



**Number 350 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 16-12-2011**

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

A man with glasses, wearing a dark jacket, is seated at a desk. He is looking down at a piece of electronic equipment, possibly a radio or a small computer, which is connected to various cables. On the desk, there are also some orange and yellow tools or components.



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**'TSHD Cornelis Zanen jointly working with GD Packman on the Coatzacoalcos Immersed Tunnel Project in Coatzacoalcos, Mexico. After completion of the trenching works, a gravel bed will be laid using MPP Scradeway, whereafter the tunnel elements will be placed on the river bed. More information on the project can be found at**

**[www.tunelsumergido.com](http://www.tunelsumergido.com).**

**Photo: Arnoud de Wit ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **MARKBORG** seen enroute Amsterdam – Photo : Marcel Coster ©

## Ilios Shipping cops plea, agrees to pay \$2 million criminal penalty

Piraeus, Greece, headquartered Ilios Shipping Company S.A., pleaded guilty in federal court in New Orleans for violating the Act to Prevent Pollution from Ships (APPS) and obstruction of justice, announced Assistant Attorney General Ignacia S. Moreno and U.S. Attorney Jim Letten.

Ilios operated the **M/V Agios Emilianos**, a 738 foot, 36,573 ton bulk carrier cargo ship that hauled grain from New Orleans to various ports around the world. According to the plea agreement, from April 2009 until April 2011, oily bilge waste and sludge was routinely discharged from the vessel directly into the sea without the use of required pollution prevention equipment. During that time, the crew intentionally covered up the illegal discharges of oil waste by falsifying the vessel's oil record book. The master of the vessel, Valentino Mislant, previously pleaded guilty to conspiracy to obstruct justice for his role in destroying evidence and instructing crewmembers to lie to the Coast Guard



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 350

during an inspection of the vessel in April 2011. According to Mislang, a senior manager of Ilios directed the destruction of computer records and ordered Mislang to tell crewmembers to lie to the Coast Guard.

The chief engineer of the vessel, Romulo Esperas, previously pleaded guilty to conspiracy to obstruct justice for his role in falsifying the vessel's oil record book and directing the discharge of oily bilge waste and sludge directly into the sea. According to Esperas, a senior manager of Ilios directed him to discharge the vessel's oily waste into the sea and refused to provide funding for the proper discharge of the oily waste to shore-side facilities.

All discharges of sludge or oily bilge waste from a vessel are required to be recorded in the vessel's oil record book. However, none of the illegal discharges were recorded in the oil record book for the [M/V Agios Emilianos](#).

According to Mislang and Esperas, the company directed them to use a complex system to create the impression that the vessel was consuming the maximum amount of fuel under its charter agreements when in fact it was not. The result was that charterers would overpay Ilios for fuel. Mislang would send daily fuel consumption reports: one to Ilios reporting actual fuel consumption and another to the charterer reporting maximum possible fuel consumption. When the vessel was in port, Esperas would direct that engineers install false sounding tubes into the vessel's fuel tanks so that when the charterer measured the quantity of fuel in the tank, the soundings would show the tank emptier than it actually was.

If the court accepts the terms of the plea agreement, Ilios will pay an overall criminal penalty of \$2 million, \$250,000 of which will be in the form of an organizational community service payment to the National Fish and Wildlife Foundation and used to fund projects aimed at the restoration of marine and aquatic resources in the Eastern District of Louisiana. Ilios will also be required to implement an environmental compliance plan, which will ensure that any ship operated by Ilios complies with all maritime environmental requirements established under applicable international, flag state, and port state laws. The plan ensures that Ilios's employees and the crew of any vessel operated by Ilios are properly trained in preventing maritime pollution. An independent monitor will report to the court about Ilios's compliance with its obligations during the period of probation.

This case was investigated by the U.S. Coast Guard Investigative Service and the Environmental Protection Agency-Criminal Investigation Division. The case was prosecuted by Emily Greenfield from the U.S. Attorney's Office of the Eastern District of Louisiana and by Ken Nelson of the Environmental Crimes Section of the Environment and Natural Resources Division of the Department of Justice. **Source : MarineLog**



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The **MOL DIRECTION** seen leaving Yangshan Port, China, on 09.12.2011 - Photo : Dirk Eggers ©



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## Give large ships wide berth; Deputy Harbourmaster

Maritime officials say too many boaties are risking injury – or worse – by anchoring or fishing in places that put them at risk from the large ships visiting Northland harbours. The council's Deputy Harbourmaster, Chidambaram Surendran, says there have been a number of close calls recently, including:

- A small, stationary boat with recreational fishermen on board which ignored warning whistle blasts from a 261-metre long cruise ship, forcing it to take evasive action in restricted waters
- A kayaker paddling furiously in front of a second cruise ship
- People setting crayfish pots in busy shipping areas

Mr Surendran says the problems are worst in the Bay of Islands – where very large cruise ships are visiting in increasing numbers – and in the Whangarei Harbour, which sees many deep draft tankers and freighters visiting either the Marsden Pt oil refinery or Northport. The problem has got so bad in the Bay of Islands that the council's Regional Harbourmaster Jim Lyle recently issued a directive banning anchoring in part of the Bay of Islands when the larger vessels are moving within the harbour. Mr Surendran says in many cases people are fishing from smaller boats and are so engrossed in what they're doing, they don't even realise a large ship is bearing down on them.



