# DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 349


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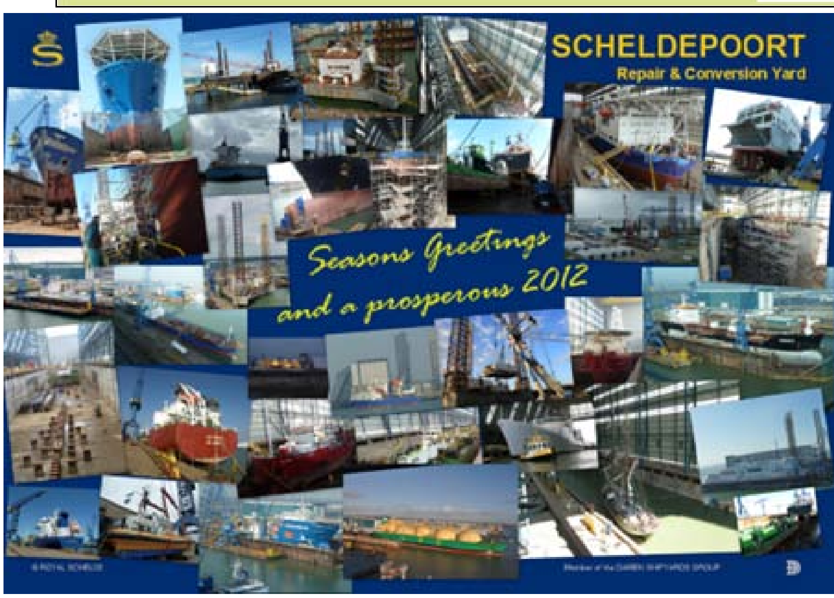
News reports received from readers and Internet News articles copied from various news sites.




**The BBC AMBER seen enroute from Rosyth to Antwerp**
**Photo : P., M. & Ph. van Luik - www.shipsoffterneuzen.nl**

# EVENTS, INCIDENTS & OPERATIONS



# Russian warship to join anti-piracy mission off Somali coast

The Russian Pacific Fleet anti-submarine destroyer **Admiral Tributs** is heading to the Gulf of Aden to join an international anti-piracy mission there, the Russian Pacific Fleet spokesman said, RIA Novosti reports. The warship, accompanied by the **Pechenega** tank ship and a rescue tug, left its home port of Vladivostok at about 11:00 local time (00:00 GMT).

The **Admiral Tributs**, which has two helicopters on board, will replace another Udaloy class destroyer, the **Admiral Panteleyev**, on the mission off the Horn of Africa. Russian warships have escorted a total of 120 commercial ships through pirate-infested waters off the Somali coast since 2008, when Russia joined the international anti-piracy mission. Task forces from the Russian Pacific Fleet, usually led by Udaloy class destroyers, operate in the area on a rotating basis. The **Admiral Tributs** previously took part in the mission in 2009. **Source : PortNews**


The **INA THERESA** seen enroute Rotterdam – **Photo : Ria Maat ©**

# World Fuel Seen Riding Shipping Bankruptcy to 12% Gain

At a time when the biggest-ever fleet of merchant vessels means losses and bankruptcy for ship owners, the company providing about 12 percent of their fuel is poised to make record profit. World Fuel Services Corp. will report a 31 percent gain in net income this year, the mean of five analyst estimates compiled by Bloomberg show. All of them recommend buying shares of the Miami-based company and on average anticipate a price of $47.40 in 12 months, or 12 percent more than at 11 a.m. in New York yesterday. The combined carrying capacity of oil tankers, dry-bulk carriers and container ships more than doubled over the past 15 years to 1.3 billion deadweight tons, according to London-based Clarkson Plc, the world's biggest shipbroker. While that caused charter rates to collapse below breakeven for most vessels this year as supply outpaced cargoes, it also drove annual fuel sales to a record $130 billion, data compiled by Bloomberg show. "What's causing shipping rates to fall is more ships on the water, but that means more fuel to burn," said Kevin Sterling, an analyst at BB&T Capital Markets in Richmond, Virginia, whose recommendations on the shares of World Fuel Services returned 31 percent in the past year. "When everyone is worried about ship owners and rates, World Fuel can cherry- pick who they want to deal with." Other providers of so-called bunkers tend to be smaller, regional companies or state-owned entities, and oil companies also sell directly to ship owners, Sterling said. The fuel is usually not traded by investors. Shares of World Fuel Services rose 17 percent this year in New York and are at 15.6 times expected earnings, down from as much as 16.7 in February.

The six-member Bloomberg Tanker Index fell 54 percent this year, the Bloomberg Pure Play Dry Bulk Shipping Index of 14 companies 42 percent and the 50-member Lloyds List-Bloomberg Container Index 38 percent. The MSCI All-Country World Index of equities declined 10 percent and Treasuries returned 8.9 percent, a Bank of America Corp. index shows. Bunkers are a type of residual fuel oil, accounting for about 20 percent of the average barrel of processed crude, data compiled by Bloomberg show. It yields products that are used in everything from ships to power plants to road surfacing. Fuel oil costs about $6.27 a barrel less than crude in Singapore, compared with an average discount of about $9.03 in the past five years, according to PVM Oil Associates, a London- based energy broker. Refiners typically make their profit from products such as jet fuel and gasoline. In Asia, their margin on a barrel of crude averaged $5.28 this year, heading for the highest annual average since 2007, data compiled by Bloomberg show.

