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**The WILD LOTUS seen off Gibraltar – Photo : Francis Ferro ©**

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## EVENTS, INCIDENTS & OPERATIONS



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Above seen the 1983 built MLT flag and owned offshore supply ship **SEA EXPRESS III** leaving Grand Harbour, Malta on Friday 2nd December, 2011 for the first time to perform sea trials since her arrival from Nigeria.

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

## Vessel Charter: NIMASA Warns Indigenous Shippers Against Piracy

The **Nigeria Maritime Administration and Safety Agency (NIMASA)** has sounded a strong warning to indigenous shipping companies to be careful while chartering their vessels out as oil thieves have been discovered to be renting indigenous ships to commit crimes on Nigerian waters. Director-general of the agency, Mr. Patrick Akpobolokemi, gave the warning while speaking on "Nigeria's Maritime Security Realities," at the inauguration of the newly elected executives of the **Maritime Reporters Association of Nigeria (MARAN)** held in Lagos on Thursday. Akpobolokemi, who was represented at the occasion by the agency's deputy director, maritime safety and seafarers standards, Captain Warriedi Enisuoh, warned indigenous shippers organised under the aegis of the Indigenous Ship



Owners Association of Nigeria (ISAN) against the increasing cases of piracy within the Nigerian waters and admonished them not to be carried away by money while chartering out their vessels to other shippers. He noted that the pirates, who now adopt high technology in carrying out their nefarious activities, also go as far as chartering vessels belonging to genuine and unsuspecting indigenous shipping companies and use them to rob other vessels. He however regretted that the indigenous ship owners in their desperate bid to make money, fuel the activities of these pirates even without knowing it, citing a case in which one of the pirates came to the office of one of the indigenous companies and chartered one of its vessels and used same for piracy attacks. He said, "It should be sounded now that the agency will not sit and watch the indigenous ship owners fuel piracy knowingly or otherwise. They must ensure that the full identity of those chartering their vessels must be established and documented." He disclosed that what gave the pirates, who used the ship to rob other tanker vessels of her content, was that the name of the vessel was not removed from the body, which brought about the argument that a genuine ship owner would not use his ship for such a criminal activity with her full name on her body. The director general, who also warned the ship owners of the habit of throwing caution to the wind in preference for money no matter where it comes from, argued that most of them were going into the business because the laws are not properly enforced, which he described as dangerous for the system. **Source: Leadership**



The Iskes tug **ARION** seen assisting the **AMALIA** in the port of Ijmuiden – **Photo : Marcel Coster ©**

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**Wisdom Marine Lines** bulk carrier **HOANYA WISDOM** outward on the River Mersey. The 21,118 dwt bulker, built at Hakata in 2008, had just left Birkenhead's East Float for Rouen - **Photo : Simon Smith ©**

## Fredriksen saves shipping empire

As expected, self-made shipping tycoon John Fredriksen seems to have a plan to save his vast tanker-owning company **Frontline** and his fellow investors. Shares initially soared on the news, but then settled back again this week. Major Norwegian banks had said from the outset that they had strong faith in Fredriksen, even after his right-hand man Olav Troim had to report heavy third-quarter losses last month. A miserable market for Frontline's huge oil tankers, with daily charter rates generating far less than what it costs to operate a super tanker, meant the company would run out of cash shortly after New Year.

Now Fredriksen plans to split Frontline in two, with its 10 newest vessels being sold along with the contracts for five new 300,000-dwt tankers to a new company called Frontline 2012. The rest of Frontline will be an operations company. Meanwhile, Fredriksen will put up a guarantee of NOK 1 billion. "It's easier to discuss a solution (for a company) when you have a main shareholder who comes forward in this manner," the boss for ship finance at one of Fredriksen's banks, Nordea, told newspaper Dagens Næringsliv (DN). Frontline 2012 will be the "inner file" where company growth is expected to take place, and the plan is to invite existing Frontline shareholders to buy new shares in it. That sent Frontline's own battered share flying on Tuesday, climbing more than 26 percent before falling back again later in the week, but still up from where it was. Frontline will also likely cancel some orders for new ships, or postpone them, and may also ask for a moratorium on loan payments for a while, to preserve cash. The banks were non-committal, but one called Fredriksen's plan "constructive." Fredriksen is known as a walking encyclopedia of tankers and has long had a knack for averting crisis and making huge profits. His passion for the businesses he's built up remains intact. Fredriksen, who grew up on Oslo's working class east side and now lives in London, has routinely been ranked as one of the world's wealthiest men. **Source: News In English**





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## Seven rescued after ships collide in Bay of Biscay

**Seven people have been rescued from liferafts after two merchant ships collided in the Bay of Biscay.**

Last Friday Falmouth Coastguard co-ordinated the rescue mission, 240 miles south-west of Lands End, with the Spanish, French and USA coastguards after the collision took place at 3.30am. It involved a small cargo ship, the [Florece](#), registered to the Dominic Republic, and the [Afrodite](#), a chemical tanker from the Bahamas, a coastguard spokesman said.

