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**Aarti Prem outbound from Geelong off Sorrento Port Phillip Bay 22-12-2011**

**Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©**

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The **AS CYPRIA** seen enroute Rotterdam – Photo : Ria Maat (c)

## Proef party- en passagiersschepen in Rotterdam

Havenbedrijf Rotterdam en Zeehavenpolitie beginnen samen met de party- en passagiersvaart met het vrijwillig, maar niet vrijblijvend, melden van het aantal en soort passagiers aan boord van party- en passagiersschepen. Het gaat voornamelijk om een proef met de duur van een jaar. De proef start op 31 december, omdat juist op oudejaarsavond er veel party- en passagiersschepen in de Rotterdamse haven varen om het spectaculaire vuurwerk van dichtbij te kunnen zien. Tijdens een themamaand in september 2011 controleerden inspecteurs van het Havenbedrijf party- en passagiersschepen. Gelijktijdig kregen zij de vraag of zij mee willen werken aan een proef 'vrijwillig melden aan de

Havenmeester'. Melden van passagiers en aantallen aan boord bevordert de veiligheid in de haven en is voor alle partijen van belang.

### **In de praktijk**

De kapitein van het party- of passagiersschip meldt bij vertrek of aankomst in Rotterdam, de naam van het schip, de locatie van vertrek, de verwachte duur van de reis en de vaarroute en het aantal opvarenden. Er wordt een extra melding gedaan over de aard van de passagiers. Er zijn vier categorieën passagiers. Daarbij gaat het om groepen passagiers die voor het grootste deel bestaan uit één van de genoemde categorieën.

Categorie A: Passagiers zonder beperkte mobiliteit

Categorie B: Oudere passagiers met beperkte mobiliteit

Categorie C: Gehandicapte passagiers met een zéér beperkte mobiliteit

Categorie D: Jeugdige party-passagiers

Het Havenbedrijf weet zo precies welke hulpdiensten ingeschakeld moeten worden bij een calamiteit. De hulpdiensten weten dan direct met welke categorie opvarenden zij te maken hebben. Zij kunnen vervolgens adequate maatregelen nemen voor de hulpverlening. Voor de hulpdiensten is het belangrijk te weten of er bijvoorbeeld minder validen of feestende jongeren aan boord zijn.



The **REGINA MARIS** seen moored in Bonaire – Photo : Henk Ram ©

## **Baltic index dragged down by weak panamax trade**

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, fell for a seventh session on Wednesday as a seasonal drop in activity and lower panamax rates weighed.

The overall index, which gauges the cost of shipping commodities such as iron ore, cement, grain, coal and fertiliser, fell 22 points or 1.17 percent to 1,856 points. The Baltic's panamax index fell 2.16 percent. Average daily earnings for panamaxes, which usually transport 60,000-70,000 tonne cargoes of coal or grains, fell to \$13,742. The panamax index swung higher last week due to increased grain activity, which analysts say is not typical for this time of the year.

"It seemed to be a temporary increase. The panamax index is pointing to one or two weeks of subdued market condition," said George Lazaridis at Greek broker Intermodal. The market for soybeans and wheat has been modest, underpinned by moderate export demand and slow grain movement. China, which buys about 60 percent of soybeans traded internationally, does not need many more January cargoes, traders said.

Analysts said the overall index has also been pressured by minimal activity in coal and iron ore cargoes. The Baltic's capesize index fell 1.09 percent on Wednesday, with average daily earnings falling to \$30,926. Capesizes typically transport 150,000 tonne cargoes such as iron ore and coal. Lower output and sluggish demand for steel during winter has forced traders to remain cautious, and their reluctance to make sizable bookings could limit the upside in spot iron ore prices. "There is minimal activity right now. There are not many vessels and fresh cargoes are not coming in that rapidly," Lazaridis said. Growing ship supply, which is outpacing commodity demand, is set to cap dry bulk freight rate gains in the coming months, with economic uncertainty adding to headwinds. **Source: Reuters**

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The **UAL AFRICA** seen off Houston – **Photo : Harry Stott ©**