He says with some of the larger ships visiting Northland weighing tens of thousands of tonnes and about as long as Auckland's Sky Tower is tall, they are obviously nowhere near as manoeuvrable as much smaller craft. "Not only are these big ships limited by their very deep drafts and unable to take evasive action easily, small vessels can also completely disappear from view under a larger ship's bow from as far as 200 metres away." Mr Surendran says with visibility an obvious safety issue, smaller vessels – including kayaks - should not try to cut across the bow of a moving larger ship due to the very real dangers involved. He says the recent harbourmaster's directive applies to all vessels in the Bay of Islands Harbour, which is inside the line between Cape Waiwika, Ninepin Island and Cape Brett.

Mr Surendran says the ban applies when the larger ship is either approaching to pick up a regional council pilot, approaching to drop anchor or picking up anchor to leave the harbour. "This bans any vessel from anchoring within any sector of the Waitangi Sector light, from the 10 metre depth contour line adjacent to Hermione Rock, out to three nautical miles from Tapeka Point towards Ninepin Island when a vessel over 500 gross tonnes is moving within the harbour." "Any vessel that is anchored in this area must keep a sharp lookout for approaching or departing vessels. These usually arrive early morning and leave late afternoon or early evening, but can move at any time."

Mr Surendran says if a cruise ship is spotted, smaller vessels should immediately pick up anchor and move away from the limits of the sector light. Similarly, if any pilot vessel approaches and signals a smaller vessel that it is impeding the safe navigation of another ship, the smaller craft must immediately pick up anchor and move away from the limits of the sector light. Meanwhile, he says in Whangarei Harbour, a permanent prohibited area also exists for safety reasons around the Marsden Pt oil refinery berths and access to an area around the nearby Northport wharf may also be off limits from time to time. As well as keeping an eye out for other vessels and staying out of prohibited areas, boaties also needed to steer clear of places where anchoring may be banned due to underwater cables or other dangers.

Mr Surendran says a raft of information is available for those heading out on the water in Northland from the regional council's website via: [www.nrc.govt.nz/onthewater](http://www.nrc.govt.nz/onthewater) Source : Scoop



## South Carolina's tall ship to be sold

South Carolina's tall ship, the Spirit of South Carolina, is for sale.

The Post and Courier of Charleston reports ( <http://bit.ly/vlWbHH> ) the **South Carolina Maritime Foundation** wants to sell the ship to pay its debts, including a \$2 million bank loan. The ship took several years to build and cost \$4.5 million. It began educational programs for students in 2007. The foundation programs are designed to help curb the dropout rate in local schools.

The chairman of the foundation's board, Teddy Turner IV, says the nonprofit group has struggled to raise money in a bad economy and to pay the cost of building the ship. In addition to a lawsuit by the bank, the foundation is being sued by a former landlord for back rent Source : [thestate.com](http://thestate.com)



The **ERNEST SHACKLETON** seen moored in Cape Town – Photo : Aad Noorland ©

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## Larger vessels set to increase cargo volumes

**The race to build and buy bigger ships never seems to end.**

The present trend can be traced back to the latter half of 2010 as shipping companies across the world started using larger vessels. In the container-shipping sector, the climax of the race came in February when Maersk Line Ltd, the world's largest container operator by capacity, ordered 20 of the largest-ever container carriers, vessels designed to carry 18,000 containers each.

China Shipping Group (CSG), a State-owned conglomerate, is the latest follower in the trend. In November, the group made an order worth \$1.13 billion for 12 container carriers, each with a capacity of 10,000 containers. The group also announced plans to order four 45,000-deadweight-ton bulk carriers. CSG is keen to use larger vessels because they reduce the transportation costs for each container and therefore generate more profit.

"Economies of scale and cost-effective transportation have always ruled in the industry. It is a natural development to remain competitive," said Torben Skaanild, secretary-general and chief executive officer of the Baltic and International Maritime Council (BIMCO), the world's largest association of shipowners. "But heavy investment is needed to stay in the race when business conditions are harsh, as they are especially now," Skaanild added. This year has turned out to



be a difficult one for shipping companies. More than two-thirds of shipping lines across the world have reported losses, industry data showed.



The fragile world economic recovery, surging oil prices and the excessive number of vessels available have exacerbated the problems facing the industry, according to the companies themselves and analysts. The current vessel overcapacity can be directly traced back to an order binge during the years of optimism immediately prior to the global economic meltdown in 2008.

A worker walks past a ship under construction at the China State Shipbuilding Corp's Longxue Shipyard in Guangzhou, Guangdong province. The trend is for shipping companies around the world to use larger vessels. [Photo/Bloomberg]

Given the current situation, the introduction of new tonnage has prompted concerns. "We need to maintain a reasonable development for the shipping industry as a whole. To rush into the trend for larger vessels will make the situation even worse," said Wei Jiafu, chairman of China Ocean Shipping (Group) Co (COSCO), another of China's major State-owned shipping conglomerates.

