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**Above Seatrade's "Spring Bok" departing Oranjestad, Aruba on December 21st.
Photo : Rich Fontaine o/b Westerdam ©**

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EVENTS, INCIDENTS & OPERATIONS



The tug **LEOPARD** passing the Bosphorus at Boxing day with the Damen newbuilding hull "**BN 9415**" enroute from Nikolayev/Ukraine towards Harlingen (The Netherlands) agent for the Dardanelles passage was ATA Agency - Istanbul.
Photo : via Herbert Westerwal - Westcoasting Offshore Services BV

NYK to Aid Victims of Philippine Typhoon

NYK expresses its deepest compassion for the people and regions of the southern Philippines that were struck by a deadly typhoon over December 16 and 17, and sincerely wishes an early recovery for the victims and damaged areas. To this end, the company is to donate 1.5 million pesos through the NYK-TDG Friendship Foundation*1 and provide free ocean transport for relief supplies. In addition, a fundraising campaign will be conducted within the NYK Group. In 2004, the NYK Group established the NYK Group-JPF Joint Aid Supplies Transportation with Japan Platform (JPF)*2, an international humanitarian assistance organization. The free ocean transport of aid supplies will be arranged based on a request from JPF.

In the Philippines, NYK runs NYK-TDG Maritime Academy with its business partner Transnational Diversified Group*3, and is thus positively involved in fostering and recruiting Philippine seafarers/cadets. In the hopes of aiding victims of the disaster through our supportive action as much as possible, NYK will continue its efforts to be proactively involved in contributing to society as a good corporate citizen.

*1 NYK-TDG Friendship Foundation

In January 1990, the NYK-FIL Japan Home for Street Children, dedicated to providing street children in the Philippines with food, homes, medical care, and education, was established jointly by the NYK Group and Mr. Jose Roberto Delgado, then chief executive officer of the Transnational Diversified Group. Later renamed the NYK-TDG Friendship Foundation, it works as an organization that makes social contributions on behalf of the NYK Group and the Transnational Diversified Group. Maintaining the goals of its foundation, it continues its activities by helping street children as well as providing relief for victims of natural disasters.

*2 Japan Platform (JPF)

Japan Platform is an international humanitarian assistance organization founded to provide quick and effective emergency relief during natural disasters and refugee situations. The activities are carried out under a partnership of an NGO, a government, and the business community, where these entities are integrated equally to draw on the resources and unique features of each sector.

*3 Transnational Diversified Group

A group of enterprises established in 1976 by Mr. Jose Roberto Delgado, the group's current chairman. In addition to its business as a shipping agency, and the recruitment and education of seafarers, the group conducts air transport and logistics businesses. Since 1976, it has maintained a cooperative relationship with NYK. **Source: NYK**



The **ABIS BERGEN** moored in IJmuiden – **Photo : Hans Blomvliet ©**

Pirates and weather hazards of the sea faced by seafarers

On and off-shore of East Anglia's ports hundreds of seafarers will not be able to spend Christmas with their families. Many of the sailors have faced hardship in cramped quarters, perils of weather and the threat of pirate attacks. Pirates prowl the waters off the coast of West Africa through which many English seafarers have come and gone. Agencies will be working to support the sailors this Christmas including the **Catholic Apostleship of the Sea**, whose chaplain will be carrying out visits. Sister Marian Davey, who is the chaplain for the East Coast ports, is among those who have helped deal with sailors who fled attacks by pirates off Somalia. She said: "Sadly, we can no longer think of piracy as just part of maritime mythology or seafarers tales. "It's a reality for many seafarers on ships today." She said that