## Says Ships to Go to Other Countries If Stopped by China

**Vale SA**, the iron-ore producer building a fleet of the world's largest commodities ships, said its so-called valemax vessels carrying the raw material can stop at other countries if not allowed to enter Chinese ports. The fleet, which will have the capacity to transport about 60 million metric tons of iron ore per year once fully in operation, can serve alternative ports including those in Malaysia and Oman, Jose Carlos Martins, Vale's head of Ferrous and Strategy, told reporters today on a conference call. Vale is spending at least \$8.1 billion on the valemax vessels, including buying 19 very large ore carriers and leasing another 16 in long-term contracts, as it seeks lower freight costs from Brazil to China, its biggest market. The China Shipowners Association, whose members control about 80 percent of the nation's shipping capacity, advised companies not to use the vessels, according to Executive Vice Chairman Zhang Shouguo. None of the six vessels already in operation since April have called at Chinese ports. Zhang said the additional capacity is exacerbating a slump in charter rates. Martins declined to comment on an earlier report by Sao Paulo's Valor

Economico newspaper saying that the company sold four of its 19 iron-ore mega ships to Asian companies. Vale plans to sell the remaining 15 vessels in 2012, the newspaper reported, citing an unidentified Vale official. "I don't think the ownership of the ships is fundamental to our strategy. Under some conditions it may have sense to buy but most of the time, it's better to contract," Martins said. Rio de Janeiro-based Vale said Dec. 9 it's in advanced talks to sell 19 of the vessels, according to a company official, who declined to be named citing internal policy. Vale gained 2.1 percent to 37.58 reais in Sao Paulo at 5:15 p.m. The stock has declined about 23 percent during 2011. **Source: Bloomberg**

## **FAIRMOUNT FUJI ARRIVED AT TRISTAN DA CUNHA**

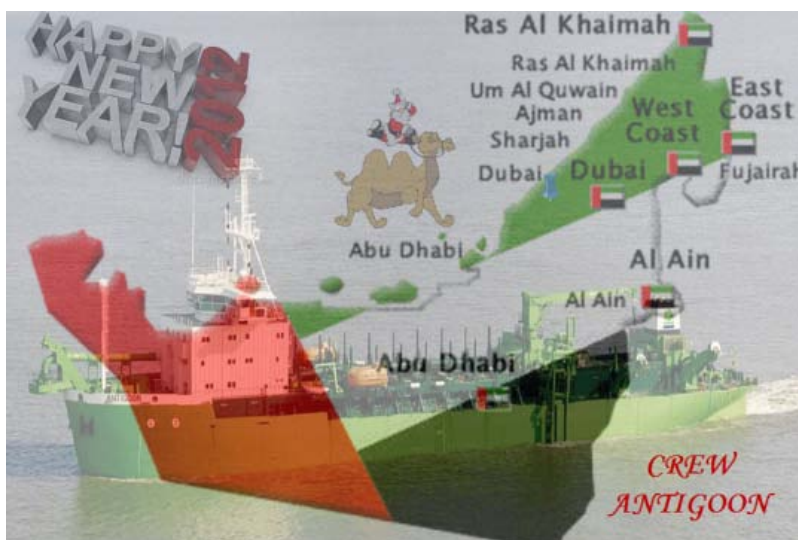


The **FAIRMOUNT FUJI** arrived at Tristan from Cape Town. She is here with a team from **Titan Salvage** to survey (with sonar and ROVs) the wreck of the **MS OLIVA**, a bulk carrier that went aground on the neighbouring island of Nightingale (25 miles away) on 16 March spilling 1600 tonnes of fuel and 65000 tonnes of soya beans. This is the first major survey of the wreck and the cargo. **Photo : Sean Burns - [www.tristandc.com](http://www.tristandc.com) ©**

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## Somali pirates release Italian oil tanker

Somali pirates released an Italian-owned oil tanker and its 22 crew on Wednesday after receiving a multi-million dollar ransom, one of the pirates told Reuters. Italian Prime Minister Mario Monti expressed "great satisfaction" at the release of the **Savina Caylyn** tanker and its crew of five Italians and 17 Indians. The tanker had been seized in early February.

