seychelles. With 115 islands scattered over an area of 540,000 square miles, a population of 85,000 and an army of just 500, the archipelago has been asking for foreign assistance. Liang flew in from the Ugandan capital Kampala, where, according to Ugandan government sources, he promised \$2.3 million in military aid, including support to troops in the African Union force in Somalia. The Seychelles president also welcomed "Russian support in the fight against piracy" after he met Dec. 2 with Sergey Kryukov, Russia's top foreign ministry official for Africa. Piracy has flourished off war-torn Somalia, outwitting international efforts - including constant patrols by warships and tough sentencing of the pirates they capture. **Source :** Defensenews



The **OOSTERSCHELDE** seen arriving at the passenger terminal in Lisbon - Photo : Fred van Wijnen ©

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Evergreen's Uni-Aspire rescues Korean seafarer in South China Sea

TAIWAN'S Evergreen Line's 1,164-TEU **Uni-Aspire** has successfully rescued a Korean seafarer in the South China Sea just south of Hong Kong after receiving an emergency call from the Hong Kong Maritime Rescue Coordination Centre (HKMRCC) to rescue a vessel en route to Laem Chabang from Taichung.

The 167-metre 26,589 dwt freighter **Bright Ruby** sunk 300 miles off the coast of Hong Kong in the South China sea with 15 crew rescued. Six remain unaccounted for despite a rescue response from eight vessels. The Hong Kong-registered Jin Guan Ling rescued 10 seamen, the Greek-owned **Common Spirit** two seamen, the Liberian-flagged 3,104-TEU **Cap Norte** and the Singapore-flagged 4,496-TEU **Maersk Cunene** rescued a man each. **Uni-Aspire** successfully rescued the chief officer Lee Sang Hun, a Korean seafarer of the distressed ship, four hours after it

received the emergency call, where he remained on board until reaching Laem Chabang. The Korean Consulate in Thailand then took care of Mr Lee and arranged to send him home.

Last summer, the crew of Evergreen Line's 1,618-TEU **Uni-Pacific** performed a lifesaving mission off Jakarta and rescued seven Indonesian seamen in stormy seas. "Our ships' crews are proud and responsible members of the brotherhood of the sea and will always respond to the vessels in distress," Evergreen said in a statement. **Source : Schednet**



The **HIGH JUPITER** seen outbound from Rotterdam – **Photo : Ria Maat ©**

Pirates release ship but keep some hostages

Somali pirates released a chemical tanker owned by Singapore shipping company **Glory Ship Management**, but broke an agreement to release all the crew, keeping four South Korean seamen including the captain captive, the company said yesterday. **MT Gemini**, the 29,871-tonne chemical tanker, was carrying crude palm oil from Indonesia when it was hijacked 215 days ago off the east African coast, the company said in a statement.

'The pirates on Nov 30 released 21 of the 25 crew on board but took four South Korean seamen, including the captain, ashore at the last moment despite earlier promises to release the entire all-man crew,' Glory said. 'We are relieved that 21 of the crew have been released and are in good health. We will expedite their speedy return home. In the meantime, we are expending all efforts to secure the release of the four South Koreans still held as hostages.' The crew comprised 13 Indonesians, five Chinese nationals, and three crew from Myanmar in addition to the South Koreans. **Source : Reuters**

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SINTERKLAAS ARRIVED IN HARWICH



Above seen **St NICHOLAS** and **Black Peter** arriving at Harwich onboard the Harwich RNLI lifeboat **ALBERT BROWN** - Photo : Andrew Moors (c)

NAVY NEWS

Russian Navy to receive 1st Graney class attack sub by end of 2012

The delivery of the first Graney class nuclear-powered multipurpose attack submarine to the Russian Navy has been postponed until the end of 2012 due to additional tests of its weapons systems, the Sevmash shipyard said. Construction of the Severodvinsk submarine began in 1993 at the Sevmash shipyard in the northern Russian city of Severodvinsk but has since been dogged by financial setbacks. It was floated out in June last year and has undergone two sets of sea trials. "The delivery of the [**Severodvinsk** submarine] to the Defense Ministry has been postponed

until next year,” Sevmash General Director Andrei Dyachkov said on Friday in an exclusive interview with RIA Novosti. Dyachkov said the testing of the submarine’s weaponry required at least six months of additional sea trials in 2012. “The submarine itself showed a good performance [during previous trials],” the official said. “It will be commissioned by the end of 2012.”