earlier this year she spent some time with a crew in Felixstowe whose ship had been threatened by pirates. Sister Davey added: "One pirate attempted to climb onboard, but fell off, as the captain manoeuvred the ship, causing him to lose his grip. "Meanwhile a speedboat full of pirates with a lot of weapons was ready to fire at the ship. In this case, it ended well, as the ship was able to speed away out of reach of their guns. "When the ship arrived in Felixstowe three weeks later quite a few of the Filipino crew were still recovering. But they said they had no choice but to get on with the next stage of the voyage to earn a living wage to support their families back home." Ports like Tilbury and Harwich in Essex, Felixstowe, Ipswich and Lowestoft in Suffolk, and Great Yarmouth and King's Lynn, in Norfolk, deal with the trading ships. While much of England enjoys a festive holiday break, busy container ports like Tilbury, Harwich and Felixstowe will continue working over Christmas. Crews represent a wide range of nations and hold an equally varied number of religious beliefs. However, most regard Christmas as a universal feast with its focus on the family. But for seafarers Christmas can be a lonely time, hundreds or thousands of miles from their families. For Sister Davey, it means visiting the various ports in her patch, taking some small gifts donated by local churches, including warm clothing. She also provides seafarers with telephone top-ups so they can use the internet to contact their families back home. Many of the Filipino seafarers gather onboard for a special meal on Christmas Eve. "It's a way of staying connected to the tradition where the whole family gathers to celebrate and give thanks," Sister Davey said. "I will try to join a few of these meals, but I am also busy responding to requests for taking seafarers to services or to celebrate a service onboard." She said the meal was usually followed by a karaoke carol session and often a visit from Santa. The captain of a small barge with three Filipinos onboard has asked her to provide some small gifts and calendars for the crew when they arrive in Harwich a few days after Christmas. "Many of the seafarers in the East Anglian ports are from Russia, Ukraine and Romania, so I visit ships in early January with some small snacks of Eastern European food for the crews to celebrate their Christmas on 6 January." Last month the Swanland, a cargo ship carrying rocks, sank 10 miles off the coast of Wales after a huge wave cracked its hull. One member of the Russian crew died and five are still missing. Sister Davey had been on board the Swanland earlier this year. She had also driven some of the crew to the seafarers' centre in the port, so that they could use the internet and phone their families back home. "The crew was a little bit frosty at first, but this is common with Russian seafarers. When I gave them some news bulletins in Russian, they were very grateful," she said. Over Christmas Sr Davey will be praying for a safe passage through piracy waters for the seafarers as they make their return trips. **Source: BCC News**

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Bep and Henk van der Heijden (Maassluis)



MTS Victory shifting from Dordrecht to the Lekhaven in Rotterdam – Photo : Leen van der Meijden ©

Shipowners Scrap Most Container Vessels in 2 Years as Cargo Rates Plunge



The **CARIBBEAN SEA** enroute Rotterdam – Photo : Ria Maat ©

Shipowners scrapped the most container vessels in two years this month as they seek to revive cargo rates amid an oversupply of ships and higher fuel costs. Vessels equivalent to 21,000 20-foot containers were scrapped, the most

since November 2009, according to Alphaliner. The dismantled ships were mostly panamax-sized ones and included those that were as old as 19 years, the Paris-based maritime data provider said in a weekly newsletter.

“Poor earnings prospects for such panamax ships will likely drive further demolition sales in 2012,” Alphaliner said. Panamax vessels are those that can travel through the Panama Canal. Neptune Orient Lines Ltd. and China Cosco Holdings Co. (1919) are among shipping companies that posted losses this year as they contend with lower cargo rates and fuel costs that jumped as much as 43 percent. Daewoo Shipbuilding & Marine Engineering Co., the world's second-largest shipbuilder, expects its new orders to drop 23 percent next year, it said Dec. 25. A total of 219 ships with a capacity of 546,000 boxes were idle as of Dec. 19, an increase from 526,000 two weeks ago, according to Alphaliner. **Source: Bloomberg**



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The bunkertanker **ANATOMA** (in SVITZER colours and markings in funnel) was spotted in Batam (Indonesia)

Photo : Capt Richard Leistra ©

Maersk Line: No Plan To Use Option To Buy 10 More Triple-E Ships

Danish Maersk Line, the world's largest container shipping company, has yet to decide whether to exercise an option to increase its Triple-E vessel orders to 30 from 20, but doesn't expect to do so, a senior company executive said Tuesday.

