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Above seen the 2011 built CYP flag crane ship OLEG STRASHNOV at Bunkering Area 4, Malta on Tuesday 20th December, 2011.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

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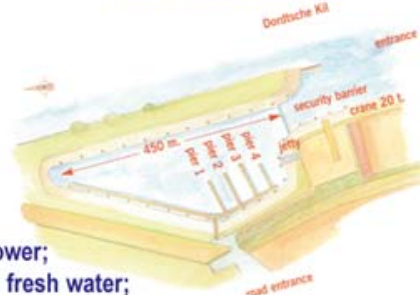
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The **Spirit of Adventure** – (ex Berlin, ex Princess Mahsuri) arriving from Geelong into Melbourne

Photo : Bill Barber ©

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LOGOS HOPE VISITS SINGAPORE



Last Friday did see the arrival of the **LOGOS HOPE** in the port of Singapore, where the vessel was moored at **Harbourfront** near Vivo City shopping centre. With over 45 different nationalities represented on board, the **Logos Hope** community is regarded as a genuine expression of international goodwill and understanding.



The crew and staff are all non-salaried volunteers—including many serving in their professional capacity, such as seafarers, engineers, electricians, nurses, teachers and cooks. Sponsorship from friends, family members and civic organisations enables crewmembers to serve on board.

Right seen **Capt Tom** who is living onboard with his family

The age of volunteers ranges from retirees to children of families serving on board.

Left the galley onboard where daily for the 400 volunteers onboard the meals are prepared



Most of the crewmembers are in their 20s or 30s. From the captain to the newest staff member, each person has a job that is essential to keeping the ship running. Most people serve for two years. Although the main aim of the ship is to serve people in the port communities, those on board also benefit personally during their term of service.



Left : **Alex** the son of the editor seen visiting the dentist onboard the **LOGOS HOPE** and below visiting the large bookstore onboard,

more than half a million books are carried onboard and stored at the several decks, where the crews are sorting them out and store them safely.



A structured training programme, combined with work experience and cross-cultural encounters, provides crewmembers with valuable opportunities to learn new skills and develop character.

On the right seen **Jessie LaPlue**, the Media Relations Officer onboard the **LOGOS HOPE** who gave my son and myself the tour, Jessie is onboard nearly for two years and leaving the vessel soon. **Jessie** many thanks for the tour !

The unique living situation presents many challenges, and life on board is a constant exercise in adjusting, adapting and learning to appreciate the uniqueness of others. Visitors often express surprise that people from so many different cultures can live and work together peacefully in such a small space. Crewmembers are unified by their vision to bring knowledge, help and hope to the port communities they serve around the world.





The **Logos Hope** was constructed in 1973 and first named **Gustav Vasa**. Originally built as a passenger car ferry, the vessel sailed North Atlantic routes. In 1983, the ship changed hands to the Smyril Line, was renamed **Norröna** and sailed between the Faroe Islands and Denmark.

By 2004 **GBA Ships e.V.** (previously Good Books for All) had raised sufficient funds to acquire the vessel and she underwent extensive renovations for her new role. The word Logos is Greek, traditionally meaning 'word, thought, principle or speech'.

The LOGOS HOPE is moored in Singapore until 29 December and open for the public

Tuesday – Saturday : 10am - 10pm
Sunday & Monday : 3 pm – 10 pm

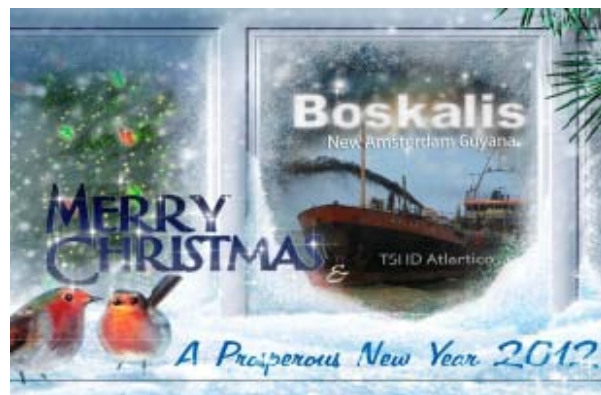
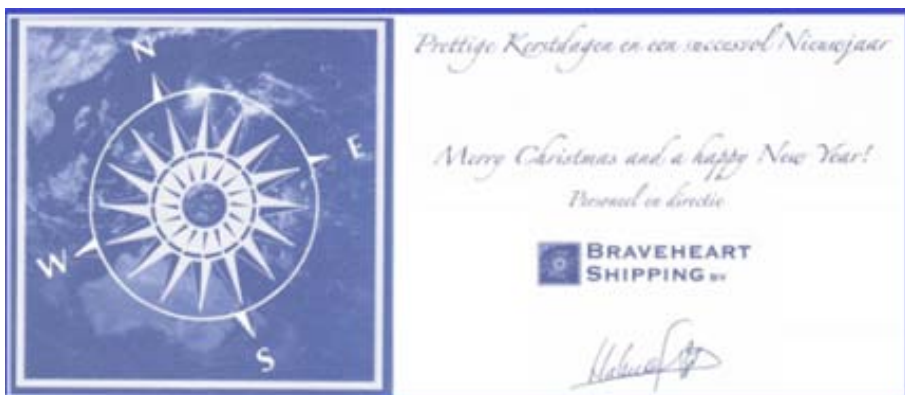
Christmas weekend