As the [Florece](#) sank all seven people on board, a mixture of Russian, Polish and Ukrainian, abandoned the ship to liferafts and were rescued by a container vessel, [Ocean Titan](#). They are now "safe and well" and on their way back to land. The spokesman added: "Falmouth Coastguard were alerted to the plight of the crew when the emergency position-indicating radio beacon was set off as their vessel began to sink. "The [Florece](#) was 240 miles south-south-west of Land's End at the time of the incident and was therefore within the UK's search and rescue region.

"Falmouth Coastguard used long-range information tracking to locate the nearest ship to the position given. "When they spoke to the master of the ship, [Afrodite](#), he informed them that he had been in collision with the cargo vessel

**Florece** and that the crew had abandoned to liferafts. "The **Afrodite** had attempted to deploy its fast rescue craft but had been unsuccessful due to the sea swell."

The chemical tanker sustained little damage in the collision. Falmouth Coastguard watch manager Terry Collins said: "I am pleased to report that all seven crew of the **Florece** are safe and well which is an excellent outcome. "This was an internationally co-ordinated response with coastguards from Spain, France, the USA and the UK joining forces with the crew of the **Ocean Titan** to ensure the safe recovery of the seafarers. "Satellite technology and modern communications made all the difference with this incident, meaning that we were able to pinpoint the location of the sinking ship, call the nearest vessel and co-ordinate a response within minutes." **Source : The Independent**



The **LEWEK FULMAR** seen anchored off Singapore - **Photo : Capt. Richard Leistra ©**



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## **Pertamina eyes Rp 21 trillion in net profits**

State oil and gas firm PT Pertamina aims to earn Rp 21 trillion (US\$2.31 billion) in net profits by the end of this year, higher than its initial target of Rp 17.7 trillion. Pertamina's chief spokesman, Mochamad Harun, revealed that the Rp 21 trillion target was realistic because as of the third quarter of 2011, the company had booked Rp 19.45 trillion in net profits. "From January to September, our revenues reached Rp 432.2 trillion," he announced at a press conference at his office in Jakarta. The weakening of the rupiah, increased oil prices and higher operating margins contributed to the profit soar, Harun explained.

Pertamina also reported its performance in the upstream sector in the first nine months of this year. For oil, the company produced 52.4 million barrels, or equal to 191,000 barrels per day (bpd), as well as producing 412 billion standard cubic feet of gas, equivalent to 1,510 million standard cubic feet per day (mmscfd). Oil production is expected to reach 195,000 bpd by the end of this year with expected increased production from the West Madura offshore block.

"For geothermal, the production was 11.8 million tons, which generated 1,553.7 gigawatts per hour (GWh)," Harun said. In the downstream sector, Pertamina sold 47.55 million kiloliters (kL) of fuel, comprising retail, aviation and industrial fuels. For aviation fuel, the company exceeded the sales target by 12 percent, selling 2.7 million kL in total.

Besides dominating the national aviation fuel market, Pertamina also penetrated several foreign markets, such as Bangkok, Dubai, Hong Kong, Jeddah, Kuala Lumpur and Singapore. The company also entered the global market for lubricants, by exporting to 18 countries, including Australia, Bangladesh, Belgium, China, Japan, Malaysia, Myanmar, Nepal, the Philippines, Saudi Arabia, Singapore, South Korea, Taiwan, Thailand and Timor Leste.

"With those achievements and the efficiency strategy that we have implemented, we're optimistic that our net profits can hit Rp 21 trillion by the end of this year," Harun said. To achieve the government's target of producing 1 million bpd of oil over the next three years, Pertamina has decided to invest Rp 408.6 trillion between 2011 and 2014.