The ransom was dropped from an aircraft in two stages, according to a pirate speaking to Reuters by phone. "We have just received the remaining \$3 million of the agreed \$11.5 million ransom. We have abandoned the ship," a pirate calling himself Abdiwali said from Haradhere, one of the pirates' biggest coastal bases. The pirates released the tanker's Indian crew members after the first ransom drop was made, Abdiwali said, awaiting the second installment before releasing the five Italian sailors a few hours later.

There was no comment in Italy over the ransom. Seaborne gangs are making tens of millions of dollars in ransoms, and despite successful efforts to quell attacks in the Gulf of Aden, international navies have struggled to contain piracy in the Indian Ocean owing to the vast distances involved. Andrew Mwangura, a former regional maritime official and maritime editor of the online Somalia Report, said it was not yet clear if the tanker had begun sailing away from the Somali coast. The medium-sized tanker was seized by an armed gang firing guns and rocket propelled grenades some 500 miles off the coast of India and 800 miles off Somalia, as the vessel transited from Sudan to Malaysia. It was loaded at the time. The Aframax-type tanker can carry a maximum of just over 700,000 barrels of oil. The largest crude tankers carry maximum cargoes of between 2 to 3 million barrels of oil. **Source: Reuters**



The **ANGLIAN PRINCESS** seen enroute Rotterdam – **Photo : Leo Varekamp ©**

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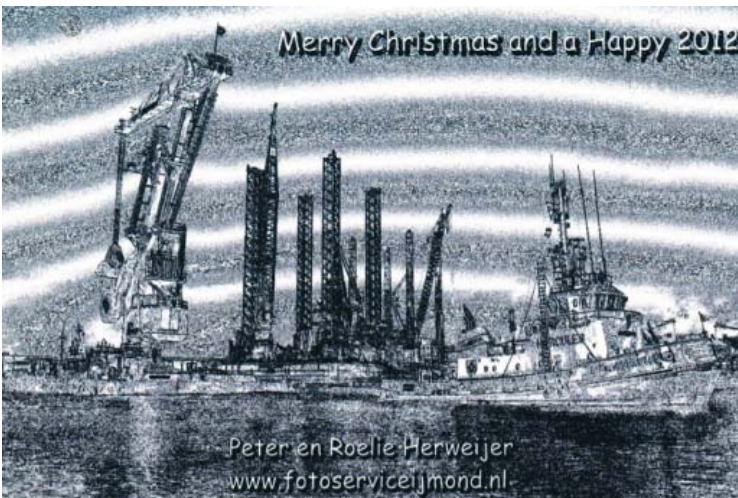
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The **JUMBO JAVELIN** seen arriving in the port of Cartagena (Colombia) - Photo : Klaas Verboon ©

## Crude Oil-Tanker Demand May Advance Before Christmas, Marex Says

Demand for oil tankers to load 2 million-barrel cargoes of crude from Persian Gulf ports may accelerate before Christmas, commodities broker **Marex Spectron Group Ltd.** said. Oil companies will probably seek ships for all cargoes they need to load in the first 10 days of January before Dec. 25, Marex's Singapore-based freight derivatives unit said in an e- mailed note today. The pace of chartering is slower than it was at this time in November, implying there should be an acceleration in bookings, it said. **Source: Bloomberg**



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The image shows a large yellow floating crane, the Cormorant, with two long jibs extending upwards. It is positioned on the water, and its name "MULTRASHIP" and "CORMORANT" are visible on the structure. The background is a blue and yellow geometric pattern.

## Netherlands Rejects German Shipping Toll

The Netherlands is opposing German plans to levy a toll on shipping on the Rhine. Germany wants to introduce the toll to cover the costs of management and maintenance of its rivers. The Charter of Mannheim, as it is known, will have to be amended to this end. This can only be done with the unanimous support of the five countries involved: The Netherlands, Germany, France, Belgium and Switzerland. The parliaments of the five countries also have to give their approval. Infrastructure Minister Melanie Schultz has told her German counterpart Peter Ramsauer that the Netherlands is against the principle of waterways pricing. She also fears the introduction of tolls on the Rhine could lead to more traffic by road, exacerbating congestion. Additionally, the Netherlands does not want stricter

requirements for carbon emissions by the shipping industry in Europe to apply solely in the North Sea and the Baltic Sea. Shipping in other European waters must participate when the rules come into effect in 2015, said Infrastructure and Environment State Secretary Joop Atsma yesterday at a meeting with his counterparts in Brussels. Atsma also warned that the proposed sales ban on fuel with over 3.5 percent of sulphur would endanger the competitive position of Europe. Sales of this fuel are in fact still permitted in the rest of the world. "If we go along with this, it means the ships will avoid the port of Rotterdam." **Source: Nis News**