Saturday (24 Dec) : 10am – 3 pm
Sunday (25 Dec) : CLOSED
Monday (26 Dec) : 10am – 10 pm

Entrance is free ; children under 16 must be accompanied by an adult

The next port after leaving Singapore will be CEBU in the Philippines followed by MANILA

All Photo's : Piet Sinke ©



Baltic index stays negative; pick up likely in New Year

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, stayed negative for a sixth day on Tuesday as a recent upsurge in capesize rates began to fade ahead of the holiday season. The index, which gauges the cost of shipping commodities such as iron ore, cement, grain, coal and fertiliser, dipped 7 points or 0.37 percent to 1,878 points.

"It will trend a little bit lower until the New Year, when we should see a jump in activity as people return from holidays," said Nigel Prentis, head of research, consulting and advisory with HSBC Shipping Services Ltd. "We should see a lift in rates in early New Year," he said. However, rates may be affected as vessels of all sizes are expected to be delivered from shipyards next year, adding to the glut in the industry. The Baltic's capesize index fell 0.17 percent on Tuesday, with average daily earnings falling to \$31,369. Capesizes typically transport 150,000 tonne cargoes such as iron ore and coal.

Capesize rates had climbed in the last few weeks and touched a year high last week as coal and iron ore exports to China from Australia and Brazil have risen. "There has been a lot of iron ore activity ahead of the rather early Chinese New Year, but that has concluded more or less for the time being," Prentis said. Thin demand for steel during winter also is likely to cap the rise in shipments of iron ore -- a raw material used in making steel. Steel mills have been suspending iron ore purchases, hurt by China's weakening appetite coupled with a debt crisis in Europe that has dimmed economic growth prospects. The Baltic's panamax index fell 0.96 percent. Average daily earnings for panamax, which usually transport 60,000-70,000 tonne cargoes of coal or grains, fell to \$14,043.

"Quite often you find that owners are willing to accept slightly lower rates in order to get cover over the holiday period," Prentis said. **Source: Reuters**



The **HUMBOLDT REX** seen outbound from Rotterdam – **Photo : Frits Janse ©**

Ship orders languish in the dry dock of funding

The cancellation of an order from South Korea's second-biggest ship builder, the country's first this year, signals a worsening storm for the seaborne sector as bank funding dries up and overcapacity pulls earnings further under water. Daewoo Shipbuilding & Marine Engineering said late on Friday that a Greek shipper had cancelled a 589.3 billion Korean won (\$514 million) order for two very large crude carrier (VLCCs) oil tankers and two bulk carriers, made at the height of a shipping boom in 2008. A source with direct knowledge of the matter told Reuters on Tuesday that Gulf Marine Management, which did not respond to calls for comment, was the Greek shipper, which had failed to make a second payment. A separate source confirmed the cancellation.

"There is a tightening of finances, and even some big owners are starting to get strapped for cash," said George Lazaridis, head of research with Greek ship broker Intermodal. "We will start to see a lot more ship owners getting into trouble with their financing and banks, and will have to cut their losses in certain areas either by selling vessels or by selling new building contracts." An armada of ships ordered when times were good has continued to hit the water this year, outpacing demand for commodities such as iron ore and coal in the dry bulk sector and crude oil in the tanker market, battering ship owners' earnings. "Any prolonged downturn in VLCC rates, which is generally expected over the next 12-24 months, will cause owners more distress, especially in the context of a looming euro zone credit crunch," a shipping source said. "If the owner cannot raise the cash, then he needs to talk to the shipyard and, in the worst case, may have to walk away, probably forfeiting all or most of the installments paid up to that point."

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. The Seoul stock market's shipbuilding subindex .KRXSHIP lost 3.38 percent on Tuesday, underperforming the overall market's 1.88 percent fall. A Daewoo spokesman said building work on the

cancelled vessels had not yet commenced. Shipping sources said owners were looking to either delay or switch orders for vessels to other classes of vessels such as liquefied natural gas carriers (LNG), as that sector was experiencing a boom in demand and growth.