The investment would be necessary to realize Pertamina's oil and gas production target and maintain reserves at 2.01 billion barrels of oil equivalent per day (bboepd), Harun added. "We're optimistic that the funds required for investment can be met from internal and external sources due to the high level of investor trust in Pertamina. This year, we issued global bonds twice with a total value of \$1.5 billion," he said. Pertamina's data shows that as of September, investment spending only hit Rp 13.19 trillion, or 35 percent, from a target of Rp 37.7 trillion. Harun claimed that most investments would be executed in the fourth quarter.

"We hope that by the end of the year 75 percent investment can be realized," he said. **Source : The Jakarta Post**



The **UNION ELISABETH** seen off Terneuzen  
Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)

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The **KSP SCULPTOR** seen operating at the T.Langsat terminal in Malaysia – Photo : Capt. Richard Leistra ©

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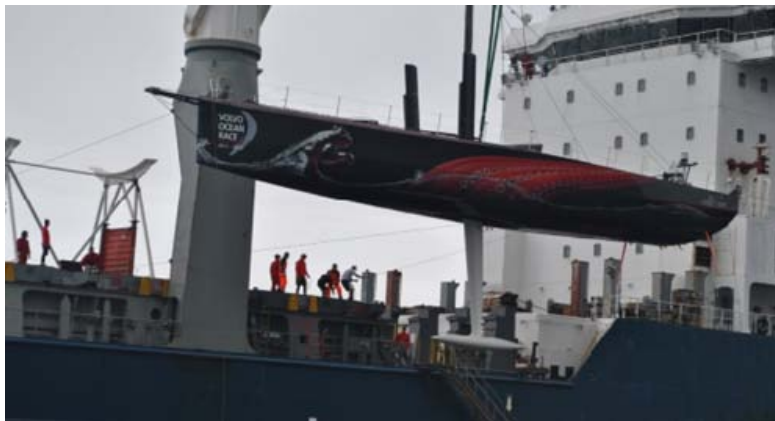
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## YACHT PUMA MAR MOSTRO DEMASTED OF TRISTAN DA CUNHA



The yacht **Puma Mar Mostro** was demasted about 700 miles from Tristan on the first leg of the Volvo round the world race (Alicante to Cape Town). She arrived at Tristan Da Cunha on 26 November and stayed a week while she waited for **Team Bremen** to come from Durban to collect the yacht and crew to take them to Cape Town. They left a week ago and have rejoined the **Volvo Ocean Race** in the meantime.



Tristan da Cunha, an overseas territory of the United Kingdom, is the remotest inhabited island in the world. It is located between South Africa and South America, 1750 miles from Cape Town and can only be reached by sea. Over the years Tristan has played to host to many vessels and yachts in distress. **Photo's : Sean Burns ©**  
[www.tristandc.com](http://www.tristandc.com)



The **Volvo Ocean Race** fleet during the pro-am races held in Table Bay last Friday with in the background seen (with the red sail) the repaired **Puma Mar Nostro**

**Photo : Glenn Käsner ©**



## Another group files to stop Port of Miami dredging

South Florida Business Journal reports that a Fisher Island condo association is trying to stop Port of Miami dredging, with concerns that it would erode the island's seawall and interrupt the ferry service. Condo Association No 2 filed the request for a formal hearing with the Florida Department of Environmental Protection on November 28th.

"This is a substantial impact on the welfare of all persons on the island because the ferry and barge services provided the only method of access to the island," the filing states. The injunction also asserts that the dredging "will adversely affect public health, safety, welfare and the property of others, because the [U.S. Army] Corps activity will cause destruction of the seawall and the abutting condominium property." The Tropical Audubon Society, Biscayne Bay Waterkeeper and a boat captain have also filed a petition to block the dredging. In March, Governor Rick Scott announced the state would fund a US\$77 million shortfall to dredge the port, which would allow it to accommodate the post-Panamax ships that will be able to traverse the Panama Canal after an expansion is finished. **Source : Dredging News Online**



Dockwise **"Black Marlin"** ready to offload ju-rig **"B-312"** at Kavala, Greece. The **"B-312"** must pass the Bosphorus, therefore 70m off the legs were cutted and remaining legs to be lowered 12m before the bridge passage.