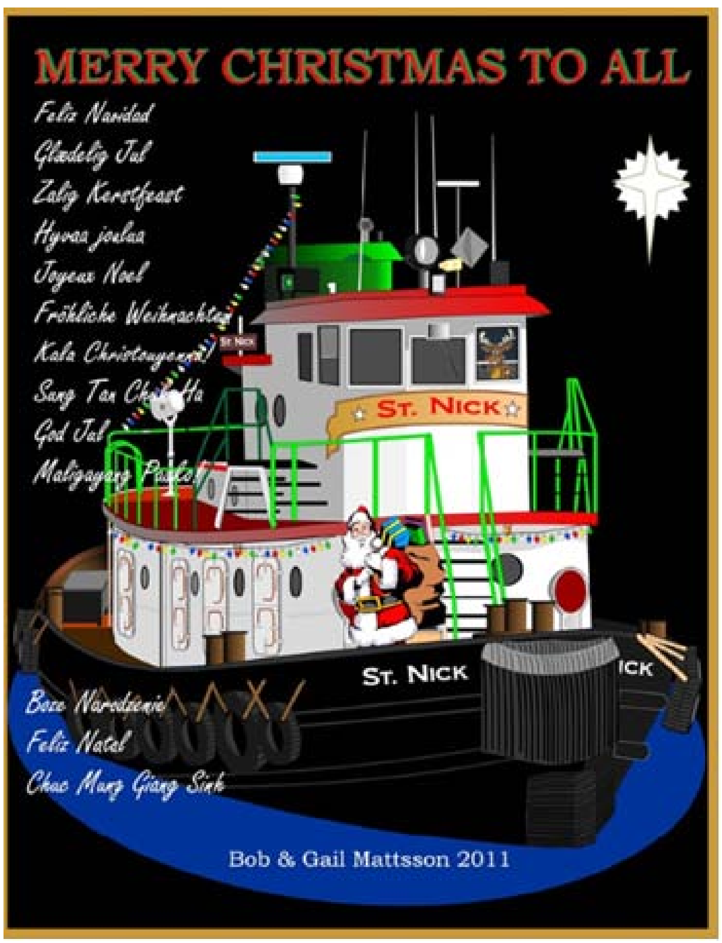
Marine fuel averaged $637.26 a metric ton this year, 38 percent more than in 2010, data compiled by Bloomberg from 25 ports shows. Prices are linked to crude costs and local supply and demand, said David Wech, head of research at JBC Energy GmbH, a consultant based in Vienna. Fuel accounts for 70 percent of ship owners' expenses on average, according to the Baltic and International Maritime Council, the largest trade group. Demand from ship owners will rise 1.4 percent to a record 3.8 million barrels a day next year, compared with 3.75 million barrels in 2011, JBC Energy estimates. World Fuel Services is an intermediary between shipping companies and oil refiners, which sometimes prefer not to sell directly to vessel owners, Chief Financial Officer Ira Birns said by e-mail. He declined to be interviewed for this article. International Recovery Corp., founded in 1984 and listed in New York in 1986, bought Trans-Tec Services Inc. in 1995 and changed its name to World Fuel Services. The company now operates in more than 1,000 ports and also provides fuel for planes and trucks, businesses that accounted for 52 percent of sales last year, data compiled by Bloomberg show.

While the global merchant fleet is expanding, vessels are slowing down to cut fuel consumption as charter rates tumble, potentially crimping sales for World Fuel Services. Oil tankers sailed at an average of 8.6 knots last month, compared with 10.6 knots three years earlier, ship-tracking data compiled by Bloomberg show. The average speed of a container ship was 11 knots in November, down from 12.9 knots in 2008. There are also signs global economic growth is slowing, curbing gains in demand for everything from oil to iron ore to consumer goods transported in steel boxes. The shipping industry handles about 90 percent of world trade, according to the Round Table of Shipping Associations. World trade in goods and services will grow 5.8 percent next year, compared with 7.5 percent this year and 12.8 percent in 2010, the International Monetary Fund estimates. The global fleet will expand 6.4 percent next year, extending a 31 percent advance since the end of 2007, Clarkson data show.

Analysts don't expect that to translate into less profit for World Fuel Services. The company's net income will reach $193 million in 2011 and $214.8 million in 2012, compared with $146.9 million last year, the mean of the estimates compiled by Bloomberg show. The container industry will probably lose a combined $5 billion this year, London-based Drewry Shipping Consultants Ltd. estimates. The members of the Bloomberg Tanker Index will report losses of $1.1 billion, based on analyst estimates compiled by Bloomberg. The members of the Bloomberg Pure Play Dry Bulk Shipping Index will report a combined profit of $293.7 million, down from $1.48 billion in 2010, the estimates show. Frontline Ltd., based in Hamilton, Bermuda, said Dec. 6 it would split the company, the world's biggest operator of supertankers, to avoid running out of cash. New York-based General Maritime Corp., the second-biggest U.S. tanker owner, filed for bankruptcy protection from creditors on Nov. 17.

Earnings for the largest oil tankers fell 20 percent this year, according to Clarkson. Daily costs to hire capesizes, the biggest ore carriers, averaged $15,065, the lowest since 2002, according to data from the London-based Baltic Exchange, which publishes freight rates along more than 50 maritime routes. Rates for box cargo shipments from Asia to the U.S. West Coast fell 28 percent this year, Clarkson estimates. "Volumes for shipping are up," said Greg Lewis, an analyst at Credit Suisse in New York whose recommendations on the shares of transport companies returned 28 percent in the past three years. "As long as cargoes are moving, World Fuel is selling fuel." **Source: Bloomberg**