## **Iran to show naval might in key oil-shipping area**

Iran will on Saturday start naval exercises in a region crucial for global oil supplies, state TV said, raising concern about a possible closure of the world's No. 1 shipping route for crude in the case of military conflict between Tehran and the West. Iran aims to flaunt its military might during the 10-day drill, dubbed "Velayat-e 90," at a time of heightened Iranian-Western tension over Tehran's nuclear programme that potentially could boil over into wider hostilities in the Middle East.

"The Velayat-e 90 naval manoeuvres will start on Saturday and will be held in a 2,000-square km span of sea," Iranian navy commander Habibollah Sayyari told state television. "Velayat" is Persian for "supremacy." "The drill will display Iran's defensive and deterrent power as well as relaying a message of peace and friendship in the Strait of Hormuz, the Sea of Oman and the free waters of the Indian Ocean," said Sayyari. Echoing the stance of others in Iran's factionalised leadership, Sayyari said Iranian armed forces had the ability to shut the strategic strait through which 40 percent of the global oil supply flows, if ever the need arose. "Iran's military and Revolutionary Guards can close the Strait of Hormuz. But such a decision should be made by top establishment leaders," he said.

Some analysts and diplomats believe the Islamic Republic could try to block the strait in the event of any war with the West over suspicions it is seeking atom bombs. Iran's arch-foes Israel and the United States have not ruled out military action if diplomacy and sanctions fail to rein in Iran's nuclear work. Iran says it wants nuclear energy only for peaceful ends.

Crude prices briefly spiked on December 13 on media reports that Iran might close the Strait of Hormuz, only to drop more than 4 percent the next day on revived euro zone debt crisis worries. The Iranian Foreign Ministry last week denied rumours about Tehran planning to seal off the strait but warned that the waterway could be threatened if the currently surge in nuclear tension ever escalated into war. Iran has said in the past that it would respond to any attack by targeting U.S. interests in the region and Israel, as well as closing the strait, the only access channel for eight U.S.-aligned, Gulf Arab states to foreign markets.

Military experts say Iran's armed forces could not match U.S. military technology but could still cause havoc in shipping lanes, particularly using small craft for hit-and-run attacks. Iran often announces advances in its military capabilities and tests weaponry in an apparent attempt to show its readiness for any strikes by Israel or the United States. Some analysts doubt Iran would close the Strait of Hormuz if attacked. "Iran's economy is reliant on petrodollars ... Closure of the waterway will harm Iran more than others," said an analyst who asked not to be named.

Oil earnings still comprise up to 60 percent of Iranian state income and the sanctions have put off an increasing number of international companies from doing business in Iran. Tehran publicly denies its economy suffers from sanctions. The United States, Britain and Canada announced new measures against Iran's energy and financial sectors last month and the European Union is considering a ban - already in place in the United States - on imports of Iranian oil. "More sanctions on Iran's oil industry means a crippled economy for the country," said the analyst. To ease international pressure, Iran has invited a team of senior U.N. nuclear officials to visit the Islamic state in January to discuss global concerns about the country's nuclear aspirations. Such visits in the past by senior IAEA officials have failed to resolve the long-running nuclear row. Tehran has been hit by U.N., U.S. and European sanctions since 2006 for refusing to halt its sensitive nuclear work. **Source : The Star / Reuters**

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## Tanker collision puts new tugs out of action

TWO brand new tugs at Shetland's oil port of Sullom Voe have been tied up indefinitely after a collision with an oil tanker, described by tug crews as "a classic nightmare scenario". Shetland Islands Council, which operates the port, has launched an investigation and the Marine Accident Investigation Branch has been informed of the incident, which crews say could have cost lives. SIC harbourmaster Roger Moore confirmed that the shuttle tanker **Loch Rannoch**, which delivers oil to the port from the BP operated Schiehallion oil field west of Shetland, collided with the tug **Solan** on Tuesday evening. The **Solan** is one of two £7 million tugs delivered to the port from a Spanish shipyard in February. The vessels, which are two of the most powerful harbour tugs in the world with a bollard pull of 90 tonnes, have been beset by problems ever since they arrived.