**Photo: Cor Duijvestijn ©**





## NAVY NEWS



The Russian Frigate **LADNYI** seen arriving in Malta December 9<sup>th</sup> . – **Photo : Mario Schembri ©**

## New Indonesian patrol boats to combat smuggling and crime

As part of its joint effort to combat smuggling and transnational crime, the Australian Federal Police (AFP) delivered three new high-speed patrol boats to the Indonesian National Police. "Australia and Indonesia agree that people smuggling is a complex problem that requires a multi-faceted regional solution and regional law enforcement cooperation," said Australia's Minister for Home Affairs and Justice Brendan O'Connor. "This project recognizes the need to develop a sustainable regional response to irregular migration, that there is no quick fix."

Designed and constructed by Western Australian shipbuilder Strategic Marine, the 16 m long, aluminum hull boats are equipped for high-level surveillance. The vessels can operate covertly in the dark using night vision equipment and infrared spotlights to light up boats without alerting the suspect vessel.

"We are excited to have been provided this opportunity by the AFP to deliver world class patrol vessels designed to take on the operational challenges faced by today's law enforcement and defense departments," said Scott Nicholls, Chief Operating Officer, Strategic Marine. "Strategic Marine has a strong history of producing vessels for defense and police service contracts with over 240 maritime security vessels delivered to date world-wide."

The \$7.1 million project was funded by a grant given to the Australian Federal Police (AFP) in 2010—part of a new policy initiative to Enhancing Regional Law Enforcement Capacity. According to Nicholls, Strategic Marine is currently

providing the Indonesian Police with training on key design features and operation of the vessels. Operations are expected to begin later this month. **Source :** [MarineLog](#)

## Warship's Christmas video a smash hit

THE crew of a British warship have created a viral smash-hit by miming to the words of Mariah Carey's "All I Want For Christmas Is You". The four-minute video shows servicemen and women on [HMS Ocean](#) acting and dancing along to the 1994 song on the helicopter carrier's flight deck and below decks. At the end of the clip, the crew lie on the deck to spell out the words "Merry Xmas from [HMS Ocean](#)". The clip, which has been viewed by tens of thousands of people since it was posted on YouTube last week, has even been seen by the American singer, who sent her thanks to the crew in a Twitter message.

[http://www.youtube.com/watch?feature=player\\_embedded&v=SDZcGz4vmJc](http://www.youtube.com/watch?feature=player_embedded&v=SDZcGz4vmJc)

The ship was due to return home to Plymouth last Friday, well in time for Christmas, after leaving Plymouth in April for a seven-week training exercise, but then was diverted to the waters off Libya to support the UN air mission.

## Naming of warships causing dissent in Congress



The politically sensitive matter of naming American warships is getting a deeper look from Congress, where there's lingering controversy over the Navy's decision to name vessels after liberal icons [César Chávez](#) and [John P. Murtha](#).

A House and Senate committee is expected to order the Navy to explain how it chooses names and why it sometimes deviates from its own policies. Sen. Roy Blunt, R-Mo., inserted a provision in the National Defense Authorization Act that calls for a review of the ship naming process.

The House had been pursuing the matter separately, sometimes led by Rep. Duncan Hunter, R-Alpine, who criticized Navy Secretary Ray Mabus last spring for naming a dry cargo ship after Chávez, the late labor and civil rights leader.

"Naming a ship after [César Chávez](#) goes right along with other recent decisions by the

Navy that appear to be more about making a political statement than upholding the Navy's history and tradition," Hunter said in May. Mabus' decision was hailed by Sen. Barbara Boxer, D-Calif., who said in a letter to the secretary that, "Those who have criticized the Navy's decision to name this ship after César Chávez show a disappointing lack of knowledge of the standards and traditions that are such an important part of United States Navy history."

Mabus put Chávez's name on one of the Navy's T-AKE dry cargo ships, which the Navy said it would name in honor of "famous American pioneers, explorers, and visionaries." The Navy secretary is responsible for naming warships, and Mabus defended his decision to honor Chávez in May when he visited General Dynamics NASSCO in San Diego, where the 689-foot vessel is being built.

But anyone can propose the name for a ship, and lawmakers regularly do so. Hunter, a former Marine, wants the Navy to name a ship after Sgt. Rafael Peralta, a San Diego Marine who was nominated for the Medal of Honor for action in Iraq. The friction over naming involves not only Chávez, but Murtha, the late Democratic congressman from



Pennsylvania. Earlier this year, Mabus named an amphibious warship after Murtha, a former Marine who later became one of the most powerful figures in Congress, especially on defense matters.