The **IRON BARON** seen in IJmuiden – **Photo : Erwin Willemse ©**







# Seagull donates seafarer training software to Mercy Ships

Norwegian seafarer training specialist, Seagull, has donated software to Mercy Ships, the operator of the world's largest non-governmental hospital ship, the **Africa Mercy.** Mercy Ships provides free health care, community development, health education and agriculture projects, mental health programmes and palliative care. "The donation from Seagull increases the skills of our crew, and the onboard training programmes will allow us to direct even more of our resources to the people of Africa," said Arvid Solheim, National Director - Mercy Ships Norway. "Prior to this donation it was necessary for Mercy Ships to fly crew away from the ship for training courses. The fact that the training is now available onboard our ship means the benefits of Seagull's donation are two-fold." Captain Lance Savaria, Director of Sales and Marketing - Seagull Norway said it was the company's hope that the donation of seafarer training software to the Africa Mercy would benefit the seafarers working onboard. "We are very proud to make this practical contribution to such a worthy cause and look forward to supporting Mercy Ships well into the future. We urge others in the maritime community to provide their support in whatever way they can," Captain Savaria added. The **Africa Mercy** has the capability to perform approximately 7,000 surgical tasks each year and is currently in the final month of a 10-month field service deployment in Sierra Leone, a country the charity has visited seven times over the last 19 years. Once this is completed the vessel will sail to Ghana for a scheduled dry-docking before undertaking six months' field service in Togo. Mercy Ships is headquartered in Garden Valley, Texas and operates from 17 resource centres in Australia, Belgium, Canada, Denmark, France, Germany, The Netherlands, New Zealand, Norway, South Africa, South Korea, Spain, Sweden, Switzerland and the United Kingdom. The organisation was founded by Don and Deyon Stephens who, in July 1978, acquired the first vessel, the retired ocean liner Victoria, for around £600,000. Over the course of the next four years the vessel was transformed into an 11,701 tonne floating hospital with three operating theatres and a 40-bed ward. Since 1978, Mercy Ships has provided services in developing nations valued at more than £500 million, including performing more than 56,000 life-changing operations such as cleft lip and palate repair, cataract removal, orthopaedic procedures, facial reconstruction and obstetric fistula repair. More than 520,000 patients have been treated in village clinics and more than 98,000 dental patients have received treatment. Mercy Ships has trained over 29,000 local health care professionals, taught 138,000 local people in basic health care and completed over 1,095 community development projects focusing on water and sanitation, education, infrastructure development and agriculture. **Source: Seagull**

The **MIRO D** seen moored in Willemstad (Curacao) - **Photo : Kees Bustraan**


# Idle boxship fleet hits 18-month high

The idle containership fleet has its highest level since May 2010 according to consultants Alphaliner.The idle containership fleet surged to 210 vessels with 526,000 teu of capacity as of 5 December Alphaliner said it its weekly report. The idle fleet is forecast to grow to 600,000 teu by year end. However, the outlook for lines remains tough even with more vessels being idled. “Despite, the high level of capacity withdrawals, carriers are still facing an uphill task in their attempt to raise freight rates before the end of the year. Vessel utilisation rates remaining stubbornly below 90% on most main tradelanes, with year end volumes coming in much weaker than originally expected,” the report said. **Source: Seatrade-Asia**


# Vale mega ships pose "catastrophic" risk - China shippers

China should be in no rush to allow new Valemax ships, the world's largest dry bulk carriers, into its ports, as they have not been thoroughly tested and any oil leak from one could be catastrophic, an influential industry group warned on Tuesday.

Chinese shipowners want the government to keep the new mega vessels (VLOCs) out, fearing Vale, the world's biggest iron ore miner, will use them to monopolise the dry bulk shipping market at their expense. China is the main market for Vale, a Brazilian mining giant. The China Shipowners' Association (CSA) said the 400,000-tonne Valemaxes could pose a safety threat. A week ago, the Vale Beijing was found to have a leak as it was preparing for its maiden voyage.

"Such mega ships have been newly built ... and it is not yet certain whether they can withstand various sea conditions," the CSA said in an email to Reuters. "If there is any leaking of fuel oil, the pollution will be catastrophic."

The CSA wields significant industry clout, as its members control some 80 percent of China's shipping capacity, and many are state-owned companies. "Their objection certainly will affect the decision of the Chinese government," said Huang Wenlong, a shipping analyst at BOC International in Hong Kong. "There's a concern that Vale will dominate the logistics along with its control on iron ore supply." The Vale Beijing is one of the first of almost three dozen huge bulk carriers commissioned by Vale, which sees the bigger vessels reducing its costs so it can compete better with Australian rivals BHP Billiton and Rio Tinto , which are closer to the Chinese market. Huang said he did not expect Vale's VLOCs to be calling at Chinese ports any time soon. "A few Chinese ports may be able to accommodate those ships in terms of designed capacity, but this is not tested yet, and there's a lack of data to prove it is feasible." Several government bodies, including China's National Development and Reform Commission and the maritime authority, will make the decision on whether to allow the Vale carriers into Chinese ports. **Source: Reuters**


The **MAERSK GATESHEAD** seen outbound from Rotterdam – **Photo : Henk van der Heijden ©**

# Rosatomflot is ready for more cargo on Northern Sea Route

The operator of the Russian nuclear icebreaker fleet Rosatomflot expects cargo transport on the Northern Sea Route to increase to over one million tons in 2012. The potential cargo amount is a lot higher, but lack of suitable vessels hampers development, General Director of Rosatomflot Vyacheslav Ruksha told RIA Novosti.

According to Ruksha, the private oil company NOVATEK has a potential for sending 700-800 000 tons of gas condensate, while the potential amount of iron ore concentrate from Murmansk and Kirkenes is nearly one ton.

So far there has only been one shipment of iron ore concentrate form Kirkenes to China via NSR. This happened in August 2010 when "**MV Nordic Barents**" became the first non-Russian flag vessel to use the NSR as a transit trade lane.

- We need more 50-70 000 dwt bulkers with ice capacity, Ruksha says and adds that he recommends ship owners to consider upgrading already existing vessels to ice category.

The nuclear icebreaker fleet has potential to escort far more vessels along the NSR than it does today. According to Ruksha, two ice breakers can provide escort for as much as 2-3 million tons of cargo per month, or a total of 10 million tons during three summer months.