Maersk Line, a unit of Danish industrial conglomerate A.P. Moller-Maersk A/S (MAERSK-B.KO), has ordered two tranches of 10 Triple-E ships from South Korean manufacturer Daewoo Shipbuilding & Marine Engineering Co., and has

an option to order a further 10 before the end of February 2012. "We have not taken the decision yet, but we do not expect to use the option," Maersk Line Chief Operating Officer Morten Engelstoft said. Since Maersk Line ordered the first two tranches of the Triple-E ships and secured the option, the global economy has deteriorated, shipping rates have dropped to unsustainable lows and the shipping industry has ramped up orders of new tonnage for the key Asia-Europe routes that Maersk had ordered the Triple-E ships for. Tuesday's statement was a repetition of previous comments made by Engelstoft. "It's good to have the option open, but I don't expect that our estimated capacity needs will have changed substantially by year-end, and this would mean we won't exercise the option," Engelstoft told Dow Jones Newswires in June. With a price tag of \$190 million each, a length of 400 meters and a capacity of 18,000 twenty-foot containers, the Triple-E vessels are the biggest container ships ever built. The 20 ships ordered are due for delivery between 2013 and 2015. **Source: Dow Jones**

Water Management at Mediterranean Waters, Lloyd's Register

With effect from January 1, 2012, all ships should exchange ballast water before entering the Mediterranean Sea or after leaving the Mediterranean Sea to meet the regulation D-1 standard of the Ballast Water Convention. Exchange should be carried out at least 200 nautical miles from land and in waters at least 200 metres deep. The sequential, flow through or dilution methods of ballast water exchange are accepted as meeting the D-1 standard.

In situations where this is not possible (because the ship will have to deviate from its intended voyage; because exchange will delay the ship; or for safety reasons) exchange should be undertaken before entering the Mediterranean Sea area, or after leaving the Mediterranean Sea area, as far from the nearest land as possible, and in all cases in waters at least 50 nautical miles from the nearest land and at least 200 metres deep.

When engaged in traffic between the ports and areas listed below, ships should undertake ballast water exchange in waters at least 50 nautical miles from the nearest land and at least 200 metres deep or in an area designated by a port State:

1. ports located within the Mediterranean Sea area; or
2. a port located in the Black Sea area and a port located in the Red Sea area; or
3. a port located in the Black Sea and a port located in the Mediterranean Sea area; or
4. a port located in the Red Sea area and a port located in the Mediterranean Sea area.

Areas where ballast may be exchanged within the Mediterranean Sea area, 50 nautical miles from the nearest land and in waters at least 200 metres deep, are shown in green on the map here. Sediments collected during cleaning or repair of ballast tanks should be delivered to sediment reception facilities or be discharged to sea beyond 200 nautical miles from the nearest coastline when the ship is sailing in the Mediterranean Sea area.

Each vessel calling at a port within the Mediterranean Sea area is required to have on board a Ballast Water Management Plan complying with requirements of the International Maritime Organization's Guidelines for Ballast Water Management and Development of Ballast water Management (Resolution MEPC.127(53)) and to keep a record of all ballast water operations and any reasons why ballast water exchange was not carried out.

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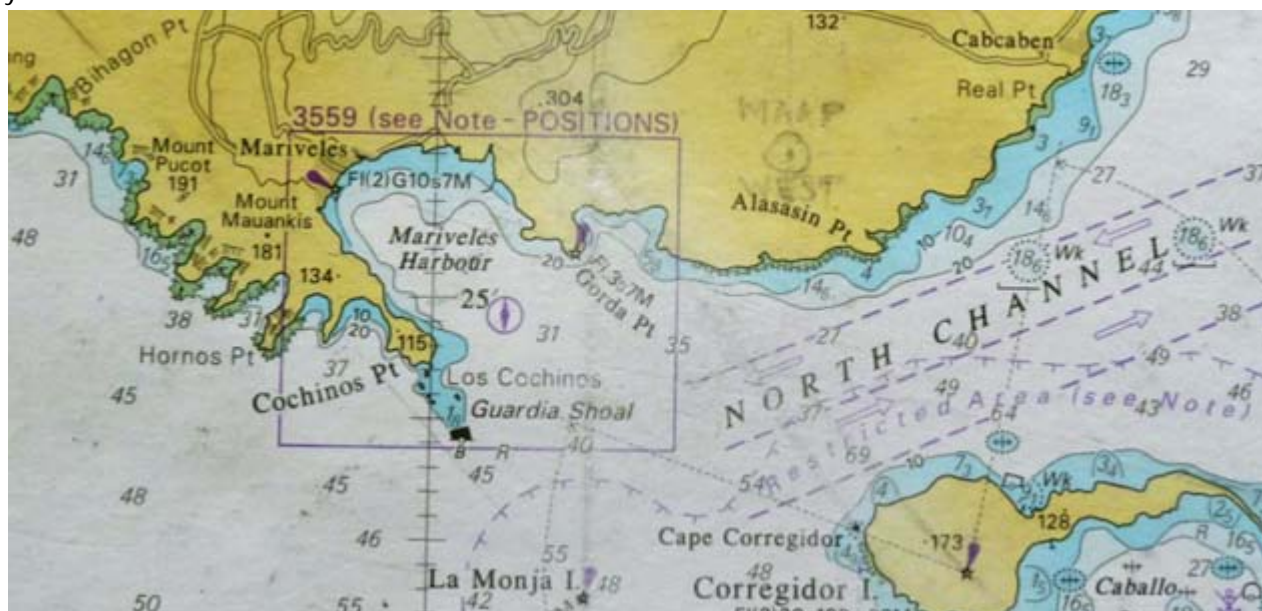
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Foreign vessel owners fund maritime school