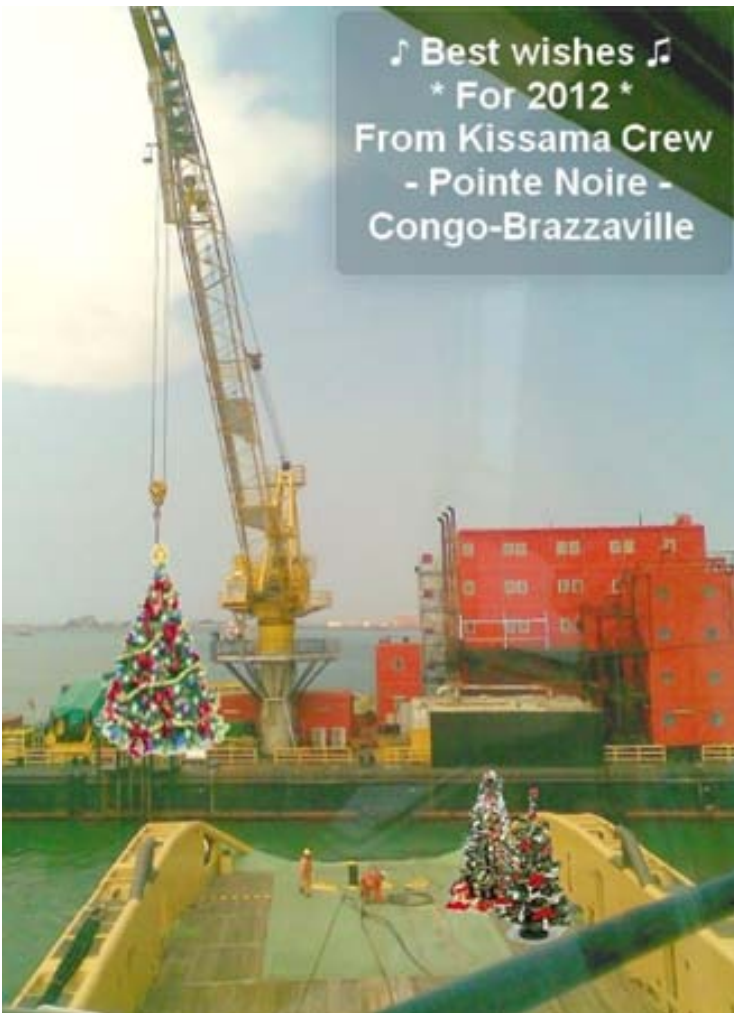
Some observers had expected less fierce competition in the industry, as small shipping companies were forced out of the game. But that scenario is unlikely to happen. "The tonnage will always stay. Had there been further industrial consolidation, the vessels would have been sold at a lower price and brought back to the market on a lower cost basis. This will exert further downward pressure on freight rates for the whole industry," said Zhang Hui, an analyst with Donghai Securities Co Ltd.

The good news for the small companies is that the larger vessels are not deployed on all routes. "For the major routes, such as the Asia-Europe line, a handful of major players will dominate the market. As a consequence, competition in the minor routes will become fiercer," Zhang said. Just as in the shipping industry, size is everything, and the larger ports will prevail. Big ports with strong facilities find it easy to accommodate larger vessels and may see growth in cargo flows as a result. However, for the smaller ports, large ships are nothing but a challenge, according to industry insiders.

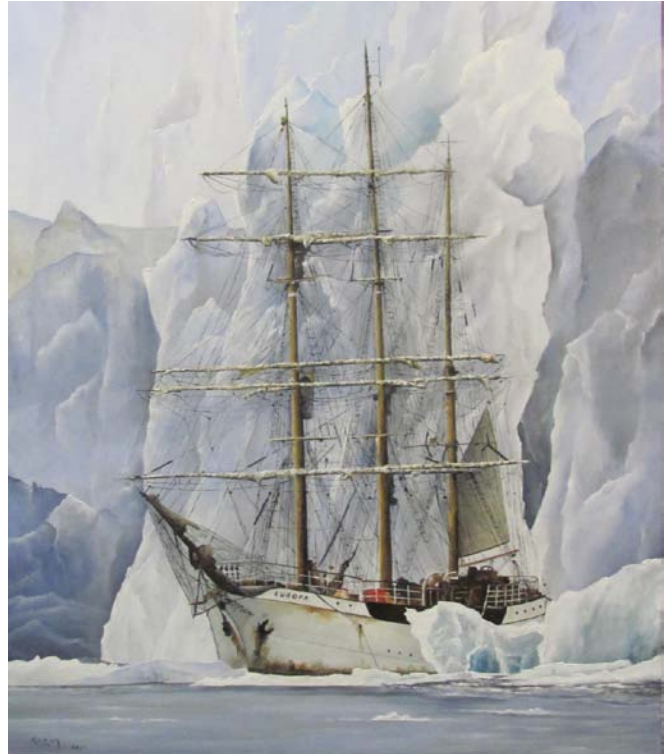
Some ports will have to upgrade and invest in infrastructure to accommodate the bigger ships, and that might lead to cash flow problems, said Hans Smits, president and chief executive officer of the Port of Rotterdam Authority, the largest port in Europe when measured by throughput. "We are ready for the large ships," he said. For dry bulk carriers and oil tankers, capacity is also expanding at a steady pace. Vale SA, the Rio de Janeiro-based miner, has invested \$2.3 billion in 19 400,000-deadweight-ton megabulk carriers and will control another 16 under long-term contracts, according to the company.