"In some instances, owners may limit their losses by switching to other types. This year, three Greek owners have between them converted at least five VLCC orders to five or more LNG carriers with mutually agreed price adjustments and delivery rescheduling," the shipping source said. Nevertheless, a growing funding crisis was expected to hit the funding firepower of many players in the sector. "It is realistic to see more outright cancellations appearing; mostly it is because of bank financing," said Arctic Securities analyst Erik Nikolai Stavseth. "If you don't have financing, you don't have it for an alternative order." The world's largest independent oil tanker operator Frontline said on Tuesday it was selling a vessel at a net loss of \$100,000 after repayment of bank debt. "We are concerned that a significant reduction of short-term credit to the real economy could be the next major step taken by many banks," broker ICAP Shipping said this month. "It is also the most dangerous scenario of all for the shipping industry." Bankers are expecting more bankruptcies and restructuring in the sector. Last month General Maritime, a leading crude oil tanker company, elected to file for Chapter 11 bankruptcy. Separately, Danish shipping group Torm has cancelled an order for an oil tanker from a Chinese yard in a bid to "conserve cash", and earlier this month it reached a deal with its banks on a temporary deferral of debt repayments.

The widening crisis has meant the cost of insuring debt for some shipping companies has soared. Moody's Investors Service last month put top Japanese shipping company Nippon Yusen KK's Baa1 bonds under review for a possible downgrade, citing an increasingly weak market and oversupply of ships. Nippon Yusen's bonds widened 12.5 basis points or nearly 5 percent on Tuesday to close at 250.125 bp, almost double the widening of the Japan iTraxx five-year index, which closed at 184 bp, or up 2.6 percent. **Source: Reuters**



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US hits 10 firms for links with Iran shipping

The United States government hit 10 firms linked to Iranian's shipping industry with sanctions on Tuesday, accusing them of helping the Islamic Republic's missile and other military programs. The Treasury Department said 10 Malta-based shipping and front companies and one individual were linked to the state-run Islamic Republic of Iran Shipping Lines, Irano Hind — a joint venture with the Indian government — and ISI Maritime.

The shippers are accused of "involvement in Iran's efforts to advance its missile programs and transport military cargoes," and of trying to skirt sanctions via front companies. "As IRISL and its subsidiaries continue their deceptive efforts to escape the grasp of US and international sanctions, we will continue to take action... to stop this illicit business," said top Treasury official David Cohen.

Treasury said Irano Hind was a joint venture between IRISL and the Shipping Corporation of India, a state-backed enterprise based in Mumbai that was first hit with sanctions in 2009. Similar sanctions were introduced by the European Union on December 1. **Source : Khaleej Times**



The tug **SCHEDESTROOM** arrived with the **SIMON STEVIN** in Stellendam

Photo : Jacco van Nieuwenhuyzen ©



Dun Laoghaire Lifeboat to Mark Christmas Eve Tragedy Featured

The crew of the RNLI lifeboat station at Dun Laoghaire will hold the traditional ceremony to remember the 15 volunteers that died on service in 1895 on Christmas Eve and for all lives lost at sea in the past year.

A short ceremony will be held at the lighthouse end of the East Pier at mid-day on Christmas Eve that will include music, an ecumenical blessing, a contemporary newspaper account of the 1895 tragedy and a piped lament. Both RNLI lifeboats stationed at Dun Laoghaire will launch and the crews will lay wreaths at sea.

The ceremony is an annual Christmas Eve tradition that remembers the lives of the 15 volunteer crew that died when their lifeboat capsized in gale force winds while attempting to rescue those on board the **SS Palme** that had run aground off Blackrock, Co. Dublin. All lives lost at sea in 2011 will also be included in the ceremony.

A special replica of the monument erected at the RNLI head-quarters in Poole, Dorset to remember all lifeboat crews lost while on duty, including the 15 Dun Laoghaire crew from 1895 will be presented to the station by Mr. Terence Johnson, Chairman of the Lifeboat management Group and will be on permanent display at the station.

"This event has become part of our local Christmas community tradition," said Stephen Wynne, Lifeboat Operations Manager at Dun Laoghaire. "Whether a descendant of the original lifeboat crew or simply looking for something alternative on Christmas Eve, everyone and their families are welcome to join us." **Source : afloat.ie**



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Pacific Sun cruise ship to leave Australia



CRUISE company P&O has sold much-loved ship the **Pacific Sun**, with passengers booked on cruises after July forced to switch to cruises on other ships in its fleet. The 25-year-old ship hit the headlines earlier this year when three cruises were cut short because of engine problems. The **Pacific Sun**, which carries 1900 passengers, has been plying the South Pacific for seven years with P&O and sails out of Sydney, Newcastle and Brisbane. Her last cruise - a seven night cruise of the Pacific Islands - will depart Brisbane on July 1. P&O said travellers booked on **Pacific Sun** cruises

after July 8 will be re-booked on equivalent or near equivalent cruises on other P&O Cruises ships or offered a choice of alternative cruises on other ships in the fleet where a near equivalent match is not possible.