In 2011, 34 vessels transported a total of 820 000 tons in transit on the Northern Sea Route (NSR). This was a huge increase compared to 2010, where only four vessels sailed the whole route from Murmansk to Asia and the total cargo was 111 000 tons, BarentsObserver reported.

Roasatomflot is now negotiating with the Russian Fisheries Agency on more transport of frozen fish products along the NSR. This summer four refrigerators brought a total of 27 500 tons of fish from Asia to St. Petersburg via Murmansk. The plan is to increase this amount to 80-100 000 tons in 2012. **Source : BarentsObserver**


The **HAPPY DELTA** seen passing Gravesend on the Thames for Tate & Lyles Sugar Refinery 12/12/2011.
**Photo : David Berg - http://ukshippinglog.blogspot.com ©**



# TUI Resolves to Sell Hapag-Lloyd Stake to Albert Ballin

TUI AG, the German owner of Europe's largest travel company, said its executive board resolved to sell most of its stake in the Hapag-Lloyd AG container-shipping business to majority owner Albert Ballin. TUI will tender a 33.3 percent holding in Hapag-Lloyd to the Hamburg-based group, to which it sold a majority stake in the container-shipping company in March 2009. The travel company still owns 38.4 percent and will use a contractually agreed exit right that must be exercised by Jan. 2, TUI said in a statement. "Our exit from container shipping was set down more than three years ago with all partners in the Hamburg-based consortium," TUI Chief Executive Officer Michael Frenzel said in today's statement. "In the current year, we have already reduced our invested capital by 1 billion euros ($1.3 billion). Exercising our tender right is now the next consistent step."

With an exit from shipping, TUI will be better suited to optimize its tourism business with expansion in Russia as well as China and India, Chief Financial Officer Horst Baier said in an interview in November. TUI owns a controlling stake in the U.K.'s TUI Travel Plc, shares of which rose in London on speculation that TUI may seek to buy out the remaining stake. TUI shares jumped as much as 6.4 percent in Frankfurt and were up 6 percent at 4.02 euros as of 2:30 p.m. TUI Travel, Europe's largest travel company, rose as much as 3.8 percent to 158 pence in London.

"Investors might be speculating that TUI will buy shares of TUI Travel and might react positively to the fact that it's part of the strategy to focus on tourism, but the exit is not really a surprise," said Jochen Rothenbacher, an analyst at Equinet AG in Frankfurt who recommends buying TUI shares. "This option was part of the exit strategy and it was almost 100 percent certain that management would exercise it." TUI said it will be entitled to sell "the majority" in Hapag-Lloyd to third-party investors should a sale contract with Albert Ballin not be drawn up by the end of September 2012. **Source: Bloomberg**



Ordered / Built as the 54,8 mtr **SMIT-LLOYD 35** at the **Walkers Ltd** yard in Marlborough QLD under yard number 69, delivered as the **SMIT-LLOYD 51** in 1975, renamed in 1989 in **SMIT MADURA**, until 1995 when the vessel was sold to **Jasmine International Public** in Thailand and was renamed in **MADURA**

**Photo : John Newington - www.phoenixoffshore.com.sg ©**

# Drifting Petrojarl Banff 'stable'

**Rescue teams have connected a line to the Petrojarl Banff as work continues to secure the floating production, storage and offloading vessel after it drifted off location in heavy North Sea storms.**

A spokesman for licence holder CNR International said in an update today that the line was put aboard the FPSO from an anchor-handling vessel at about 20:30 hours on Sunday. The **Petrojarl Banff**, owned and operated by Teekay Petrojarl on behalf of the Canadian company, drifted 250 metres off location on Thursday evening after losing tension in five of its 10 anchors during severe weather.

The vessel is stable and is keeping in position under its own power, CNR said. Five anchor-handling vessels and a stand-by boat are on location in Block 22/27a, about 190 kilometres east of Aberdeen. The majority of crude has meanwhile been offloaded from **Banff's** linked floating storage vessel **Apollo Spirit,** although operations have been temporarily suspended because of deteriorating weather, the spokesman said.

The **Apollo Spirit** was storing 710,000 barrels of oil at the time of the incident while about 35,000 barrels were on the **Banff.** CNR said today all of the **Apollo Spirit's** mooring lines were operational and secure despite earlier indications that tension had been lost in one of them. All operations remain shut down and all wells are shut in and secure, CNR said. The company added that a surveillance aircraft has sighted no pollution.

A total of 46 people were on board the FPSO and 21 on board the **Apollo Spirit** when the incident happened. Nobody was hurt and a crew change on the **Banff** has taken place. CNR International said it continues to work with Hugh Shaw, the Secretary of State's representative for maritime salvage and intervention, appointed by the UK Government to oversee the operation, as well the coastguard and other government agencies. Shaw said earlier: "There has been no report of pollution and the risk of any spillage at this time is very low." **Source : Upstreamonline**



# CASUALTY REPORTING


The 1997 built 1675 TEU container vessel **ACX HIBISCUS** which was involved in a collision off Singapore is seen enroute the Jurong Shipyard for repairs
**Photo's : Jonathan Lee**

# SHIPYARD NEWS



## ENSCO 8505 NAMED IN SINGAPORE

Above seen the naming ceremony of the **ENSCO 8505** at December 10th at KFELS yard in Singapore

The ENSCO 8500 Series(R) ultra-deepwater semisubmersibles are enhanced versions of ENSCO 7500, and are based upon an ENSCO proprietary design. Enhancements include a two million pound quad derrick, offline pipe handling capability, increased drilling capacity, greater variable deck load, and improved automatic station keeping ability. The rigs will be capable of drilling in up to 8,500 feet of water, and can be upgraded to 10,000 feet water-depth capability if required. With these features, the 8500 Series rigs will be especially well-suited for deepwater development drilling.