Graney class nuclear submarines are designed to launch a variety of long-range cruise missiles (up to 3,100 miles or 5,000 km), with conventional or nuclear warheads, and effectively engage submarines, surface warships and land-based targets. The submarine's armament includes 24 cruise missiles and eight

torpedo launchers, as well as mines and anti-ship missiles. Meanwhile, the construction of the second Graney class submarine, the Kazan, at the Sevmash is going according to schedule. The Kazan will feature more advanced equipment and weaponry than the Severodvinsk, and can be considered as a prototype of modernized Graney-M class submarines. Dyachkov said on Friday that Sevmash would start building a series of five advanced Graney-M class attack submarines in 2012 under a recent contract between the Russian United Shipbuilding Corporation and the Defense Ministry. **Source : rian.ru**

Russia to refit Admiral Nakhimov nuclear cruiser after 2012

Russia to recall from reserve three nuclear-powered missile cruisers by 2020 – Navy



The overhaul of mothballed **Admiral Nakhimov** nuclear-powered cruiser will start after 2012 with the focus on refitting the ship with advanced weaponry and electronics, the Sevmash shipyard said. The **Admiral Nakhimov** (former Kalinin) Kirov class cruiser was commissioned in 1988 and mothballed in 1999. It has been docked at the Sevmash shipyard in the city of Severodvinsk in northern Russia, undergoing repairs since 2005. “During the talks with the Russian Defense Ministry, we have concluded that it would be senseless to continue the repairs without determining the final variant of the modernization, so the repair work has been suspended [until after 2012],” Sevmash General Director Andrei Dyachkov said on Friday in an exclusive interview with RIA Novosti.

Dyachkov said that the main changes during the overhaul will be applied to cruiser’s armaments as the SS-N-19 Shipwreck missiles – the ship’s current main weaponry – have become outdated.

The SS-N-19s will be replaced with P-800 Yakhont (SS-N-26) anti-ship cruise missiles. The cruiser will also receive advanced air defense missile systems based on the land-based S-400 Triumf, and new point-defense systems. Russia

built four Kirov class nuclear-powered cruisers in 1974-1998. One of them, the **Pyotr Veliky**, is still in active service as the flagship of the Northern Fleet.

Several sources in the Russian military and defense industry earlier said that the Russian Defense Ministry was planning to refit the **Admiral Nakhimov**, **Admiral Lazarev** and **Admiral Ushakov** missile cruisers by 2020 in a major boost for the Russian Navy's combat strength. Dyachkov said on Friday the fate of the **Admiral Ushakov**, which has been docked at the Zvezdochka shipyard in Severodvinsk, has not been determined. The Kirov class main weapons in current configuration include 20 SS-N-19 Shipwreck missiles, designed to engage large surface targets, and air defense is provided by 12 SA-N-6 Grumble launchers with 96 missiles and two SA-N-4 Gecko with 40 missiles. After the refit, the Kirov class cruisers will most likely be deployed with Russia's Northern and Pacific fleets as part of large task forces set up to carry out a variety of combat missions - from "hunting" the adversary's aircraft carriers and submarines to massive land assaults. **Source : rian.ru**



The **HMS OCEAN** seen in Gibraltar December 3rd, on her way back from operations off Libya. A few days on the Rock for Rest and Recreation for the embarked men and women. **Photo : Francis Ferro (c)**

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GustoMSC busy with commissioning of their SEA-series Jack-ups

The “**JB-117**” of Jack-Up Barge is presently being transported from Batam to Europe commissioning and Jacking Trails



took place the weeks before. This week the “**Neptune**” of GeoSea received it’s legs and were installed in a record time. Jacking Trails will start soon afterwards and are always impressive to see these units being jacked up high in the sky. The “**JB-117**” is one of the largest non-propelled construction Jack-ups presently in the market and will start on its first project at BARD Offshore Wind. This is the first SEA-3250 designs built by Drydocks World S.E.A. and is number 6 of the success story of the GustoMSC SEA-series being constructed by this yard. It started with the SEA-2000 design JB-109 and presently owned by A2SEA as **Sea Worker**, others followed like the **JB-110 (Seafox 7)**, **JB-114**, **JB-115** and **SWIFT 10**. The “**Neptune**” of GeoSea is a SEA-2750 design by GusoMSC. Although thruster assisted this unit is

a little smaller than the **JB-117**. Both of these units will start working in the Offshore Wind industry, having their own specific’s. The success story of these SEA series are caused by the positive engagement hydraulic jacking systems also delivered by GustoMSC and that these units are Classed as Self Elevating Platforms and not the so called Liftboats.