The miner received the first ship in the fleet in July and had planned to sail it to China's Dalian port on its maiden voyage. But the giant vessel was diverted to Italy because of restrictions at Dalian and a request from a European customer, said the company. "China's ports can't handle a vessel of 400,000 tons. They are too big and too dangerous," said COSCO Chairman Wei Jiafu. However, some are trying to catch the wave. In Dongjiakou port, located in the northeastern coastal city of Qingdao, they are trying to build the world's largest deepwater port by capacity. Boasting excellent geological advantages, the port plans to become a center for bulk cargo exchange and oil storage and is expected to become operational within three years.

"Large vessels are the inevitable trend. We will be able to accommodate ships even larger than Vale's in the next few years," said Zhang Hao, vice-general manager of Qingdao Port Investment and Construction Group Co Ltd. **Source :** ChinaDaily



"Crews have been busy transferring the Christmas trees from *AHTS White Christmas* to *MOU Kissama*.  
Bargemaster *Capt. Kris De Decker*."



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The **CAP VALENTE** seen leaving Yangshan Port, China, on 09.12.2011 - Photo : Dirk Eggers ©





## NAVY NEWS



RSN (Republic of Singapore Navy) Patrol Vessel (right) and Indonesian ships (left and middle) taking part in a sail-past to mark Malacca Strait Patrols cooperation.

## A Canadian attack submarine is making a rare appearance at Bangor to become more stealthy



It's the first foreign sub to tie up at Naval Base Kitsap-Bangor since the same boat, the Royal Canadian Navy's HMCS [Victoria](#), visited in 2004. It arrived Monday to use Bangor's magnetic silencing facility to "deperm" its hull.

Deperming — also called degaussing — reduces a ship's electromagnetic signature, said Naval Base Kitsap spokesman Chief Dale Davis. The Royal Canadian Navy says that's a standard practice for all of its vessels after refit. A magnetic field created by all the metal in a submarine can be detected by a cable placed on the ocean floor, so when the sub passes over it, its magnetic field causes a current in the cable to trigger an alarm. Deperming minimizes the magnetism. The [Victoria](#), a long-range hunter-killer submarine, is stubbier than American subs generally seen in local waters. It's only 230 feet long and carries a crew of 49. Trident ballistic-missile subs are 560 feet long with crews of

155, and Seawolf-class attack subs are 353 feet long with 140 sailors. Canada only has four submarines, all in the **Victoria class**. They're diesel-powered and can carry up to 18 torpedoes. They were bought second hand from Britain and delivered between 2000 and 2004. None is operational, according to Defense Industry Daily, but the **HMCS Victoria** is getting close.

The Bangor visit comes near the end of a refit period that began in 2005. The sub, which returned to sea on Dec. 5, is undergoing trials of ship systems and the crew is being trained, according to the Canadian navy. Eight sea trainers are on the trip. It'll only be at Bangor for a short port visit, Davis said.

The next phase will be dive trials in January, the commanding officer, Cmdr. Ellis, told his base paper, the Canadian Forces Base Esquimalt (British Columbia) Lookout. The subs operate out of Esquimalt and Halifax, Nova Scotia. Sister ship **HMCS Windsor** is undergoing a refit in Halifax until next year. **HMCS Corner Brook** hit the seabed during a training exercise in June and probably won't be ready until 2016. **HMCS Chicoutimi** has been laid up in Esquimalt since being disabled in a fire in October 2004 and will return to service no earlier than 2013, according to Defense Industry Daily. Source : kitsapsun

## Australia seeks European designs on \$36 bln submarine fleet

Australia has asked three European companies to submit designs to replace its submarine fleet at a cost of up to A\$36 billion (\$36 billion) in a defence buildup aimed at protecting resource exports and countering an accelerating arms race in Asia.

French naval builder DCNS, part owned by Thales, Germany's Howaldtswerke-Deutsche Werft GmbH and Spanish state shipbuilder Navantia had been asked for information on conventional submarine designs, Australia's Minister for Defence Materiel Jason Clare said on Tuesday.

"The Future Submarines Project is the biggest and most complex defence project we have ever embarked upon," Clare said. Australia plans to build a fleet of 12 submarines to enter service around 2025. That comes on top of a A\$65 billion military buildup already underway, including new amphibious assault carriers, stealth fighter aircraft, tanks, helicopters and missile destroyers.