**Photo's : Jonathan Lee**

## Hyundai Merchant Marine Secures US$500 million debt facility from banks led by DNB

Leading South Korean shipping group Hyundai Merchant Marine (HMM) has secured a USD500 million debt facility from a syndicate of financial institutions led by DNB Bank. A signing ceremony to close the facility was held at Marina Bay Sands in Singapore.

The facility will be used by HMM to fund the construction of five mega container vessels being built at Daewoo Shipbuilding & Marine Engineering which are scheduled to be delivered throughout 2014. Upon delivery, these vessels will be deployed on the Asia-Europe trade route. HMM has an established track record and solid market reputation, thus enabling the company to continue to tap the banking market for large-sized financing notwithstanding the challenging market conditions in the shipping industry and banking sector.

Aside from DNB Bank, the other financial institutions involved in this transaction are ABN AMRO, Credit Agricole, Korea Finance Corporation and The Korea Development Bank. Erik Borgen, DNB's Head of Asia, said today: "We continue to be active in maritime finance throughout the cycle and our involvement in this transaction exemplifies our continued commitment to this space. “DNB is pleased to lead this facility and happy to note how successful HMM has been in securing financing on very favourable terms and with highly recognised banks in the shipping sector. This development shows that reputable ship owners with good track records can continue to tap the capital markets during times of economic uncertainty.” **Source: DNB**

In Batam (Indonesia) the **DEEP SEA 4** was launched
**Photo : Capt. Richard Leistra ©**

# Arctech Helsinki Shipyard to build innovative emergency response vessel

Arctech Helsinki Shipyard has been awarded a contract to build a multipurpose emergency and rescue vessel for Russian Ministry of Transport. The contract has been awarded together with Shipyard Yantar JSC. The value of the order is aapproximately Euros 76 million.

The project will start immediately and the vessel will be delivered to the customer in December 2013. The hull of the vessel will be built by Shipyard Yantar, which is one of the shipyards belonging to United Shipbuilding Corporation, the Russian part owner of Arctech. The outfitting and finalizing of the vessel will be done by Arctech in Helsinki.

“This order re-confirms Arctech Helsinki Shipyard’s world class position in the design and production of the most advanced and sophisticated ice-breaking and arctic tonnage. This order is very important for Arctech as it is a completely new design and it will give us a good workload during 2012 and 2013”, said Esko Mustamäki, Managing Director of Arctech Helsinki Shipyard.

Archtech claims that the new and unique multipurpose emergency/rescue icebreaking vessels will use a completely new type of oil spill combat technology. The design of the vessel is based on ARC 100 concept, which has been developed by Aker Arctic Technology for Arctech Helsinki Shipyard.

The vessel has a patented oblique design with asymmetric hull and three azimuthing propulsors, which allow the vessel to operate efficiently ahead, astern and obliquely (sideways). The vessel can proceed on a continuous mode in 1.0 m thick level ice both ahead and astern and in oblique mode she will be able to generate 50m wide channel in 0.6m level ice. The vessel will be used in icebreaking operations and sea towing of vessels and floating facilities and also features a very advanced oil recovery system suitable for operation even in heavy waves. The vessel measures 76.4m in length with a breadth of 20.5m. The three main diesel generator sets have the total power of 9MW. The total propulsion power is about 7 MW. “Oil combat in ice conditions is one of the major challenges for the international oil industry. After many years of development work the oblique icebreaker concept represents a new approach for a solution”, said Mikko Niini, Managing Director of Aker Arctic. **Source : PortNews**

# IHC Merwede secures new orders worth €200million

IHC Merwede is pleased to announce that it has recently secured orders for advanced vessels and equipment in its core markets of dredging and offshore to the value of €200million. The latest agreements confirmed by IHC Merwede include: a new pipelaying vessel for Subsea 7; a trailing suction hopper dredger for Weeks Marine Inc. (USA); an environmentally friendly deepwater dredger for Zheijang Dredging (China); and a 5,000-tonne capacity carousel-lay system for Royal Boskalis Westminster N.V. These orders further reinforce the group's belief that there will be continued demand for its innovative vessels, advanced equipment and life-cycle support in the future.

IHC Merwede's assignment with Subsea 7 is for the design, engineering and construction of a new advanced pipelaying vessel, which will have an overall length of 146 metres, a beam of 30 metres and a Class-2 dynamic positioning system. Subsea 7 has selected IHC Merwede due to its reliability and efficiency with four previous orders. This latest vessel will be used to develop deep-sea oilfields off the coast of Brazil on behalf of Petrobras. In the USA, IHC Merwede has been successful in securing an agreement for a trailing suction hopper dredger with a 6,540m3 capacity for Weeks Marine Inc., USA. Weeks has ordered an engineering and components package from IHC Merwede, while its partner in the USA, BAE Systems, is contracted to build the vessel with a length of 109 metres and a beam of 24 metres. This important landmark has highlighted IHC Merwede's ongoing strategy of internationalisation. Furthermore, Chinese company, Zheijang Dredging, has ordered an advanced environmentally friendly deep-water dredging vessel. This innovative cutter suction dredger will be optimised to work in polluted lake and reservoir dredging projects, and is unique in its class. The Beaver® 4040 is the first cutter suction dredger designed for sustainable dredging to a depth of 40 metres. This eco-friendly dredger will be built at the components factory of IHC China Support in Guangzhou.

Some of IHC Merwede's business units have also acquired orders for specialist equipment, including a carousel-lay system for Royal Boskalis Westminster N.V. The carousel features the IHC Engineering Business advanced hydraulic roller suspension system to increase reliability, reduce life-cycle costs and extend the lifetime of the system. The equipment will be manufactured, assembled and tested in IHC China Support's components factory in Guangzou.