The decision infuriated some people because Murtha had accused some Marines of “killing innocent people” during an incident in Iraq. There also was controversy because Murtha’s name will be on a San Antonio-class ship. All of the previous vessels in that line have been named either for cities, including San Diego, or place like Somerset County, Pa., and Mesa Verde National Park in Colorado. The defense bill amendment made by Blunt asks the military to explain whether the current methods for naming ships differs from historical policies and practice, and to explain any variations.

“Rules for giving certain types of ships certain types of names have evolved over time,” Ronald O’Rourke, a national defense specialist for the Congressional Research Service, wrote in a report to Congress. “Attack submarines, for example, were once named for fish, then later for cities, and most recently for states, while cruisers were named for cities, then later for states, and most recently for battles. **Source : Sign On San Diego**

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The 400.000 DWT **VALE DONGJIAKOU** seen fitting out at the **Rongsheng shipyard** in China

**Photo : Bas de Blok ©**

## \$9.98 million in federal funding available for small U.S. shipyards

The U.S. Maritime Administration has announced that \$9.98 million in federal funding is now available through its Small Shipyard Grant Program to help enhance the efficiency and competitiveness of qualified small U.S. shipyards. The grants are available for capital and related improvements projects that foster efficiency, and competitive operations; quality ship construction, repair and reconfiguration; and employee training projects. Grants are limited to no more than 75 percent of the estimated improvement costs. Application packages must be received by 5 p.m. on January 17, 2012. Additional information is available in the Federal Register at <http://federalregister.gov/a/2011-31830> or by contacting the Maritime Administration, Office of Shipyards and Marine Engineering, Room W21-318, 1200 New Jersey Avenue SE, Washington DC 20590, (202) 366-5737. **Source : MarineLog**

## Daewoo Shipbuilding says European client cancels order

Daewoo Shipbuilding & Marine Engineering said on Friday it had lost an order from a European customer worth over half a billion dollars in a sign of worsening conditions in the seaborne sector and a growing euro zone lending squeeze. It was the first cancellation this year for Daewoo, one of South Korea's top shipbuilders. The company said the deal was valued at 589.3 billion Korean won (\$520.8 million).

An industry source said the pulled order was from a Greek ship owner. Daewoo said in a regulatory filing the order for two very large crude carrier (VLCC) oil tankers and two bulk carriers, placed in 2008 at the height of a shipping boom, was cancelled because its client failed to make a payment. It did not identify the shipping company. It normally takes three years for a ship to be delivered. "The cancellation is illustrative of how tough things are. No banks will lend the money and unless you (a ship owner) have a very deep pocket, you will find your cash reserves from the good market drained by this very poor market," a ship industry source said.

A glut of ships ordered when times were good have continued to hit the water this year, outpacing demand for commodities such as iron ore and coal in the dry bulk sector and crude oil in the tanker market, battering ship owner earnings. Global economic turmoil and tighter bank financing have compounded the growing earnings pain for ship owners. "In the past couple of years it (the freight market slump) has been eating away at shipowners' large treasure chest accumulated during the boom years," said George Lazaridis, head of research with Greek ship broker Intermodal.

"No European bank at the moment is in a position to support any new clients. Most of the shipping companies now need to keep their cash flow healthy at least until the worst of the freight storm passes." South Korea is home to the world's biggest shipbuilders including Daewoo and Hyundai Heavy Industries. The Seoul stock market's shipbuilding subindex has slumped 40 percent over the past six months versus a 10 percent drop in the overall market.

### FINANCING SQUEEZE

Shipping sources said Greek shipping companies, which include many private owners, have found funding tougher as leading shipping banks such as Germany's HSH Nordbank and the UK's Royal Bank of Scotland look to scale back exposure to the sector. The loss in value of investments, including real estate and stocks inside Greece, was also seen likely to be hurting some Greek owners. "It's partly the general squeeze on finance and particularly those two banks and their role in the Greek market that are posing problems for the Greek shipping community now," said Sverre Svenning, a director with ship broker Fearnley Consultants. The value of a new VLCC, which can carry up to two million barrels of oil, has slid to around \$95 million from around \$160 million before freight rates crashed in 2008.