The country has also budgeted to buy up to 100 of Lockheed Martin's F-35 fighters, double the size of a purchase being mulled by Japan. The buildup is in part aimed at countering China's military expansion and reach into southeast Asia and the South China Sea, where Beijing is involved in disputes with several other states over sovereignty.

Australia, a close U.S. ally, also agreed last month to host a de facto U.S. base in the north of the country to provide military reach into Asia and rotate U.S. marines and warships through Australian ports. But Canberra has been keen to paint its growing military clout as directed at beefing up security for offshore resource developments and mineral exports, as well as increasing its capability to respond to humanitarian disasters regionally.

The new submarines will be larger and more capable than the navy's current fleet of six locally-built Collins submarines, which are among the world's largest conventional boats, but which have been plagued by manufacturing and design problems. U.S. officials have been pressing Australia to commit to the submarine fleet, and some security and naval analysts had called for the government to consider buying U.S. nuclear-powered attack submarines off the shelf. (\$1= 0.9914 Australian dollars) Source : reuters

## Russian submarine has good chances to win tender in India

The new Russian submarine "**Amur-1650**" is taking part in the tender which India is holding for purchasing and licensed producing 6 non-atomic submarines. Experts say that the Russian submarine has good chances to win.

The "**Amur**" has already been tested at a plant where it is produced – and found highly battle-worthy. Hydroacoustic cover of the latest generation makes it practically unnoticeable for radars. "Still, it would be too early to have no doubts that the Russian submarine would win this tender," the Editor-in-Chief of the newspaper "Nezavisimoe Voennoe Obozrenie" ("Independent Military Review") Victor Litovkin says. "The majority of diesel submarines which the Indian navy currently possesses are Russian-made, some of them made back in the Soviet time. In total, 80% of the



weapons currently used by the Indian army and navy are Russian-made. However, it would be a bit too optimistic to say for sure that as far as Russian submarines have been popular in India until now, Indians will choose the Russian submarine this time as well. The matter is that India now wants new, modernized arms, and to make Indians prefer

the Russian submarine to those made by other competitors, this time, Russia has to offer something really special. Still, Russia's trump card is that we are ready not only to sell our submarines to India, but to help Indians produce submarines of their own."

The producer of the Russian submarine, a design engineering bureau named "**Rubin**", has done much to adjust its brainchild to the demands of the Indian navy. The submarine has an energy device of a new generation which can work out energy no matter how long the



submarine stays under water (with the energy devices of the older generations, submarines had to regularly rise to the surface to reload their batteries). Besides, they made the submarine especially fit for accommodating the supersonic cruise missiles "BrahMos" (which are a joint production of Russia and India). Thus, the Russian submarine has good chances of winning the tender, though the ones suggested by other competitors, Germany and Sweden, are also highly evaluated by experts.

However, even if Russia doesn't win this tender, it won't mean a big loss for it in cooperation with India in the sphere of military equipment. The two countries still have many other joint projects in this sphere – for example, Russia is currently modernizing the Indian aircraft carrier "**Vikramaditya**". It is planned to test it in the open sea in 2012.

Here is Victor Litovkin again:

"India has already received planes for this aircraft carrier and is already using them. Russia is also modernizing the non-atomic submarines once sold by it to India – to be more precise, we are adjusting them to use Russian "Club" supersonic anti-ship missiles, which have already become very popular in the Indian navy. Besides, Indians want to receive the finance leasing for Russian atomic submarines "**Nerpa**". Russia also supplies its "T-90" tanks to India. Indians already have about 500 such tanks, but are intending to purchase another 1,500. Moreover, Russia supplies parts of the "Sukhoi-30" planes for Indians to assemble these planes at their plants."

So, it would be wrong to say that India is rejecting its former policy of cooperating with Russia in the sphere of military equipment, preferring Western partners instead. The plans of joint work of Indian and Russian designers over a warplane of the newest, the 5th, generation is more evidence of that. **Source : The Voice of Russia**



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## China Eyes Navy Stop in Seychelles

China has said it may use the Seychelles as a naval supply stop while conducting anti-piracy missions, at the invitation of the Indian Ocean island state. The announcement comes at a time of growing Indian concern about China's

influence in the strategically important Indian Ocean, a vital shipping lane connecting Asia to Europe and the Middle East.

"According to escort needs and the needs of other long-distance missions, China will consider taking supplies or recuperating at appropriate ports in the Seychelles and other countries," the defense ministry said in a statement Dec. 12. The invitation was extended earlier this month during a visit to the Seychelles by Chinese Defense Minister Liang Guanglie.

Beijing has funded or plans to invest in several major infrastructure projects in the Indian Ocean, including ports in Sri Lanka, Bangladesh and Myanmar. Reports in China's state-run media quoted military experts as saying the move did not equate to establishing an overseas military base.