It will provide refunds to passengers for whom no alternative cruise choice is suitable. The move comes as Carnival Australia introduces more ships to one of the world's fastest-growing cruise markets. Other ships in its fleet include P&O Cruise's **Pacific Dawn**, **Pacific Jewel** and **Pacific Pearl** and Princess Cruises' **Sun Princess**, **Dawn Princess** and **Sea Princess**. It will also welcome the 88,500 tonne **Carnival Spirit**, which will sail from Sydney, in October next year.

The **Pacific Sun** is believed to have been purchased by a Chinese company, which is likely to launch new cruises out of China towards the end of next year, Cruise Weekly reported. Cabins are still available for several cruises between January and June. In March, a 14-night New Zealand cruise was cancelled when an engine gave way halfway through and passengers spent six days at sea returning to Australia instead of the two days stated in the itinerary. It led to the next cruise to Melbourne being shortened and it also returned early from a three-day cruise from Sydney a night early after more engine problems. Affected passengers were offered a 50 per cent refund or cancellation with a full refund and 25 per cent credit on a future cruise. **Source : The Australian**

Lifeboat crew tows disabled sailboat to safety

A sailboat was safely towed to Coos Bay after it suffered a steering malfunction 11 miles northwest of Cape Blanco shortly after 11 a.m. Sunday. U.S. Coast Guard Air Station North Bend launched a helicopter and Station Coos Bay launched a 47-foot motor lifeboat crew to aid the 59-foot **Nakahara Maru**. No injuries were reported. **Photo : theworldlink**

NAVY NEWS

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Israel secretly upgraded submarine

The Israeli Navy will soon reinstate one of its submarines that had been secretly upgraded as part of wider efforts to bolster Israel's long-range strategic capabilities. The renovation of the Dolphin-class submarine, one of the three that Israel currently deploys, included a comprehensive structural overhaul, The Jerusalem Post reported Monday. Israel has invested near 27 million U.S. dollars into the project. The renovation work at the navy's northern Haifa shipyard, launched two years ago, was carried out clandestinely so as not to alert Israel's enemies to the fact that one of its submarines was temporarily decommissioned, according to the report.

"Every vessel that comes into the shipyard for maintenance comes out with improved capabilities ... There are a select number of countries around the world which can independently renovate a submarine," Col. Eli Shouach, commander of the shipyard, told the newspaper. The officer in charge of the project said it included dismantling the submersible's engine, valves, pipes and sonar for cleaning, while cracks in the hull were welded.

Navy officials would not say when the submarine, which entered service in 1999, is scheduled to hit the water, but the upgrade will enable it to remain operational for at least another 18 years. The disclosure came ahead of the graduation ceremony of the navy's 100th Submariner Course, a prestigious program that trains officers for command posts in the Flotilla 7 submarine fleet. Israel's diesel-powered Dolphin submarines, all manufactured at Kiel dockyards in Germany and partially underwritten by the German government, are believed to be capable of firing cruise missiles armed with nuclear warheads. Another two vessels, still undergoing construction, will be delivered to Israel in the coming years. While Israel maintains an official policy known as "nuclear ambiguity," according to which the Jewish state will not be the first or last nation to introduce nuclear weapons in the Middle East, its submarines are designated as a deterrence weapon that affords a second-strike capability. **Source : Xinhuanet**

Russian Navy gets new Arctic transport vessel

The Zvezdochka yard in Severodvinsk starts the construction of a vessel designed for Arctic transportation of military hardware. The Zvezdochka yard on the 20 December officially started the construction of the "**Akademik Kovalyov**", a military transport vessel of the 20180TV-class. The 107 meter long ship will be built to resist the harsh ice conditions of the Arctic, the yard informs in a press release. The ship will be able to take on various tasks of military transportation, including of the K-29 helicopters. It will enter service in the Russian Navy in late 2014, the yard informs. A crew of 60 people will run the 6300 ton deadweight vessel. Speaking to the press, yard Director Vladimir Nikitin says that the Zvezdochka company is in the process of expanding into new kinds of shipbuilding. –Now we are not only able to repair and modernize submarines, but we also launch new technologically advanced vessels, he told Rossiiskaya Gazeta. **Source : BarentsObserver**

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Dubai's Drydocks pins debt deal hopes on outside help