Incat Crowther to design catamaran ferry for Thailand's Lomprayah

Incat Crowther is to design a 461 passenger 32 m catamaran ferry, to be constructed by the Seacrest Marine shipyard in Thailand. It will be the sixth vessel designed by Incat Crowther for Thai high speed ferry operator Lomprayah, following on from two 29 m catamarans that have been very successful, leading to a growth in Lomprayah’s operation.

The new vessel utilizes Incat Crowther’s plum stem hull form which delivers excellent fuel economy and seakeeping, and gives it a very low cost per passenger mile.

For this project, Incat Crowther has been contracted to deliver a full production design package that improves build efficiency and reduces material wastage. The design package consists of all major structure, including nested and cut aluminum, as well as major fit-out components such as windows and air conditioning. The package also includes three-dimensional systems design, which will detail all piping runs and fittings.

Passengers will board the vessel through bulwark gates on both decks. The main deck, which accommodates 241 passengers, has a large luggage area aft, as well as five toilet spaces. There is a large canteen at the aft end of the main deck cabin, whilst a second luggage area is provided at the forward end of the main cabin.

The upper deck cabin is split between has a mix of economy class seats and VIP seats in a separate rooms. Outdoor seats are provided on the aft upper deck, whilst there are also seats on the roof deck. A pair of MTU 16V2000 M72 main engines, each producing 1440 kW, will easily push the vessel to a service speed of 25 knots, with propulsion by propellers.

Length Overall	:	32.0 m
Length Waterline	:	31.0 m
Beam	:	9.0 m

Draft Max : 1.9 m
Draft Hull : 1.2 m
Depth : 3.2 m
Fuel : 6 000 liters
Fresh Water : 2 000 liters
Passengers : 461
Crew : 4
Service Speed : 25 knots
Maximum Speed : 27 knots
Main Engines : 2 x MTU 16V2000 M72
Installed Power : 2 x 1 440kW @ 2250 rpm
Propulsion : 2 x Propellers
Generators : 2 x Caterpillar C4.4 86kW
Construction Material : Marine Grade Aluminum
Flag : Thai Government Marine Department

Source : MarineLog

Ingalls seeks to buy out workers

Shipbuilder plans to reduce nonunion workforce by 500

The unit of Huntington Ingalls Industries said Friday it was offering a buyout package to nonunion workers at its Pascagoula and Gulfport shipyards. Workers who choose to leave would get one week's pay for every year worked at Ingalls, up to 26 weeks. In a prepared statement, company spokesman Bill Glenn said the company had to reduce "indirect budgets" because of increased cost pressures and the expectation of federal budget declines. He called the cutbacks "unfortunate but necessary." The company has 10,000 workers in Pascagoula and about 500 in Gulfport. About 4,250 are not covered by union contracts, including engineers, designers, bookkeepers and office workers.

Ingalls has received ship contracts worth \$3.4 billion this year, Glenn said. Late Friday, Ingalls won a \$46 million Navy contract to buy supplies and equipment for composite structures it is building in Gulfport for an advanced class of destroyers being built in Maine. Observers expect the federal government will cut its budget in coming years, meaning it will buy fewer ships for the Navy and Coast Guard. The Navy also has struggled with increasing costs for ships, meaning it can buy fewer even with the same amount of money. Huntington Ingalls, spun off earlier this year from defense contractor Northrop Grumman Corp., has been working to increase profits at its Gulf Coast operations, which have traditionally earned less than its shipyard in Newport News, Va. The company plans to close its shipyard in Avondale, La., in 2013, and is already reducing employment there. Union workers, including the welders, electricians, pipefitters and others who construct the ships, voted Thursday to extend their contract by three years. Under that deal, each worker will get a \$1,000 bonus in place of a 2012 cost-of-living adjustment, plus raises in 2012, 2013 and 2014 worth nearly \$4,000 a year to a journeyman working a full-time schedule. However, health care premiums will also increase. Glenn said Friday's buyout offer and the Thursday contract extension were not linked. Source : **darionledger**

ROUTE, PORTS & SERVICES





The **SC PUMA** seen riding high off Hoek van Holland- Photo : Kees Torn ©

**Due to travelling abroad this week the
newscippings may reach you irregularly**

Port of Grimsby gears up for £25 million expansion

Associated British Ports says the development of Grimsby River Terminal (GRT) "will herald the largest ever capital investment in the Port of Grimsby."

Alongside this, ABP will enter into a new long-term agreement with Volkswagen Group UK Ltd announced 28 November. Over £25 million will be invested by ABP in the new terminal on the river Humber, offering significantly improved access to the international automotive industry.