These problems have restricted their ability to perform and created tension between crews and management, who have never admitted to technical difficulties with the tugs. Tuesday's incident occurred shortly after the unladen **Loch Rannoch** left her jetty to return to the oil field. The **Solan** was close in to the 76,000 tonne tanker and still had a rope attached when she suddenly lost both power and control. The tanker, which was moving at about five knots, struck the tug on the stern.

Then power suddenly returned to the tug for no apparent reason, a situation crews say is not uncommon, and she returned to her berth. No one was seriously injured and the vessels were relatively unscathed, however crewmen described the incident as "as serious as it gets". They said that under slightly different circumstances the tug could have been sunk or rolled over with the loss of life. One said: "If the tanker hit her amidships you are looking at a possible catastrophe." In April 2007 three crewmen were killed on the River Clyde when their tugboat **Flying Phantom** was struck by the 40,000 tonne bulk carrier **Red Jasmine** in fog.

One SIC crewman said their confidence in the two new Sullom Voe tugs had dropped to "zero", and by mutual agreement between staff and management the boats had been taken out of service. Captain Moore said he could not comment on the incident until the investigation had been completed, but insisted there was no evidence of a problem with the vessel. "At present there is no indication of a mechanical failure on the tugs, however both the **Solan** and the **Bonxie** have been removed from service," he said. "We have an investigation underway and the Marine Accident Investigation Branch have been informed. We will review the situation when we have learned the lessons from the investigation." The **Solan** and **Bonxie** were only delivered in February this year after delays due to steering problems in Valencia where they were built and trialled. Since their arrival they have experienced problems with the steering, winch and control systems. The tugs are due to be taken to an unnamed shipyard early next year to have their hulls modified in an effort to resolve some of the handling problems. **Source : Shetland News**

## NAVY NEWS



The Philippine Coast Guard cutters 002 **EDSA** and 3503 **ROMBLON** seen moored in Puerto Princesa City at the Philippine island of Palawan for the Christmas – **Photo : Piet Sinke (c)**

## Navy Ship Chooses Lesbian Couple To Share Traditional First Kiss

When Navy ships return home, tradition holds that one lucky raffle winner is selected to be the first to kiss a loved one upon disembarking. But when the **USS Oak Hill** came home to Virginia Beach, there was one teeny (history-making) change. Petty Officer 2nd Class Marissa Gaeta descended from her ship and shared a smooch with her partner of two years, Petty Officer 3rd Class Citlalic Snell. Which is no big deal, of course, except that they now happen to be the first same-sex couple to share the traditional kiss. Participants can buy \$1 raffle tickets for the chance to win a "first kiss." Gaeta says she bought 50 dollars' worth for the chance to kiss her girlfriend following an 80-day deployment to Central America. **Source : Mediate - MSNBC.com**



Above seen the Royal Netherlands Navy Walrus Class Submarine **HNLMS DOLFIJN S808** offshore Grand Harbour, Malta in SW Gale Force 8-9 on Thursday 21st December, 2011.

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

## SHIPYARD NEWS





### Leerling Proces Operators

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The **LADY ANNA** seen under construction at the **Groningen Shipyards** , the newbuild for **Wijnne Barends** was launched October 21st , according information the **LADY ANNA** is the first out of a series of 4 vessels, the second one is the **LADY ANNEKE** (as seen below) which was launched December 16th **Photo's : Jeroen Borst ©**



## New Finance Director for IHC Merwede



**Dave Vander Heyde** joined IHC Merwede on 15 December 2011 as the company's new Finance Director. He succeeds Fred Brouwer, who has reached the age of retirement.