The price of a new capesize, large dry bulk vessels hauling iron ore and coal, has halved to \$50 million from 2008, a shipping source said. Tougher conditions are also hurting other players including leading Riga-based tanker firm Latvian Shipping Company (LSC). It said on Friday that due to falling cash balances, its lending banks had requested the group sell three of their older tankers, which it was "actively pursuing". "LSC is in a better financial position than many other shipowners that have over-extended themselves in the boom years and have unsustainable debt obligations to their lending banks." South Korea's major shipbuilders have received requests to delay deliveries of 24 ships worth some \$3 billion as the debt crisis in Europe bites **Source : Reuters / The Guardian**



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The **TOISA WAVE** seen at Kemamam Supply Base (Malaysia) Photo : Capt. Jelle de Vries ©

## COSCO Shipping transport volume rises 36.4% in November

**COSCO Shipping Co., Ltd.** December 7 posted that its transportation volume was 928,800 tons in November, rising by 36.4 percent over the month of last year, SinoCast Daily reports. The company's transportation volume came to around 8.31 million tons in the first eleven months this year, gaining by 14.1 percent year on year. In addition, the company's November turnover was 5.68 billion ton sea miles, adding by 14.1 percent over the month a year earlier. COSCO Shipping was founded on December 8, 1999 and went public on the Shanghai Stock Exchange on April 18, 2002. It is the first listed company with COSCO's major shipping business in China's capital market. The company's business covers transport of oversized and super-heavy cargoes, uncontainerizable cargoes as well as cargoes with special loading and unloading requirements including jack-up rigs, naval ships, locomotives, dredgers, bridge cranes and complete set equipment. **Source: Port News**

## MSC Says Carriers Must Deploy Larger Ships

Says carriers must deploy largest vessels possible on Asia-Europe lane to minimize losses



Above seen the 2009 built container ship **MSC CAMILLE** off Grand Harbour, Malta after completing stores/embarking personnel operation on Thursday 1st December, 2011.

Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

**Mediterranean Shipping Co.** said carriers must deploy the biggest vessels possible on the Asia-Europe trade to minimize losses, according to Bloomberg. The world's second largest carrier also expect a slowdown in world trade growth to spur more alliances between rival carriers like its recently unveiled partnership with CMA CGM. Diego Aponte, MSC vice-president, said he expects the Asia-Europe route to remain unprofitable until 2013 because of weak demand and a glut of capacity.

"Economies of scale are essential. Freight rates will be under pressure for many years," Aponte said. "Volume growth is there, but it will never be explosive like it used to be in 2007." Carriers that lack global reach won't survive in the future, he said.

MSC's partnership with CMA CGM is a bid to keep pace with Maresk Line after the world's largest carrier placed orders for 20 ship with 18,000 20-foot equivalent unit capacity, valued at \$3.8 billion, and launched a seven-days-a-week service between four Asian and three north European ports. **Source : The Journal of Commerce Online**

## Leighton Offshore opens engineering business in Malaysia - wins US\$10 million Iraq contract

Leighton Offshore has officially launched a new engineering business in Malaysia. DPS Leighton Engineering Sdn Bhd (LE), a fully owned PMC subsidiary of Leighton Offshore, provides engineering and PMC solutions for Leighton's international EPCIC and LOFS business.

Leighton's detailed engineering and PMC arm has grown from the former oil and gas engineering consulting business of DPS Bristol (Malaysia) Sdn Bhd, which was acquired by Leighton.

LE will also be providing technical, procurement and management support to DPS Consultant Malaysia Sdn Bhd, which provides oil and gas consultancy services in Malaysia. Leighton Offshore's CEO, Peter Cox, said: "We are growing our oil and gas business internationally from our headquarters here in Malaysia, and strengthening our engineering and PMC capacity is a core element in our growth strategy".

Mr Cox also announced that Leighton Engineering has already been awarded its first contract with a value of approximately \$US10 million to undertake the detailed engineering of two offshore platforms for the Sealine project for Iraq's South Oil Company, which is being managed here in Kuala Lumpur by a dedicated Leighton project team.

The Leighton engineering team will also assist with the procurement and follow on engineering for the two platforms.

The Sealine project involves the design, construction and installation of two offshore platforms, a 75km, 48in oil pipeline and a single point mooring system and follows on from the US\$800 million ICOEEP project currently being

undertaken by Leighton Offshore. "We have made a business decision to focus our engineering and EPIC capability here in Kuala Lumpur, where there is a wealth of oil and gas experience and a competitive engineering talent base for oil and gas projects, and we are proud to be bringing world class projects, such as the Sealine project to be performed here supporting investment and new jobs in Malaysia," Mr Cox said.