IHC Merwede's President Govert Hamers says, "The recent successes in developing our business show that IHC Merwede's reputation as the technology innovator remains intact. Our customers continue to value the reliability and efficiency of our products and services. With these orders in place, IHC Merwede is already on track to achieve its sales targets for this year."

# DELIVERY OF HULL 468

Ro-pax m/v „**Piana**" (hull 468) was delivered 13 December in **Brodosplit shipyard, Croatia**, to the French shipping company SNC Navale STEF-TFE. Hull 468 is a passenger, passenger vehicles, trucks and hazardous cargo vehicles vessel. This was the end of building for one of the most sophisticated and most expensive projects in the history of Split shipyard. According to the price, that is also the most expensive newbuilding ever built in Croatia.

**„Piana“** was contracted in July 2008, and her building started a year later. On behalf of the owner, the delivery documents were signed by Mr. Robert de Lambilly, Chairman of CMN company and manager in SNC Navale STEF-TFE, and on behalf of Brodosplit, Mr. Neven Jug, manager of Construction and Sales Department signed the papers. After the delivery, „**Piana**“ will sail between Marseilles and Bastia on Corsica.


**„Piana“** is a sophisticated and technically demanding ship, the first one built by the newly established regulations SOLAS 2009, in accordance with Stockholm Agreement, with the highest standards of stability, safety of life at sea and enviroment protection ever. The ship was built under the regulations of Bureau Veritas, with the highest comfort class, and with respect to the strict French flag regulations.

| | |
|---|---|
| Owner | Compagnie Méridionale de Navigation |
| Builder | Brodosplit Shipyard |
| Interior designer | AIA Architectes |
| Length | 180m |
| Beam | 30.5m |
| Draught | 6.7m |
| Gross tonnage | 41,300gt |
| Deadweight | 11,300 dwt |
| Speed | 24 knots |
| Passenger capacity | 750 |
| Vehicle capacity | 200 cars and 230 trucks; 2,516 lane metres |
| Classification society | Bureau Veritas |

# ASRY inaugurates the new 1.38km repair Quay Wall and celebrates its 35th anniversary

Under the patronage of His Majesty King Hamad bin Isa Al-Khalifa, the Arab Shipbuilding and Repair Yard Co. (ASRY) yesterday celebrated its 35th anniversary during which the new 1.38 km Repair Quay Wall was officially inaugurated. His Majesty deputised His Royal Highness Prince Salman bin Hamad Al Khalifa, Deputy of His Majesty the King, Crown Prince to attend the event held at the company's headquarters in Hidd. Bahrain's business leaders and esteemed international maritime guests from global government and private sectors were present at the event. The Repair Quay Wall is a part of ASRY's ongoing 188 million US Dollar expansion programme. Chairman of ASRY, Shaikh Daij bin Salman bin Daij Al Khalifa, welcomed the guests with a speech in which he praised the commitment, hard work and concerted efforts of all those involved in successfully implementing ASRY's US$188m expansion programme. . He especially paid tributes to the wise leadership of His Majesty King Hamad bin Isa Al Khalifa whose vision for a more competitive Bahrain has helped to inspire developments such as the new repair wall. He also expressed his sincere thanks and gratitude to His Royal Highness Prince Salman bin Hamad Al Khalifa, Deputy of the King, Crown Prince and His Royal Highness Prince Khalifa bin Salman Al Khalifa, the Prime Minister for their continued support and direction in implementing various projects to rapidly develop the Kingdom's economy and to enhance its maritime capabilities. The inauguration of the new Repair Quay Wall represents a significant milestone for Bahrain's maritime sector and the ship repair and maintenance industry, which will further enhance regionally and internationally the Kingdom's reputation as a major maritime centre and contribute significantly to realising the objectives of Bahrain Economic Vision 2030. Since commencing operations in October 1977, ASRY has continued to expand its repair facilities which now include - in addition to the Repair Quay Wall - one 500,000dwt capacity graving dock, two floating docks capable of accommodating vessels up to 80,000dwt and 120,000dwt respectively, two of the largest slipways in operation in the region and 15 repair berths. All three dry docks and the two slipways are backed-up by a comprehensive array of workshops, which cater to a variety of vessels, large and small.

Chris Potter, Chief Executive Officer of ASRY commented on the occasion of the celebrations: "The Kingdom's strategic location and maritime capabilities have enabled Bahrain to become a maritime hub and a key industry player over the years. ASRY enjoys vast experience in providing a wide range of high-quality maritime associated services to the highest international standards , in addition to state-of-the art facilities and highly qualified staff. This has turned ASRY into one of the world's largest and most efficient ship repair and conversion yards that does not only support the local economy, but also stimulates the region's fast growing maritime industry. We are confident today's milestone and ASRY's expansion will have profitable investment returns to the economy and the overall industry."

The event also hosted His Excellency Mr. Abbas Ali Al Naqi, the Secretary General of the Organisation of Arab Petroleum Exporting Countries (OAPEC) as a guest speaker, who congratulated Bahrain on the new Quay Wall as it is a pioneering step emphasizing the Kingdom's leading position as a maritime hub in the regional and international markets. H.E Mr. Al Naqi also highlighted what this means for Bahrain and the industry in general, commenting: "Over the years, this yard has developed into a world-class one-stop-shop serving ship owners regionally and internationally and noted that this success was also as a result of the continued support and encouragement of the Arab shareholding countries, in addition to the host country the Kingdom of Bahrain. His Excellency also attributed the company's current and future success to the strong support of the Leadership of Bahrain, the shareholding countries and the efforts of the management and workers of ASRY and wished them continued success and prosperity for the future."