Drydocks World, a unit of Dubai World, expects to complete its long-delayed debt restructuring by the end of March 2012 and hopes joint ventures in Asia will provide it with much needed finance, its chairman said on Tuesday. The shipping firm is looking to extend debt repayments for between five and eight years, Khamis Juma Buamim said. That timeframe would be similar to the restructuring deal reached by parent Dubai World with its creditors last year. "We are not asking for government support. I'm not saying we don't need it. There are always other avenues to get support," Buamim told reporters on the sidelines of an event in Dubai. The shipbuilding unit of Dubai World is not regarded as a strategic asset by Dubai, meaning it has had to negotiate its own debt solution. It is eyeing joint ventures for its southeast Asia business, Buamim said, which could be sold off later to prospective partners if they proved to be successful. "We are having a lot of discussion on this. International companies came forward for a joint venture. We are very hopeful," he said. "The (ship) yards would be owned by us initially but if it's successful they would want ownership rights." But he said the company would not want to sell a majority stake in the operations. Buamim said he expected the company's profits to grow by about 15 percent next year.

DEBT DEAL BY MARCH

Drydocks World's debts stem from a multibillion-dollar loan which it took out to fund its expansion in Singapore. Drydocks has its major ship and rig building facilities in southeast Asian countries such as Singapore and Indonesia. The \$2.2 billion facility, taken out in October 2008, comprised a \$1.7 billion three-year loan paying 170 basis points and a five-year \$500 million loan with a 190 basis points margin, according to Thomson Reuters data. The firm is now hoping to have a restructuring deal in place by the end of March, with debt repayments extended for between five and eight years, Buamim said. "We are looking at continuing on the interest (payments) we have previously agreed on," he added. The proposed timeframe would be similar to the \$25 billion restructuring deal reached by parent Dubai World with its creditors, which extended its debt repayments through new five and eight-year facilities with reduced margins.

As part of the agreement, Dubai World got \$9.3 billion of new capital from the Dubai authorities to assist its restructuring. Drydocks World's restructuring has been going on for a number of months. Buamim told Reuters in August that a deal would not be reached this year, having initially targeted April 2011 for the agreement. Chavan Bhogaita, head of the markets strategy unit at National Bank of Abu Dhabi, said a Drydocks debt deal by March would be positive for the emirate, already under scrutiny over looming high-profile debt maturities in 2012. Dubai was hit hard by the global financial crisis, which sent property prices slumping by more than 50 percent and forced several state-owned entities to restructure their debts. "Investors may also be looking to the Drydocks situation as a barometer by which to gauge the banks' willingness to cooperate with Dubai Inc entities...", Bhogaita said. Negotiations have been complicated by the presence of hedge funds in the Drydocks negotiating group, with one New York-based distressed debt investor, Monarch Alternative Capital LP, launching legal action in a London court seeking claims of \$45.5 million in October. Buamim said Monarch is asking for a summary judgement in the case. Talks with syndicate banks are also ongoing to secure a working capital facility, Buamim said. Drydocks agreed a \$200 million credit facility with banks in January. Bookrunners on the original 15-lender syndicate were BNP Paribas, HSBC Mashreq, Standard Chartered and Lloyds TSB Bank among others. **Source: Reuters**



Above seen the DZA flag and owned tuna purse seiners **BELKIS DOUNIA** and **SIRENA MYRIAM** drydocked at the **Palumbo Malta Shipyard Ltd** Dock no 7 on Tuesday 25th October, 2011.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Hyundai Heavy: Secured \$900 Million Offshore Platform Contract From Oil Major

Hyundai Heavy Industries Co. said Monday it signed a \$900 million contract with a oil major company to build two offshore gas platforms in Nigeria by the end of 2014. Hyundai Heavy will perform all the project work, covering engineering, procurement, construction, installation, and commissioning, the company said in a statement.

Late Friday, a person familiar with the deal told Dow Jones Newswires the company had signed an offshore deal with a U.S. oil company and the contract totals as much as \$1 billion. Major U.S. oil companies operating in Nigeria include Chevron Corp. (CVX), Exxon Mobil Corp. (XOM) and ConocoPhillips (COP). **Source: Dow Jones**

WMSL starts building 4 oil tankers

Leading ship builders of the country Western Marine Shipyard Ltd has started building four oil tankers for Nurjahan Group. The work started on Thursday in presence of the representatives from both sides. WMSL signed an agreement with Nurjahan Group on July 18 to build the four oil tankers at a cost of Tk 500 million. WMSL chairman Mohammad Saiful Islam said the four oil tankers, with the capacity of 1350 dwt (dead weight tonnage) each, will make transportation of edible oil easier and faster within the country for Nurjahan Group. Approved by classified society of

Germanischer Lloyds, each of the tankers has a length of 63.80 metres and 10.10 metres wide, with depth of 5.7 metres. The double hull tanker has been designed in line with the latest guideline on MARPOL (marine pollution) set by International Maritime Organisation. Besides, ambassadors of Turkey, New Zealand, Spurs, Iceland, Norway, Finland, Belgium, Morocco, South Korea, Italy and Bhutan to Bangladesh in Dhaka were also present on the occasion. **Source:** BD News 24

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Sri Lanka Port Receives its Largest Container Ship Call

APL vessel is the first of 32 ship to deployed by 2014.