Leighton also officially opened its new office at G Tower on Jalan Tun Razak in Kuala Lumpur and unveiled its new logo. "The new logo gives us a strong and distinctive look which reflects our heritage and is relevant to the oil and gas industry. Our new offices in G Tower, Malaysia's first Green building (BCA Gold Greenmark) reflect our commitment to sustainability and our confidence in our strong growth prospects here in Malaysia", added Mr Cox. **Source : Offshore Shipping Online**



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## Fred. Olsen Enters LOI for FPSO Offshore Vietnam

Fred. Olsen Production has on behalf of a joint venture to be established between Marubeni Corporation, Japan and Fred. Olsen Production ASA, entered into a letter of intent with PetroVietnam Technical Services Corporation, Vietnam, relating to contracts for construction and installation and subsequent chartering of an FPSO (the "Contracts") for Thang Long & Dong Do oil fields offshore Vietnam. The charter contract is for a fixed period of seven years plus yearly options thereafter, with scheduled commencement 3Q 2013. The entering into of the Contracts is subject to finalization of terms and conditions. **Source : Rigzone**



## UASC, Hanjin, HMM and Yang Ming withdraw Asia-Med service

United Arab Shipping Company, Hanjin, Hyundai Merchant Marine and Yang Ming are to suspend their weekly service between Asia and the Eastern Mediterranean until further notice, ifw-net reports. No reason has yet been given, but lacklustre cargo growth to Europe combined with falling westbound freight rates is thought to form part of the equation.

The service deploys eight vessels, averaging 4,350teu, on a rotation of Busan, Shanghai, Ningbo, Yantian, Singapore, Port Said, Trieste, Venice, Koper, Port Said, Singapore, Hong Kong and Busan. The last sailing, according to the carriers' schedules, is due to depart from Busan on 17 December. The service was launched in May last year and will be replaced by transshipment services.

It is the second service to be withdrawn so far this year, the first being CSAV's to the Western Mediterranean in July.

Despite the changes, all-in freight rates to the Western Mediterranean have continued to fall. According to the Shanghai Shipping Exchange's China Containerised Freight Index, the average fell to only US\$1,130 per teu on 2 December, representing a 10% decline since July, and a 28% decline since 3 December 2010. The falls are even greater if fuel surcharges are excluded. **Source : PortNews**



The tanker **Orient Star** seen discharging petroleum products in Lyttelton from Singapore earlier this year.

**Photo : Alan Calvert ©**

## SCF posts strong financial results for Jan-Sept

Sovcomflot (SCF Group) had contracted future revenues of USD 5.5 billion as of Sept. 30, 2011, the Group's press release said. The position reflects the solid and long-term partnership of SCF with its reliable charterers, mainly major national and international energy companies.

At the end of the period, ended September 30, the Group continued to enjoy a strong liquidity position, with cash balances of USD 334.8 million.

In June 2011, the international ratings agency Standard & Poor's awarded SCF Group a long-term credit rating of 'BBB-' with a stable outlook. During the first nine months of 2011 both Moody's and Fitch maintained their investment grade ratings for Sovcomflot, although they each downgraded their outlooks to negative (Baa 3 'Negative' and BBB- 'Negative' respectively), reflecting in part the challenging conditions faced by the shipping industry. Meanwhile, during the period Moody's downgraded its rating of Sovcomflot's unsecured bond issue to Ba1 'Negative'.

St.Petersburg-headquartered Sovcomflot (SCF Group), the biggest shipping company in Russia, ranks the fifth top tanker company in the world. The Company specializes in global transportation of crude oil, petroleum products and other energy sources. The Group's fleet comprises 156 vessels of total deadweight of nearly 12 million tons, the average age of the tanker fleet is 6.6 years. SCF's newbuildings program includes 15 vessels of total deadweight of about 1.73 million tons. The Group with offices in Moscow, Novorossiysk, Murmansk, Vladivostok, London, Limassol, Madrid, Singapore. **Source : PortNews**

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## South Sudan establishes new dry port

Although the Republic of South Sudan is by nature landlocked without the outlet to the sea, the Nile offers us wealthy resources such as drinking water which can be utilized for irrigation and the abundance of fish The Citizen reports.

Our New Nation is also endowed with agricultural products and minerals such as gold, petroleum and wildlife. Though we are landlocked, we need to establish a dry port on the Nile. By this statement we need to remove the hotels overlooking the Nile and establish this in their places warehouses for the storage of general cargo arriving from Mombasa and export such as gum Arabic, sesame seeds, sunflower seeds etc. Further we need to establish a container terminal at the dry port and cool stores for poultry, fish, vegetables and meat. Furthermore, we need wider space for storage of steel, vehicles, pipes and other building materials. The river port is a gateway for our trade with East African countries like Djibouti via Malakal and from other areas in South Sudan.