Mr Vander Heyde began his career in the financial sector for what was previously called the Belgische Kredietbank NV. He then went on to work for the Jan De Nul Group for 13 years – the last five of which were spent as Finance Director. He therefore has extensive knowledge of the markets in which IHC Merwede operates. Mr Brouwer, who started working for IHC Merwede on 1 April 2000, began his career at KPMG. He then worked for Hollandse Aanneming Maatschappij (HAM) and later as Financial Director of Kvearner Process Nederland. He will officially leave the company on 1 May 2012. **Source : Dredging News Online**



Seen just after arrival in the port of Harlingen the last unit out of a series of 4 the **CABALLO GENITOR** (IMO 9549217) for outfitting at Shipdock - Photo : Wytze van de Witte © [www.janvandewitte.nl](http://www.janvandewitte.nl)

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## Paragon Shipping Inc. Announces New Charter Agreement for a Panamax Bulkcarrier

Paragon Shipping Inc., or the Company, a global shipping transportation company specializing in drybulk cargoes, announced that it has entered into a fixed rate time charter agreement for its Panamax Vessel, **M/V Coral Seas**, with Morgan Stanley Capital Group Inc. The **M/V Coral Seas**, a 2006 build, 74,477 dwt Panamax bulkcarrier, has been fixed to Morgan Stanley Capital Group Inc. (or the Charterers) for a period of 23 to 25 months at a gross daily rate of \$12,000. In addition, the Charterers have an option to extend the charter period for an additional 11 to 13 months at a gross daily rate of \$14,500. As a result, the Company's fixed revenue days have now increased to 89% from 84% in 2012, to 66% from 59% in 2013 and to 37% from 30% in 2014 based on latest redelivery dates. Commenting on these developments Michael Bodouroglou, Chairman and Chief Executive Officer of Paragon Shipping, stated, "We are pleased to announce this new chartering agreement with a respected charterer in the industry. The new time charter contract is anticipated to contribute approximately \$8.2 million of gross revenues during the minimum scheduled period of the charter and raises our cash flow visibility during these turbulent market conditions." Paragon Shipping Inc. is a Marshall Islands-based international shipping company with executive offices in Athens, Greece specializing in the transportation of drybulk cargoes. The Company's current fleet consists of ten drybulk vessels with a total carrying

capacity of 704,772 dwt. In addition, Paragon entered into contracts for the construction of four Handysize drybulk carriers that are scheduled to be delivered in 2012 and two 4,800 TEU Containerships that are scheduled to be delivered in 2013 and, as a result will increase the fleet size to fourteen dry bulk vessels with a total carrying capacity of 853,572 dwt and two Containerships with a total carrying capacity of 9,600 TEU. **Source: Paragon Shipping Inc.**



Above seen the **HARALD**, which was built by Appledore Shipbuilders under Yrd No 155 for Orkney Towage. Powered by twin Ruston Diesels Developing 3,860bhp and driving Aquamaster Propellers. Above the tug is seen approaching her berth at Scapa Pier, Orkney Islands, Scotland. **Photo : Iain Forsyth (c)**

## **Sharp Rise in LRE Sales for Wilhelmsen Ships Service US**

Christmas has come early for **Wilhelmsen Ships Service (WSS)** in North and Central America as the company announces significant rises in sales of LRE throughout 2011. WSS Technical Manager – Safety for North and Central America George Farrelly said: "The growing success of the global LRE programme has been mirrored in North America over the past three years. As well as a significant increase in new customer sales, we have several Fleet Agreements recently signed. Our growth is a direct result of increased customer satisfaction delivered through the hard work of our employees." He continued; "The outlook for the region in 2012 is favourable, and we can see further opportunities to grow in several other market segments." WSS's market-leading global Liferaft Exchange Programme (LRE) exchanges service-due liferafts and life-saving appliances for operational ones, allowing vessel operators to take better control of costs and reducing the chance of getting caught out by unforeseen service dates and weak links in the supply chain which can prove to be costly. Since its launch, the LRE programme has quickly grown and is now being used by over 2,300 vessels globally. New liferaft stations are constantly being added and the service now includes 42 stations covering 632 ports worldwide. **Source: Wilhelmsen Ships Service (WSS)**