China has been heavily involved in anti-piracy missions in the Gulf of Aden off the coast of Somalia and in the Indian Ocean. Since 2008, China has sent 10 escort missions and more than 8,000 military personnel to the Gulf of Aden, escorting more than 4,300 vessels in the process, the official China Daily said. **Source : DefenseNews**

## **RFA WAVE RULER RETURNED HOME AFTER 21 MONTHS DEPLOYMENT**



RFA **Wave Ruler** arrived home 12 December 2011, after spending nearly two years working across hurricane zones and drug-trafficking routes. The Royal Fleet Auxiliary (RFA) support ship returned to Portland, Dorset, having left for operations in February 2010.

The ship's primary role has been to undertake the Atlantic Patrol Task (North) around the Caribbean, supporting UK Overseas Territories and underlining Britain's commitment in the region. This role included carrying vital supplies and stores to small territories hit by natural disasters like hurricanes. With a wide range of disaster relief materials, **Wave Ruler** was able to provide food, water and shelter where required.

Her crew would also offer medical and humanitarian aid, together with technical assistance using their training, skills, knowledge and experience.





Above seen the Indonesian frigate **KRI OSWALD SIAHAAN (354)** (*Oswald Siahaan*, was an Indonesian Navy hero killed in Battle of Sibolga Bay) which is the former Dutch **Hr.Ms. Van Nes** (F 805) was built at the Koninklijke Maatschappij de Schelde and launched 26-03-1966 and commissioned into the Dutch navy on 09-08-1967, the frigate was sold to Indonesia on 22-05-1987 **Photo : G.A.K. Crommelin KTZT (bd) ©**

See also : <http://www.youtube.com/watch?v=YKGq1faRuxU>

## SHIPYARD NEWS



### Leerling Proces Operators

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The **STADIONGRACHT** seen enroute Rotterdam – **Photo : Ria Maat ©**

## ThyssenKrupp Concentrates Shipbuilding on Military Sector

ThyssenKrupp AG will concentrate its Marine Systems on military surface ship and submarine building in the future, the company announced Dec. 12, adding that it will sell all its civil shipbuilding activities to British company Star Capital Partners.

The contract, signed with the London-based financial investor company on Dec. 11, includes the large yard builder Blohm + Voss Shipyards, Blohm + Voss Repair, Blohm + Voss Oil Tools and Blohm + Voss Industries, including its subsidiaries. According to ThyssenKrupp, the new investor wants to continue the business at all sites. "The sale is an essential step to further focus the activities of ThyssenKrupp Marine Systems," Hans Christoph Atzpodien, CEO of ThyssenKrupp Marine Systems AG, said in a news statement. "At the same time, with the new owner, an important course-setting to secure the work places and the future of the shipbuilding at the locations of Blohm + Voss has been taken for the employees."

The deal still has to be approved by oversight committees. ThyssenKrupp expects the deal to be completed at the end of the first quarter of 2012. The transaction reflects its strategic development concept unveiled May 13. It is supposed to improve the Essen-based company's competitive position and offer a sustainable future. In August, there had been media speculation about a joint venture involving ThyssenKrupp Marine and French ship-building group DCNS. This was strongly denied by the German company at that time, which said that it saw little promise of close cooperation in the submarine or surface naval vessel sector. **Source : defensenews**

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The **CHEMICAL MARKETER** seen enroute Amsterdam – **photo : Hans Blomvliet ©**



## Canadian, Indian firms to build Australia coal port

Australia on Wednesday awarded land to an Indian and a Canadian firm to build a massive US\$10 billion coal export port amid forecasts of a long-term boom for energy demand. Queensland state Premier Anna Bligh said India's Adani and Canadian Brookfield Infrastructure Group had each been awarded 190 hectares (469 acres) at northern Dudgeon Point to develop two new coal terminals. "The proposed two terminals will provide export capacity up to 180 million tonnes per year, that's 50 million tonnes more than the current capacity at the (nearby) Port of Hay Point," said Bligh. "This massive project is potentially worth about US\$10 billion in investment and would deliver about 5,000 jobs."

The project -- which will start construction in 2013 pending environmental and other approvals -- will include six rail loops, eight offshore berths and two jetties and expanded harbour capacity to accommodate more tug boats. Coal and gas-rich Queensland is poised for a boom in energy demand in the next two decades, with some Aus\$165 billion (US\$165 billion) in large projects either under study, commitment or construction according to the state's Resources Council. Approximately 90 percent of these are steelmaking or thermal coal, burned to produce power, with coal production in the state forecast to hit 700 million tonnes per annum (mtpa) by 2020, from about 200 mtpa currently.

Source : [Indiatimes](#)



The **GRAND MARK** seen moored in Bonaire – Photo : [Henk Ram](#) ©

## Helicopters used in ports union dispute

A stevedoring company has flown non-union workers over picket lines in the latest blow in an interstate waterfront dispute. Stevedores working for the company POAGS, owned by Chris Corrigan's Qube Logistics, began protected industrial action over two days ago in the NSW Illawarra region as well as at facilities in Victoria and Western Australia. Workers in Fremantle, Bunbury and Port Kembla say they've been locked out of their berths indefinitely by stevedoring company POAGS. In Port Kembla the company has used helicopters to fly non-union employees in to work, sparking accusations from the Maritime Union of Australia (MUA) it was risking safety by using "union-busting scab labour". A POAGS spokesman denied the company had locked out stevedores from the Port Kembla plant, saying the union's 24-hour work bans made it necessary to fly in staff until the strike ended at 8am (AEDT) on Wednesday. "What we've said very openly from the very beginning is that we will do all we can as management, and by subcontracting, to service our customers while the strike action is going on," the spokesman said. He said workers blocking access had threatened and abused anyone who tried to enter the site. "Our only way of access was to get our management staff in via helicopter so they could actually work the ships." The company also said work bans at the two West Australian ports meant they couldn't be operated safely so it was forced to close them. POAGS said if the bans were lifted, work could commence again at the ports. However, the union said it imposed the work bans because