The customs enclosure at the Nile Port will involve the presence of customs duties, taxation and clearing agents who must maintain offices there at the dry port. The Customs posts in Nimule, Kaya and Kapoeta should therefore be closed to leave the Juba dry Port to deal with goods in one place.

I suggest that the government of Kenya should allocate for us two berths at Mombasa for the docking of vessels laden with shipments destined for South Sudan as well as for export loading.

The Lamu Port in Kenya shall exclusively be used for the export of the Republic of South Sudanese petroleum while Mombasa shall retain two berths for commercial docking and ship of goods for South Sudan. Being an oil producing country, we need to build oil tankers instead of hiring/chartering from other countries in the future.

Again vessels carrying RSS goods should discharge their general cargoes and containers from ship hooks directly onto trucks and then proceed to Juba Dry Port for clearance. Kenya authorities can collect transit and stevedoring handling only but without making clearing because you can't make clearance twice. This can be negotiated. Since I suggest to close Nimule, Kaya, Kapoeta and all taxation on the road is because security should take up work and responsibility from Mombasa to Juba Dry Port by supervising trucks loaded with goods and received in Republic of South Sudan as per cargo manifest or documents therein.

The Dry Port idea will create the policy of selling unclaimed goods, collect demurrage to increase revenue and at the same time shall be able to employ a large number of people such as laborers, crane drivers, clerks, warehouse men, forklift drivers etc. **Source : PortNews**

## Sexist port workers in the dock

A DOCK worker plans to sue a stevedoring company for what her lawyer claims is the worst case of sexual harassment he has seen. **Carole-Ann Britt** claims that, as one of a handful of female workers among 450 men at Patrick's Port

Botany docks, she was surrounded by posters of naked women and piles of pornographic magazines and regularly asked about her sex life.

The matter came to a head in August when she alleges she was driven at night to a secluded part of the port behind freight containers where a male employee placed his hand between her legs and encouraged her to have sex with him.

The abuse, Ms Britt says, forced her to give up her well-paid job of four years as a training stevedore, operating cranes. The 45-year-old from Sydney's northern suburbs, who has a partner and two adult children, attempted to resolve the dispute through a conciliation conference conducted by the Australian Human Rights Commission, but negotiations broke down last month.

Legal firm Maurice Blackburn plans to lodge a claim with the Federal Court by the end of January. The industrial principal at Maurice Blackburn, Giri Sivaraman, said: "I have been practising in this area for a number of years and this is the worst case of sexual harassment I have ever seen. She has shown amazing resolve to work in such toxic conditions." Ms Britt was initially encouraged to work on the docks by her brother, who is also a stevedore.

"[He] told me it was well-paid with plenty of opportunities for women," she told The Sun-Herald. But she was also warned "there were people who didn't like women being there". "The comments started pretty early on," she said. "A couple of individuals did it in front of a group to show off. They thought it was funny or they did it to humiliate me."

Ms Britt said that some of her male colleagues would talk about sexual acts, ask her if she had sex before work and show her sexual images on their mobile phones. **Source : The Canberra Times**



The **ME0 VIGILANT** of **Miclyn Express Offshore** – Photo : Miclyn Express Offshore ©

## **Maersk gets \$413 mln Norway drilling job**

Norwegian oil company Det norske oljeselskap ASA has awarded a three-year contract worth about \$413 million to Maersk Drilling, a unit of Denmark's A.P. Moller-Maersk, for work at the Draupne field, the companies said on Friday, Reuters reports. The rig is an ultra harsh environment jack-up rig, the **XL Enhanced 2**, now under construction in Singapore, the companies said. The contract includes options for extensions up to a total of seven years, Maersk Drilling said. "Commencement is scheduled for fourth quarter 2014 following delivery of the rig in Singapore and mobilization to the North Sea," Maersk Drilling said.

Det norske is operator for Draupne with a 35 percent stake. Statoil HAS 50 percent, and Bayerngas Norway 15 percent. **Source : PortNews**



## .... PHOTO OF THE DAY ....



The **SEA CLOUD II** seen in Gibraltar – Photo : Francis Ferro ©

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