Also giving a speech at the event was Mr. Chris Hayman Chairman of Seatrade the International maritime publishing, conference and exhibition company, who congratulated ASRY on their continuous efforts to upgrade its facilities and to keep pace with the demands of the marine and offshore sectors it has served for the past 35 years. Mr. Hayman noted the importance ASRY represented to the maritime business in Bahrain and the Gulf region and commended the company's commitment to the green agenda for which it was recognised with a Seatrade Award for Corporate Social Responsibility in 2010. Mr. Hayman concluded by offering congratulations to the leadership of Bahrain, shareholding countries and His Excellency Shaikh Daij bin Salman bin Daij Al Khalifa and the Board of ASRY for the successful completion of 35 successful years service whilst offering his best wishes for the future. Following the inauguration ceremony , His Royal Highness the Deputy of His Majesty the King, Crown Prince visited the exhibition of exclusive photographic images showing the growth of ASRY over its 35 years of operations. Shaikh Daij bin Salman bin Daij Al Khalifa, Chairman of ASRY, briefed His Royal Highness and VIP guests on the selection of rare images taken of ASRY's premises over the past 35 years. ASRY has grown since its establishment in 1974 from repairing only Super Tankers to now being able to work on every conceivable type of commercial, seagoing vessel. Its specialist capabilities include chemical tankers, gas tankers, dredgers, container ships, bulk carriers and general cargo ships, tugs and offshore support vessels. More recently, the yard has diversified even further into the oil and gas markets for jack-up rig repairs as well as the naval repair sector with its latest development being the establishment of a Joint Venture Company (JVC) in the UK with Centrax, the British power generation packaging specialist to produce multi-application Power Barges - floating, electricity generating power stations. **Source: ASRY**

# S.Korean shipbuilding shares down on order cancellations

Shares in South Korean shipbuilders extended their losses on Tuesday after the cancellation of a ship order this year prompted concerns among investors that Europe's debt crisis could see more orders being deferred and stopped. Daewoo Shipbuilding & Marine Engineering said late on Friday that a 589.3 billion Korean won ($513.80 million) ship order was cancelled, the first for a major South Korean shipyard this year. Privately-owned Greek ship owner Gulf Marine Management SA called off two very large crude carrier (VLCC) oil tankers and two bulk carriers it ordered from South Korea's second-biggest shipbuilder at the height of the shipping boom in 2008 because it failed to make a second payment, said a source who has direct knowledge of the matter said on Tuesday. "There is little catalyst for the ship sector for the time being," KJ Hwang, an analyst at RBS, said. "Should the European debt crisis get worse, the risk of falls in ship prices, the deferral of payments and the delay and cancellation of orders and will be prolonged," he said. Hwang said ship operators may opt to cancel orders and place new orders, as prices of some ships are expected to fall below the levels seen during the 2008-2009 global financial crisis. The shipbuilding sector has been hit hard by

Europe's fiscal woes and lending squeeze, as ship owners there rely on long-term borrowing for the funds to buy new vessels. South Korea, which is vying with China to be the world's top shipbuilding nation, is home to leading shipyards including Daewoo and Hyundai Heavy Industries. A glut of ships ordered when times were good have continued to hit the water this year while demand for the goods they carry has fallen as a result of a cooling global economy. The Seoul stock market's shipbuilding subindex had lost 3.38 percent on Tuesday, underperforming the overall market's 1.88 percent fall. The index has slumped 37 percent this year versus a 9 percent drop in the wider market.
**Source: Reuters**

# ROUTE, PORTS & SERVICES



The **THORCO AMBITION** taken from cliff top at Portsea with passenger ship, **SEA PRINCESS** off Mt Martha the other side of Port Phillip Bay,10-12-2011. **Photo : Andrew Mackinnon – www.aquamanships.com ©**

# Singapore Celebrates Two Billion GT In Annual Vessel Arrival Tonnage

A new milestone was set in Singapore's maritime history today when annual vessel arrival tonnage at the Port of Singapore crossed the two billion gross tons (GT) mark for the first time. This achievement is a reflection of the good growth of the Port of Singapore despite uncertainties in the global economy. To-date, vessel arrival tonnage for 2011 has grown by more than 10 percent, compared to the same period last year. This growth has helped to cement Singapore's position as the world's busiest port by vessel arrival tonnage. A ceremony to commemorate the crossing of the two billion GT milestone was held this afternoon at PSA's Pasir Panjang Terminal. The ceremony was graced by Mr Lui Tuck Yew, Minister for Transport and Second Minister for Foreign Affairs and some 100 guests from the maritime industry. The vessel that crossed the two billion GT mark was **MV APL Washington**, a container ship of 75,582 GT. At the ceremony, the Master of MV **APL Washington** and the Group President and CEO of NOL were presented with mementoes by Minister Lui. "We are very happy to witness the crossing of the two billion GT milestone, especially with it coming just 7 years after we crossed the one billion GT mark for the first time. The good growth we have seen over the years is possible only because of the strong support from our partners, stakeholders and customers. We would like to thank them for their support and look forward to working with them to continue to grow the Port of Singapore," says MPA Chief Executive, Mr Lam Yi Young. "NOL congratulates the Port of Singapore on this milestone. We are proud to be a contributor to its success. NOL makes more than 900 port calls here annually. We appreciate the high service level at the Port of Singapore, and value the support of and partnership with the MPA," says NOL Group President and CEO, Mr Ng Yat Chung. The one billion GT mark in annual vessel arrival tonnage was first crossed in 2004 by the vessel **MV Cosco Shanghai**, a container ship of 65,531 GT. Note: Gross ton (GT) is a way of measuring the size of ships and is the internal measurement of a ship's open spaces. The Maritime and Port Authority of Singapore (MPA) was established on 2 February 1996, with the mission to develop Singapore as a premier global hub port and international maritime centre (IMC), and to advance and safeguard Singapore's strategic maritime interests. MPA is the driving force behind Singapore's port and maritime development, taking on the roles of Port Authority, Port Regulator, Port Planner, IMC Champion, and National Maritime Representative. MPA partners the industry and other agencies to enhance safety, security and environmental protection in our port waters, facilitate port operations and growth, expand the cluster of maritime ancillary services, and promote maritime R&D and manpower development. **Source: Maritime and Port Authority of Singapore**



# Farstad Shipping ASA: Sale of vessel

**Farstad Shipping ASA** has, through its wholly owned subsidiary P/R International Offshore Services ANS, reached an agreement to sell the PSV vessel **'Lady Christine'** (1985, ME 202, 2,368 DWT). Delivery of the vessel to the new owner is expected to take place within the end of December 2011. Sale of the vessel will give a booked profit of approx. NOK 12.8 million in the 4th quarter 2011.