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 350

of safety concerns and as part of a year-long campaign for an enterprise agreement. The MUA said POAGS had locked out 130 stevedores at Port Kembla in a cynical attempt to undercut industrial action. "Rather than bargaining in good faith, POAGS is declaring war on its workforce," MUA Southern NSW branch secretary Gary Keane said. He said stevedores at Port Kembla were the lowest paid in Australia, despite generating a third of the company's profits. They were also given scant notice before being called in to work and had to contend with widely varying shift start times and lengths. At the lockout gates in Fremantle, MUA assistant branch secretary Will Tracey said the 75 workers only learned about the indefinite lockout at 5pm (WST) on Monday. **Source : postcourier**

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The **EMPRESS PHOENIX** seen in Cape Town – **Photo : Glenn Käsner ©**



## INTERTANKO launches PhD Fellowship in Marine Pollution Law at World Maritime University

INTERTANKO is to fund a three-year PhD study into the emerging law and policy on criminal liability for marine pollution and the effects of this on seafarers. INTERTANKO will be working with the World Maritime University (WMU) and with the individual student chosen to undertake this important work.

INTERTANKO's Council has identified criminalisation as a high priority item for the INTERTANKO Work Plan. In addressing this issue, INTERTANKO's Insurance and Legal Committee has sought to study emerging cases, case law and national, regional and international law which supports this 'blame culture' trend.

"It is this blame culture that has led to the criminalisation of our seafarers simply for doing their job," says Ken Marshall, Chairman of INTERTANKO's Insurance and Legal Committee. "We believe that this work will be a tangible benefit to our Members and indeed to seafarers and the whole shipping industry worldwide."

It is to assist this study that INTERTANKO is establishing from January 2012 its PhD Fellowship in Marine Pollution Law at the World Maritime University in Malmo, Sweden.

"INTERTANKO has taken every opportunity to highlight the unfair treatment that is frequently meted out to seafarers after an unfortunate accident," says Joe Angelo, INTERTANKO's Managing Director. "The association is keen to bring to an end the common infringement of seafarers' basic human rights." The Fellowship programme will research into the growing trend of criminalising seafarers in marine pollution incidents. By conducting a comprehensive analysis of existing judicial decisions relating to marine pollution incidents, it will look at whether such criminal proceedings are in compliance with existing international law. In particular it will examine the notion of criminal liability in marine pollution law, and the implementation of international conventions (UNCLOS, MARPOL) under domestic laws and EU law.

"Seafarer welfare has always been a matter of prime concern in the development and delivery of the WMU curriculum at the level of Master's degree," says Proshanto K. Mukherjee, Professor of Maritime Law and Policy, Former Vice President-Research and Director of Doctoral Programmes at World Maritime University. "WMU therefore welcomes this fellowship opportunity generously provided by INTERTANKO in pursuit of intensive analysis of the criminalisation of seafarers through doctoral research at this University."



The supply launch **North Star** heading out in lumpy weather. **Photo : Glenn Käsner ©**



## Freeport Indonesia workers to return to work Saturday

Striking workers at Freeport Indonesia will return to work on Saturday after agreeing to a pay deal to end a three-month dispute that has paralysed output at the world's second-biggest copper mine, a union official said on Wednesday, Reuters reports. Freeport McMoRan Copper & Gold Inc and the union are expected to sign a deal within days, which will include a pay rise of 37 percent over two years to end Indonesia's longest-running industrial dispute, the union has said.

"The firm has asked us to mobilise workers back to work on December 17 and we have agreed as part of the pay deal," union field coordinator Hengki Binur told Reuters. The deal was meant to be signed on Tuesday but has been delayed, showing the timetable for the return of workers could also be pushed back. The level of benefits for workers and whether strikers should be penalised are seen as potential sticking points that could delay an agreement.

"We want one other condition -- we want a guarantee from Freeport and its units that the workers who have joined the strike will not get any problem when they return to work," said Binur. Freeport's CEO Richard Adkerson has been in Jakarta in recent weeks to help negotiate a deal with the union. The company, which has said it is losing 2 million pounds of copper and 3,000 ounces of gold in daily production, declined to comment on the pay talks.

The strike action has helped support copper prices, which have been pushed lower on worries about weak global demand, so a resumption in output could be bearish for prices. Benchmark copper in London fell 0.9 percent on Wednesday. The strike in Papua has been running since mid-Sept, and the firm declared force majeure on its exports from Grasberg in October, freeing it from contractual obligations. Even after workers return, it is likely to take some days to ramp up production, and longer to resume shipments since the firm needs to repair a sabotaged pipeline that takes metal concentrate from the mine to its port.