Specialist car-carrying ships currently berth in Grimsby's Alexandra Dock, which is accessed through the Port's original Royal Lock, built in 1852. The lock entrance limits ship size to a maximum of 800 cars. The GRT will offer lock-free access for two vessels carrying up to 3,000 vehicles, significantly increasing the Port's capacity and making it more attractive to carriers. It will link directly into the Port's extensive car storage facilities.

Volkswagen Group, the largest car manufacturer in Europe and the largest seller of cars in the UK, has been a valued customer at the Port since the early 1970s, delivering brands such as Volkswagen, Audi, Skoda, and Seat. ABP Port Director Grimsby & Immingham John Fitzgerald said, "It is fitting that such a long-term customer is key to this exciting new phase in the history of the Port of Grimsby."

"This new contract strengthens our close working relationship with VW Group and builds on the combination of Grimsby's specialist car-handling facilities, with the expertise of GBA Group's staff. This has successfully attracted the world's leading car carriers to the Humber. The development of the terminal will allow us to significantly expand and will bring new job opportunities in coming years".

Robin Slough, Head of Vehicle Operations, VW Group said, "Grimsby is at the centre of our UK logistics strategy. Its excellent links enable efficient distribution to our customers in most of England and Wales. We are delighted to support ABP's expansion project by committing our traffic to the Port of Grimsby for the long term." Work will

commence early in 2012, with the first ships expected to berth at the new facility in autumn 2013. **Source :** Dredging News Online



Above seen the **UAL TYCOON** entering Takoradi (Ghana) port - **Photo : Patrick McCardle (c)**

India: Seafarers, port workers launch campaign against FOC ships

Indian seafarers and port workers plan to launch a joint campaign against poor working-condition of men on board of flag-of-convenience (FOC) ships. For a week from December 5, the volunteers of seafarers and port unions will inspect FOC vessels at major Indian ports including Mumbai and Jawaharlal Nehru ports. Their findings will be reported to the maritime regulator. The campaign, part of a global initiative by the International Transport Workers Federation (ITF), is being launched in India jointly by three trade unions—Transport and dock workers union, National Union of Seafarers of India and the Maritime Union of India, statement issued by one of the unions said. The campaign is also against operation of sub-standard ships.

A flag of convenience ship is one that flies the flag of a country other than the country of ownership. Such ships are generally referred as FOC vessels. These ships normally do not follow the manning norms, standard of maintenance and on-board working conditions. Shipowners go for FOC registration as the registration fees are normally low, they can employ cheap labour and the taxes will be nil or low. "This is what makes the flag so attractive to shipowners" said a union official. FOC ships follow the rules of the country where it is registered. FOC counties include Panama, Cyprus, Malta and Bahamas. Mr S.R.Kulkarni, Chairman, Asia Pacific region of ITF, said ships involved in recent collision and other marine accidents in the Indian Ocean were sub-standard FOC ships. The week-long campaign is against the operation of such sub-standard ships calling at Indian ports. The Indian maritime administration also has been taking measures to prevent sub-standard shipping. Recently, it has decided to ban certain categories of ships above 25 years calling at Indian ports. **Source: The Hindu Business Line**

Over enthusiastic Customs threat to Vallarpadam

The new container shipping service linking the Indian port of Kochi to ports in Europe could be suspended by operator CMA-CGM Hapag-Lloyd if customs officials continue to check seals on all transshipment containers passing through the Vallarpadam terminal. this practice is causing major delays to some containers, with the line apparently threatening to shift to Columbo, where customs procedures are less rigorous. **Source : PortStrategy**



Hamburg Süd, Seago Line expand cooperation

With the aim of providing significantly more cost-efficient services, Hamburg Süd and Seago Line are enhancing their cooperation in the trade between North Europe and Eastern Mediterranean, Cargonews Asia reports. Both lines had responded to unfavourable market developments in this trade in August 2011 by combining their services. Starting in January 2012, the currently existing four services of both partners are to be rationalised and replaced by a new service concept featuring three loops.

The **"Israel Loop"** will see the deployment of four Seago Line Panmax vessels of 4,200 TEUs (nominal) each. The port rotation is: Rotterdam – Felixstowe – Bremerhaven – Antwerp – Haifa – Alexandria – Ashdod – Rotterdam.

The **"Levant Loop"** will be operated with five Hamburg Süd Panmax ships, each featuring a nominal capacity of 4,200 TEUs and calling at the following ports: Felixstowe – Antwerp – Hamburg – Tangier – Limassol – Alexandria – Port Said – Beirut – Lattakia – Mersin – Port Said – Algeciras – Felixstowe.