## Aldo Grimaldi ready to his 'comeback'

Rumours about a new trade between Augusta and Civitavecchia operated by Grimaldi Holding are increasingly substantiated

Last week Giuseppe Gennuso, Sicily governor's deputy at Augusta Port Authority, revealed to the local press that Aldo Grimaldi's Genoa-based Grimaldi Holding will soon start a new ro-pax trade between this Sicilian port and Civitavecchia (Rome). Late summer rumours about a 'comeback' of Italian shipowners' doyen to directly managing trades get thus substantiated despite more recent news in the contrary. Neither the Port Authority nor the shipping company commented though, apparently, all parties were somewhat annoyed by the disclosure as negotiations started months ago would be still ongoing with loaders in order to guarantee the economic viability of the undertaking.



Photo : Jan Oosterboer (c)

Moreover, Grimaldi Holding would have not yet put off negotiations for chartering out ro-pax Audacia (900 passengers, 2,600 linear meters of garage). This is precisely the ship, currently idle in Augusta, that would start operating the new service, as from next January, with 3 round trips a week. After a 3-months trial period she would be joined by sistership **Coraggio**, presently idle in Marina di Carrara, thus doubling the trade. At the moment, Grimaldi Holding's other 3 sisterships are all long time chartered out.

### Only cargo on Grimaldi Naples' trade between Genoa and Greece

A bit more than a month after it announced that the trade Genoa–Catania–Corinth–Patras will carry also passengers Naples-based Grimaldi Group changed of mind. Actually, ro-pax Catania (170 cars plus 2,250 linear meters of garage, 800 passengers) has been moved to the trade Salerno–Cagliari–Valencia and replaced by ro-ro **Cragside** (3,600 linear meters of garage), chartered in from Maersk. As explained by both the shipping company and the Genoese terminal operator (Gavio group's Terminal Frutta) reasons are purely commercial, unrelated to old quarrels about the viability of carrying passengers on a trade historically devoted to cargo. To date, Grimaldi Napoli calls at Genoa (terminals San Giorgio and Frutta) only with cargo services. **Source : ship2shore.it**



## Hyundai Joins World's Largest Shipping Alliance

**Hyundai Merchant Marine** and its new partners have recently formed the world's largest shipping alliance. The G6 Alliance, as container shipping lines attempt to enlarge their market share by banding together due to the continuing downturn in the industry.

The new alliance will cover the full Asia-Europe line and brings together the New World Alliance and Grand Alliance. It will begin operations before April, Hyundai Merchant Marine said on Wednesday. Members of The G6 are Hyundai Merchant Marine, Singapore's APL, Japan's Mitsui OSK Lines, Germany's Hapag-Lloyd AG, Japan's Nippon Yusen Kaisha and Hong Kong's Orient Overseas Container Line. The combined market share of the six shipping lines surpasses that of Denmark's Maersk, the world's biggest shipping line. **Source: Yonhap**



Seen off Porvoo in Finland near the Neste Oil terminal the **SIGAS MARGRETHE**

**Photo : Wouter van der Veen (c)**

## Skandi Amazonas due to be delivered shortly

Broker Westshore reports that DOF/NorSkan's 31,000 bhp AHTS [Skandi Amazonas](#), which was launched in August 2010, is due to be delivered by STX OSV shipyard in Niteroi, Brazil by the end of 2011. The vessel is due to begin an eight-year contract with Petrobras in January 2012 and is 95m in length with a 300 tonne bollard pull.

A sister vessel, [Skandi Iguacu](#), is also under construction at STX Niteroi, and is scheduled for delivery in May 2012, when the ship will begin its own eight-year contract with Petrobras. **Source : Offshore News Online**

## Ports of Auckland is doing everything right

Managing Director of major road carrier Carr & Haslam Ltd Chris Carr today welcomed Port of Auckland's decision to keep the truck gate at the port's Fergusson container terminal open during this weekend's strike, and is calling on the Maritime Union of NZ to start thinking about what's really in its members' best interests. "Ports of Auckland is doing everything right in its negotiations with the union because it's putting the customers of the port first. It pulled back from its second lock-out notice and put a generous offer to the union. Now it's doing everything it can to keep the port operating when the union decides to strike yet again," says Mr. Carr.