The firm's operations have been crippled by attacks on pipelines, employees and blockades by workers and spear-wielding local tribesmen that have cut off its food and fuel supplies in a remote region with few roads. Binur said that the road blockades imposed since October will also be lifted once the pay agreement is made. The union initially pushed for a pay rise to as much as \$200 an hour, versus current pay of \$2-\$3 an hour. It steadily dropped its demands in recent weeks to around \$7.50 an hour, a level still deemed "excessive" by Adkerson. The pay agreement is closer to the 35 percent rise offered by the company in recent weeks.

Freeport Indonesia has 23,000 workers at its Grasberg operations. Many are Christian and have been worried they would not be able to afford to celebrate Christmas due to the strike, since they are not getting paid, leading to a greater push for a deal in the past week. The strike has been the highest profile stoppage among several worker pay protests in Indonesia -- signs of growing unrest over rising costs and a sense that the country's economic success is not being shared by all. **Source : PortNews**





The in 2008 sold former Dutch / German **TINA** finally was commissioned December 1<sup>st</sup> in Nigeria as the **RESTORER 1** for Skyshore ship and Energy - **Photo : John van Mook ©**

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## Fjord1 launches world's largest gas ferry on Boknafjord

Today Fjord1 will have a naming ceremony for **MF Boknafjord**, the world's largest gas ferry. The new eco-friendly ferry, delivered by Fiskerstrand BLRT AS, will serve the Arsvagen-Mortavika route on the Boknafjord in Rogaland County, in addition to making sure the Halhjem-Sandvikvåg route in Hordaland County now gets a spare vessel. The traffic on these ferry routes has surged since Fjord1 took over as operator in January 2007, BUSINESS WIRE reports.



The naming ceremony will take place at Fiskerstrand Shipyard in Alesund, Western Norway, with Minister of Transport and Communications Magnhild Meltveit Kleppa as godmother.

Minister of Transport Magnhild Meltveit Kleppa, remarks that the new ferry will give its users greater convenience in their everyday commute: "This is a great day for travellers in the area. With this third ferry in operation on Boknafjord, we can ensure 20-minute departures--as opposed to every 30 minutes as we have now."

Leif Overland, CEO of Fjord1, is glad the traffic challenges are now solved: "Without the new ferry, we would have had an increasing capacity problem on this busy link."

The Norwegian Public Roads Administration (NPRA), that ordered the new ferry due to a large increase in traffic in the area, is also looking forward to get the new ferry in operation. "The increase in traffic on these two ferry links alone has been much higher than our prognosis showed when we started in 2007. The lines and latency have sometimes been longer than what we would like to offer travellers. We are therefore looking forward to getting MF Boknafjord

into operation, and we congratulate Fjord1 with the new build, says Oyvind Haaland, leader at the road and transport section in NPRA, Region West.

About 2,2 million cars and about five million passengers used the two ferry links in 2011. The ferry shall also serve as a spare vessel for Bjornefjorden in case of planned maintenance downtime or any unforeseen problems. The route will then run according to the schedule in effect today.

Overland also points out that this is a great day for the environment. In reducing NOX emissions of approximately 90 per cent, the natural gas-powered ferries are very environment-friendly: "We strive to minimise our effect on the environment around us, and are therefore encouraged by the government's strong focus on eco-friendly forms of energy consumption in the tendering process", says Leif Overland, CEO of Fjord1.

Aside from being gas-powered, the ferry's hull design and more efficient engine technology yield additional energy savings by reducing fuel consumption and methane emissions.

By changing from diesel to natural gas, virtually all emissions of particles (smoke/soot) are eliminated, as well as all emissions of sulphur. Furthermore, CO2 emissions will be reduced by as much as 25 per cent.

### **Fjord1: a world leader for gas-powered ferries**

Fjord1 has long focused on eco-friendly transport solutions. The company, which started operating the world's first gas ferry Glutra in More og Romsdal County in 2000, is a market leader in the operation of gas-powered car ferries. The ferry route serving the coastal trunk road in Rogaland and Hordaland Counties has since 2007 been served by five such ferries from Fjord1. This third ferry on the Arsvagen-Mortavika route--which will also be a substitute vessel for Halhjem-Sandvikvåg--will thus be the sixth gas ferry in this region. By the end of 2011, Fjord1 will have 12 gas ferries in operation along the Norwegian coast, making the company a world leader. "We have an increased focus on environmental aspects in all parts of our company, and look forward to using this modern, future-oriented ferry in our transport network", says Stig Kristoffersen, Managing Director of Fjord1 Fylkesbaatane, which operates these ferries.



The **Polarcus Alima** seen sailing from Port Chalmers on 14/12/11. - **Photo : Ross Walker ©**

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



The tug **BROEDERTROUW XIV** seen with the shearlegs **MATADOR 3** passing Maassluis – **Photo : Ria Maat ©**