The **LADY CHRISTINE** seen anchored off Singapore recently – **Photo : Piet Sinke ©**

**Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click here**

After the sale of **Lady Christine** Farstad Shipping's fleet consists of 56 vessels (32 AHTS, 21 PSV and 3 SUBSEA) and 6 PSV and 2 AHTS under construction. The company's operations are managed from Aalesund, Aberdeen, Melbourne, Perth, Singapore, Macaé and Rio de Janeiro with a total of 1970 employees engaged onshore and offshore. The company's strategy is to be a leading quality provider of large, modern offshore service vessels to the oil industry. The company maintains a long-term charter profile for the fleet. **Source: Farstad Shipping ASA**

# Kochi port not to increase tariff for the next 3 years

In a bid to retain traffic, the Kochi port has decided not to increase tariff for the next three years. The validity of the prevailing tariff will expire by March 2012. When the issue of revision of tariff came up, the board of trustees has decided not to increase both the vessel-related as well as the cargo-related charges for the next three years, it is learnt. The port management fears that any upward revision in tariff could lead to diversion of cargo to other ports. The decision was taken despite the fact that the port has been incurring losses for the last three years. The vessel-related charges are collected on the basis of gross registered tonnage as well as period of stay of the vessel at berths. The cargo-related charges are collected on the basis of type of cargo handled and they vary from one cargo to another. The Tariff Authority for Major Ports had directed all major ports and private terminals to file their tariff revision proposals by June 30. Since the auditing of annual accounts of the Kochi port for the financial year 2010-11 was not completed in June, the port has requested the TAMP to extend the time limit up to September for submitting the proposal. As an alternative strategy, the port has targeted increasing the turnover and achieving higher assets utilisation during the next three years. The sources said that it is initiating strong cost management measures to improve its financial performance. The port is also implementing stringent austerity measures in its pursuit to tide over the present crisis. The ERP operational system implemented by the port has become fully functional leading to cost reduction and better transparency, the sources said. The port is developing a deep draft bulk handling terminal and a multi-user liquid terminal on PPP format which would lead to more vessel calls and help in meeting the heavy dredging cost it is incurring at present. The port hopes to improve its income from the Vallarpadam ICTT and the new LNG terminal. **Source: The Hindu Business Line**



# Port of Le Havre becomes latest European port to reward 'greener' ships

The French Port of Le Havre will join a growing number of European ports, including Rotterdam, Antwerp and Hamburg, by rewarding shipping companies operating the cleanest ocean-going vessels. From the start of next year, France's largest port will reward the ten cleanest container or Ro-Ro shipping lines with a discount of up to 10 percent on their port dues, subject to the conditions set up in Le Havre. Vessels will be rewarded in accordance with the newly introduced Environmental Ship Index (ESI), an international benchmark for ship air emissions that awards points to those ships performing better than the statutory norm. Last year, the World Port Climate Initiative introduced the Environmental Ship Index (ESI), under the auspices of the International Association of Ports and Harbors, in London. A total of 375 sea ships have now been recorded in the ESI, each scoring better than what is required under international law. The Port of Le Havre was one of the 55 ports that signed the World Port Climate Initiative's international charter in July 2008. The charter was established to help promote the mitigation of emissions throughout the shipping industry. **Source: Port Technology**

# OOCL joins to CMA CGM Asia-New Zealand service

OOCL is joining in a vessel-sharing agreement with CMA CGM on the French carriers' service between New Zealand and Northeast Asia to create a weekly fixed-day service, Journal of Commerce reports. CMA CGM currently deploys six vessels on the ANZEX service with capacities of between 1,740 and 1,941 20-foot equivalent container units. OOCL did not say how many ships it will contribute to the VSA.

The new New Zealand-Northeast Asia Express service, which starts on Dec. 24, will complement OOCL's existing New Zealand-Southeast Asia Express.

The Hong Kong-based carrier said the new VSA would increase its capacity and port coverage "to meet the growing demand and customer requirements in the New Zealand market." The port rotation of the NZN service will be: Hong Kong, Chiwan, Ningbo, Shanghai, Pusan, Suva or Noumea, Auckland, Port Chalmers, Lyttelton, Tauranga, Noumea and back to Hong Kong. **Source : PortNews**

# MIT prepares for Post-Panamaxes transiting the Panama Canal

**Manzanillo International Terminal,** a joint venture with the Seattle group CARRIX and Panamanian investors, is intending to increase capacity to 4M teu as preparation for the post-Panamaxes transiting the Panama Canal after 2014, Dredging Today reports.

This development will cost $250M. MIT has also anticipated to move 1.8M teu this year, an increase of 18% from the 2010 total. MIT's expansion will compose of dredging the access channel to the terminal to 16.5m, from the present 14m, building 930m of new berths, added to the existing 1,640m and purchasing nine cranes, including one device for super post-Panamax and two post-Panamax crane, arriving during Q1 2012. **Source : PortNews**



# …. PHOTO OF THE DAY …..

HAL's **NOORDAM** seen moored in Ft Lauderdale – **Photo : Rick Groen ©**