The two previously mentioned loops will be augmented by the **"Inner Med Feeder"**, which will be operated with the following port rotation: Tangier – Algeciras – Alexandria – Mersin – Port Said – Ashdod – Haifa – Salerno – Valencia – Tangier.

The combination of these three loops provides fast transit times, a comprehensive port coverage and facilitates the deployment of larger, cost-efficient vessels. The new service configuration further allows connections to the global liner networks of both companies, whereby the established schedule reliability of the partners guarantees a continued very high standard of service. Hamburg Süd completes its service package between North Europe and Eastern Mediterranean with the **"Turkey Service"**, which retains the port rotation: Felixstowe – Bremerhaven – Antwerp – Gebze – Kumport – Gemlik – Aliaga – Valencia – Felixstowe. **Source : PortNews**



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The **BBC ENGLAND** seen off Gibraltar for bunkers before continuing her voyage to the Everglades.

Photo : Francis Ferro (c)

Balpure BWT chosen for four MOL LNG newbuilds

Four LNG carriers being constructed for **Mitsui O.S.K. Lines (MOL)** by Hudong-Zhonghua Shipbuilding (Group) Co., Ltd, at its shipyard in Shanghai will be the first newbuild LNG carriers to install the Balpure ballast water treatment system from Severn Trent De Nora.

Each of the ships, which will be on long term charter with China Gas/ExxonMobil, will be supplied with a skid-mounted Balpure BP-5000 system able to treat ballast water flow rates of up to 5,000 cu.m/h. The first Balpure system will be installed in August 2012, with the last installation to be completed before the end of 2013.

Balpure, which received Type Approval in July 2011, utilizes electrolytic disinfection technology.

Balpure's slip stream treatment approach, where one percent of the total ballast water flow is used to generate the hypochlorite disinfection solution, enables remote mounting away from the main ballast line. The Balpure slip stream treatment approach, coupled with a design that requires treatment only during the uptake of the ballasting cycle, offers significantly reduced power requirements when compared to competing technologies - ensuring low

operational costs. The Balpure system uses proprietary self-cleaning electrodes that eliminate the need for chemical and mechanical maintenance that could otherwise be time consuming for ship's crew.

"We believe that this order with Hudong-Zhonghua Shipbuilding Group is a positive endorsement of the Balpure technology by shipping leaders Mitsui O.S.K. Lines and ExxonMobil," said Jim McGillivray, Balpure general manager for Severn Trent De Nora. "With the Ballast Water Management Convention getting closer to ratification, owners and operators have begun to shortlist their preferred ballast water treatment solutions. Since our Type Approval in July, Balpure has begun to take a leading position on many of these preferred vendor listings." **Source : MarineLog**



The 1969 build tug **CANEGARDEN BAY** seen arriving in Willemstad with destination Curaçao Droogdok Maatschappij.

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

US west coast box volumes down 6pc attributed to 9pc import decline

THROUGHPUT of US west coast ports was down six per cent in October year on year due to a nine per cent decline in imports, according to the Pacific Maritime Association (PMA).

But exports continue to show a positive performance with an increase of one per cent year on year, reported Newark's Journal of Commerce, which added that loaded boxes were up two per cent from January to October year on year.

As the US west coast ports handle about half of all US containers and about two-thirds of the US trade with Asia, figures reflect that imports in the US have been decreasing, while exports growing over the past 10 months.

US imports declined two per cent over the first 10 months of the year compared to the same period in 2010. Imports increased in the first four months of 2011 year on year, but fell in May, and have experienced a year-on-year monthly decline since. Conversely, exports have been robust all year. For the first 10 months of 2011 containerised exports through west coast ports has increased eight per cent year on year.

October was the second busiest month of the year for exports after March. The PMA expects the US exports to remain strong in the winter months now and reach a high in March. Imports reached their highest level in August and the monthly figures have started to drop since. PMA forecasts slack imports in coming months, interrupted by a slight

rebound in January before factories in Asia shut down for two weeks due to Chinese New Year that comes in the fourth week of January. **Source : Schednet**

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OLDIE – FROM THE SHOEBOX



The hospital ship **ORANJE** seen arriving at Princess Pier in Melbourne August 1945

Photo : Coll. Kees van Huisstede (c)



MARINE & TRANSPORT SERVICES



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.... PHOTO OF THE DAY



The **AKADEMIK SHOKALSKIY** seen moored at Macquarie Wharf no 1 in Hobart, Tasmania, Australia
Photo : Glenn Towler ©

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