The Port of Colombo received a call this week from the **APL Chongqing**, the largest container ship to call on the Sri Lankan port and the first of 32 vessels the carrier plans to deploy by 2014. The 1,148-foot, 10,000 20-foot container unit ship called on the state-owned Jaya Container Terminal as part of APL's Asia-Europe SCX service. The ship is the largest in the Singapore-based carrier's fleet.

The westbound SCX rotation is: Ningbo, Shanghai, Fuzhou, Xiamen, Hong Kong, Chiwan, Singapore, Colombo, Southampton, Hamburg and Rotterdam. Colombo has three terminals, including state-run Unity Container Terminal and DP World's South Asia Gateway Terminal, with a combined capacity of 4.5 million TEUs. The port authority this month broke ground on a \$450 million South Harbor Transshipment Container Terminal, which is expected to open by April. **Source : The Journal of Commerce Online**



Fairmount Sherpa delivers rig Noble Paul Romano in Egypt



Fairmount Marine's powerful tug **Fairmount Sherpa** has safely towed the semi-submersible drilling rig **Noble Paul Romano** from the Gulf of Mexico to Egypt. The tow was over a distance of close to 8,000 miles. When contracted by Noble Drilling the **Fairmount Sherpa** just has completed the installation of **FPSO Skarv**, offshore Norway. **Fairmount Sherpa** was mobilized first to Rotterdam for supplies and bunkers before it sailed to Jamaica for a rendez-vous with Noble Paul Romano, which was all ready under tow by tug Svitser **Rotterdam**. Offshore Jamaica **Fairmount Sherpa** hooked up the tow and the convoy set sail for San Juan, Puerto Rico, for bunkers.

After the successful crossing of the North Atlantic the convoy safely arrived at Las Palmas, Canary Islands, for a next bunker stop. Here **Fairmount Sherpa** assisted in cargo and personnel transfer for the **Noble Paul Romano** as well.

En route Egypt the convoy made a stop in Malta for a cargo and personnel run for the **Noble Paul Ramona** before it sailed towards the mooring position in the North Hap'y oilfield in the Greater Nile basin offshore Egypt, in the eastern part of the Mediterranean sea. The satisfied client Noble Drilling hired **Fairmount Sherpa** for additional cargo runs in the North Hap'y field. Source : Fairmount Marine



The **VOS SOUND** seen anchored off Singapore – Photo : Capt. Jelle de Vries ©

Hamburg to maintain fee cap despite increase in ship size

The **Hamburg Port Authority (HPA)** will continue to pursue its stabilising port fee strategy. Despite the strong growth in especially large container ships, the cap will not be raised. Ships will pay port fees only for a size of up to about 110,000 gross tonnage, which roughly corresponds to a container ship with a capacity of 11,000 TEUs. The aim is to keep the port of Hamburg attractive for the rising number of giant container ships. It is also the HPA's response to the fairway adjustment, which has not been implemented yet. In the port fee adjustment effective from 1 January 2012, the HPA wants to take account of some of the general cost increases of the past three years. Due to the economic crisis, the HPA has not increased port fees since 2009 and even lowered some port fee tariffs by up to 10 per cent in 2010. Now, port fees are to go up by 3.5 per cent – an adjustment that is still below the inflation rate since 2009.

The move follows other North European ports that also adjusted their fees based on inflation levels. As Hamburg already introduced an environmental discount in the summer of 2011, the average overall increase in port fees is lower now. In addition, the HPA will change the structure of the schedule of port fees and charges in 2012 and introduce digital data collection to calculate port fees. From the summer onwards, ships' handling volumes will play a role in the calculation of port fees. At the same time Hamburg will be one of the first ports worldwide to implement an electronic port fee declaration submission procedure.

"Hamburg has recaptured market share since 2010. Our tariff policy is such that we stay below the average inflation rate of the past years. Our aim is to continue the upward trend of the past two years," says Tino Klemm, head of the HPA's real property and financial services division and member of the HPA management board. In the summer next year, the HPA will introduce a handling component for the first time. Until now, port fees have been calculated based solely on the size of a ship. The new handling component will significantly reduce the port fee ships with lower handling volumes have to pay. The HPA's decision follows the request made by shipping companies and ship brokers during the last economic crisis to place more emphasis on handling volumes. A group of experts discussed the details of such a tariff component in the past months and port users now have six months to get familiar with the new calculation structure.