Ports of Auckland announced yesterday that its Fergusson container terminal would remain open in spite of the planned strike by the union, with trucks able to pick up and drop off containers between 7am and 6pm on Friday 23 December. This is a change from previous strikes, when all road services at the port have been closed. Mr. Carr said that while Ports of Auckland is in touch with the needs of importers and exporters, the union is stuck in the past and is putting its own members' livelihoods at risk. "Everybody knows that things have to change at the port. It's nowhere near as efficient as it should be, which is unforgivable for the country's most important import and export hub. But the union seems to have a bloody-minded commitment to the inflexible work practices that are dragging the port down, and will ultimately drag its members down with it as the port loses business."

"The union president clearly has no knowledge of how a modern port works, and what drives commerce in the port. This is different to the Council of Trade Unions who have a real interest in understanding what makes things tick, and then representing their members accordingly."

"I think the union needs to take a step back and ask itself what's really in its members' best interests – an unproductive port that runs into the ground, or a more productive one that creates more jobs and is better for the importers and exporters that are the backbone of the economy." **Source : Scoop**



Above seen the [MSC Clementina](#) departing Port Chalmers on the 23/12/11.

**Photo : Ross Walker ©**

## Sunken boats create river hazards

A pair of navigational hazards on the Petaluma River will soon be history, with one already gone and the other just a matter of time, according to Ken Danielson, who oversees debris removal all over the Bay Area as a civilian contractor for the Army Corps of Engineers. Tom Corbett Peter Vella's lovingly restored, vintage 1957 William Garden ketch may have been the victim of foul play after he was evicted from his small, riverside cabin near the Lakeville Marina

southeast of town on Nov. 3. Vella says he believes his boat's moorings were intentionally unleashed, allowing the boat to drift and sink in 20 feet of water in the middle of the river's main channel near Papa's Tavera restaurant.

"I bought the boat seven years ago and rebuilt the motor and the mast, mostly with the cooperation of a lot of people at the boat yard. I even restored and re-secured the hull. It was in excellent shape," Vella said, noting there was no reason for it to be taking on water. Although Vella tried hard to raise the ship — which was never given a name — he could not get enough people together or enough funds to pay for private salvage for the ketch. He estimated the vessel was worth \$75,000 before it sank.

A boat sunk in a federal waterway can be removed free of charge if the owner releases his interest in it, according to Danielson, which Vella finally did. Removing sunken vessels is dirty, dangerous work. "There is debris, oil and gasoline. Many of them are live-aboards and people have all the stuff they'd have in a home—food, clothes, magazines — which come up and we have to spend time chasing all the debris around," Danielson noted. "It can be dangerous working heaving objects with a crane." Initial efforts to raise the ketch whole were unsuccessful. "It was a difficult hull shape to get slings under, very rounded with a gentle slope, and the slings slid out. We dragged it to shallower water, and tore it apart," Danielson said. "The sailboat is crushed and gone."

A second vessel has been bouncing around the Petaluma River entrance for the past six months between Highway 37 and the railroad trestle. The Coast Guard was unable to track down the owner, but tried to secure it. It broke loose, struck the bridge and drifted into the river channel, Danielson said. While it was anchored, it eventually sank.

The Army Corps paid to have divers remove the oil and gasoline from the wreck, but that, too, proved impossible to raise intact. The Raccoon, the larger of two salvage ships based in Sausalito, was brought in to break it up. "We've removed about a third of it," Danielson said, "but we have to wait for low tides during work hours to get the rest." Mother nature should cooperate within the next couple of weeks."

Danielson said a short budget may stop all cleanup activity in the Bay by April, leaving millions of pounds of debris all over the Bay Area to plague shipping, recreation and even America's Cup which is scheduled to be held next year.

Source : Petaluma360

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



The **SVITZER THOR** seen in Ijmuiden – Photo : Marcel Coster (c)

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