"We will all benefit from the change. In boom times the income of the port will increase and in crisis times, the port's customers will save money because of lower port fees," explains Klemm. Also in the summer of 2012, the HPA will introduce an electronic port fee declaration. It will then be possible to electronically transmit to the HPA the required declaration directly from already existing digital shipping company databases or the database of Dakosy, the port's communication system. The new procedure will save both port users and the HPA time and costs. When it comes to interlinking the port digitally, Hamburg has taken on a leading role and is now one of the first ports in the world to offer this new service. **Source : PortNews**



The **ITALIA** seen departing Melbourne with MCS Funnel. - **Photo : William Barber ©**

Icebreaker Vaygach is seaworthy, RMRS says

Seaworthiness of the nuclear-powered icebreaker **Vaygach** has been confirmed by a nuclear vessels branch of Russian Maritime Register of Shipping, Atomflot reported quoting a RMRS representative. The expert arrived in Dudinka last Saturday to assess the damage to the ship and determine whether the icebreaker could provide safe ice breaking assistance.

A team of investigators of the Investigation Committee is now conducting a probe into an accident case on board the **Vaygach**. Besides, a commission of Atomflot is conducting its own investigation on board the icebreaker.

The accident occurred on December 15 about 02:00 (MSK) in the vicinity of Karaul of Taimyr municipal district (Krasnoyarsk Territory) while the icebreaker **Vaygach** was escorting a dry bulk carrier the **Kapitan Danilkin**. Three cabins of the icebreaker took fire, which killed three crew members and injured one, who suffered burns to his upper airways. **Source : PortNews**

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Colombo Port to increase capacity

Sri Lanka will be able to cater to the South Asian needs in handling larger vessels with the construction of the Colombo Port's third container terminal which is scheduled to be completed by 2016, Ceylon Daily News reports. The inauguration of the Colombo Port third container terminal was held on Friday and this is a long overdue project as capacity expansion was urgently needed to remain competitive in the region. The US \$ 500 million project will be completed in three stages and scheduled to be total operative by 2016, Colombo Shipping Academy CEO Rohan Masakorala told Daily News Business. With the terminal Sri Lanka will have the capacity to entertain largest triple E class vessels which did not enter the port in the past. The expansion will enable the harbour basin to accommodate and handle 18 metre draft, he said. The 600 metre terminal is a boost to the country's shipping industry as Sri Lanka will be the only port in South Asia to handle large vessels. The first stage is expected to be completed by 2013.

The Colombo Port will be able to cater to larger transshipments with 10,000 TEUs capacity and the container handling capacity is expected to go up from 4.9 million to 13 million. The project is carried out as a PPP venture and the expansion will see more liners calling the port. The project will provide the port more capacity to market and it will have a positive impact on the local trade. As there is better connectivity opportunity, the trading community will benefit, he said. With the expansion handling and ship capacity will increase while also creating employment opportunities and value addition. The project augurs well for the country to become the hub in the region. There will also be a 400 metre berth constructed to increase capacity in a bid to address the immediate needs in the port capacity to be completed by 2013 at the Colombo South harbour terminal, Masakorala said. **Source : PortNews**

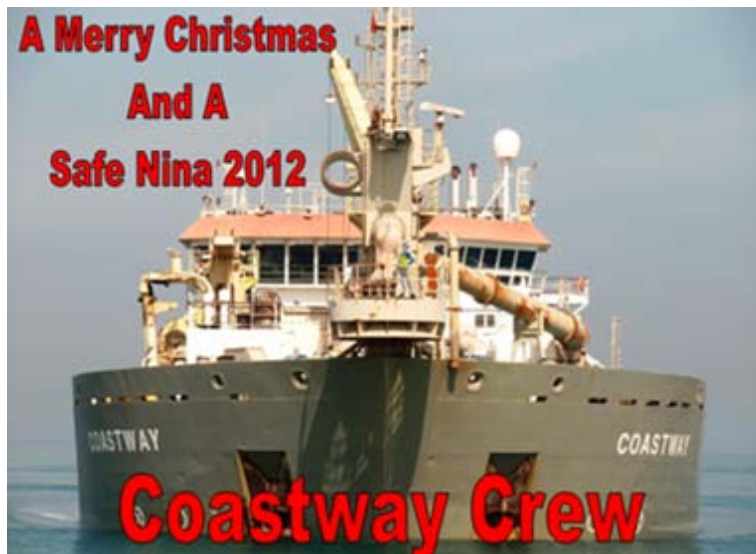
Het Zeekadetkorps IJmond wenst een ieder prettige Kerstdagen en een voorspoedig 2012.



A Merry Christmas

And A

Safe Nina 2012



Dubai to receive largest cruise ships in the world

The Department of Tourism and Commerce Marketing (DTCM) organised a grand welcome ceremony at the Dubai Cruise Terminal to mark the maiden calls of **Costa Favalosa** and **Aida Blu** cruise ships to Dubai, Emirates247 reports.

The newly-inducted cruise ships will offer weekly regional itinerary with Dubai as the home port, it was announced at a ceremony attended by senior officials of Dubai Customs, General Directorate of Residency and Foreigners Affairs (GDRFA), DP World and World Security at the terminal and DTCM Director-General, Khalid A bin Sulayem, among others.

Costa Favalosa is a new ship of Costa Crociere of Italy, inaugurated on July 2, 2011 in Trieste. The 114,500 tonnage ship has a carrying capacity of 3800 passengers and 1110 crew. **Aida Blu** is a new ship from Aida Cruises, a German cruise liner, with a capacity to carry 2050 passengers and 607 crew members.

Costa Favalosa and **Aida Blu** will operate weekly cruise itinerary in the Arabian Gulf with Dubai as their home port. **Favalosa** will bring more than 100,000 passengers in 19 calls to Dubai and **Aida Blu** will account for more than 50,000 cruise passengers to Dubai in 13 calls to Dubai in the 2011/12 cruise season.

Dubai will close this year by receiving 135 cruise ships with 375,000 tourists while 2012 is expected to bring in 150 cruise ships with about 425,000 passengers.

A tour of the ships was also organised for media representatives. Addressing a Press conference, Hamad bin Mejren, DTCM Executive Director for Business Tourism, said: "It has been over a decade since DTCM began to promote cruise tourism to Dubai. Our continued efforts in conjunction with our 18 overseas representative offices and the opening of the first state-of-the-art cruise terminal in Dubai in 2001 began to draw the attention of the cruise lines around the world when we received 17 ship calls and 6,900 passengers in the first year." He said DTCM was already in collaboration with its partners, DP World, to build additional cruise terminal facilities to cater the anticipated growth of the business. We forecast 150 ship calls with a passenger turnaround of more than 600,000 passengers by 2015, he added. **Source : PortNews**



The **GRACIOUS ETERNITY** seen moored in IJmuiden – Photo : Erwin Willemse ©



Corroded Air Cylinders to the Loss of Lifeboat, The Nautical Institute

An oil tanker's totally enclosed fibreglass lifeboats were equipped with high-pressure air cylinders stowed beside the keel. One day at sea – shortly after the lifeboats had undergone a 5-yearly inspection by an accredited contractor – one of the compressed air cylinders suddenly and spontaneously burst, resulting in extensive damage to the lifeboat's keel and hull. Fortunately, no-one was injured. Once the vessel arrived in port, a local lifeboat service company was contracted to investigate the incident and assess the damage with a view to carrying out repairs. In the absence of supporting documents (certificates/ work reports etc.) and from the dates punched on the cylinders, it appeared that it was more than six years since the last hydraulic test of the air cylinders. (IACS Recommendation No.88: Air bottles for air supply in totally enclosed lifeboats should be hydraulic pressure tested by a competent service station recognised by a Recognised Organisation at intervals not exceeding 5 years and the hydrostatic test date must be permanently marked on the bottles.) The substantial corrosion of the cylinders' exteriors suggested that routine inspections and maintenance had also been seriously neglected. After the air cylinders were removed and closely examined, it was ascertained that the cylinder shells had suffered a 50% diminution in thickness in the corroded patches. After assessing the damage, the lifeboat was deemed to be beyond economical repair. It had to be scrapped and a replacement lifeboat obtained. The investigation report was forwarded to the fleet Head Office in order to instigate

legal action against the original equipment manufacturer (OEM) for potential breach of code(s) in the material, design and construction of the cylinders, and against the authorised contractor who last serviced the lifeboats and equipment for negligence.

Lessons Learnt

As a consequence of this incident, it is presumed that all air cylinders in the other lifeboat were also renewed. This incident highlights the need for compressed air or gas cylinders, fire extinguishers and hydraulic systems to be regularly inspected, maintained and hydraulically tested at recommended intervals. They must be renewed if there are any signs of wastage or corrosion, which may be particularly serious in locations that are exposed or enclosed.

.... PHOTO OF THE DAY



Sunset over Santos with the **Alianca Ipanema** seen inbound for TECON terminal

Photo : Paul Lammers ©

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