It was obviously in recognition of Filipinos as the best seafarers in the world that owners of large ocean-going vessels, particularly those in Europe, decided to fund the **Maritime Academy of Asia and the Pacific (MAAP)** located at Kamaya Point in Mariveles.



The financiers of the school have the desire to see Filipinos taking jobs better than just seamen, many of whom have no qualification except a strong determination to work on a ship. The MAAP gives annual admission examinations in about 40 places in the Philippines. The academy accepts only the top 500 successful examinees.

The school is efficiently run by long-retired vice admiral Eduardo Ma. R. Santos as president. He is assisted by his vice president, Felix M. Oca, an engineer. By the time the students of the academy have completed the first two years of the four-year maritime course, they board the ships of the businessmen financially supporting the school. They are supposed to be training on the job but they get livable allowances. After two years on the vessels, the students are

required to go back to MAAP to complete the course and eventually graduate.



A former marine officer said the school has a record of the least dropouts or students failing to graduate because they do not possess the qualifications. The source said the students cannot miss getting the qualification because they undergo on-the-job training two years before they complete the course. After the students have completed the course, they are

immediately hired by the owners of the foreign vessels to positions better than just seamen. The school has been in existence for about 10 years and has produced a good number of Filipinos who are now at least shipmates – the lowest officer level on a merchant vessel.

An official of the academy, a marine who has extensive battle experience in Mindanao, said the foreign vessel owners might have been encouraged to set up a maritime academy in the Philippines after observing that Filipinos working on their vessels are reasonably more reliable and industrious than people from other countries. However, the vessel owners are not satisfied with the limited knowledge of Filipinos in seafaring. The retired marine officer explained that at least 300,000 Filipinos are aboard merchant ships. But more is needed in the coming years. This time, however, the vessel owners need trained people. There is no maritime school in the Philippines that produces graduates competent enough under the rigid requirements of European vessel owners. However, there is a government-run merchant marine academy. It does not produce graduates that meet the standards of foreign vessels owners. Or it does not produce enough. Until a few years ago, there was the Philippine Maritime Institute training students to become maritime workers. The school was shut down two or some years ago.



The former marine officer explained that the problem is that there are millions of high school graduates whose parents cannot afford to send them even to the worst maritime school. And that there are few maritime schools, he said. The huge demand for Filipino seafarers despite the lack of training, least of all

experience, has spawned a racket. Some government or private agency issues what is known as a "seaman's book" even to the least qualified, in consideration of a fat fee. Thus was born the Maritime Academy of Asia and the Pacific funded by foreign vessel owners, mostly those in Europe.

Left : Piet, the editor of the newscippings at the MAAP earlier this month
Photo : Fred van Dort ©



Businessmen in the maritime industry swear that retired vice admiral Santos is a man of the highest integrity. The marine officer explained to us this must be the sole reason why the financiers of MAAP

are keeping him on the job although he is past his seventies. The school offers Bachelor of Science in Marine Transportation BSNT), Bachelor of Science in Marine Engineering (BSMarE) and Bachelor of Science in Maritime Transportation and Engineering. Students must be natural-born Filipinos (a manifestation of the financiers' confidence in Filipinos as seafarers) who were born from January 1, 1991 to March 31, 1996. The school also admits female students. **Source:** Malaya / **Photo's :** Piet Sinke ©



THANK YOU GUYS !



The crew of the TSHD **Gateway** will like to thank the galley department for the wonderful Christmas meal.
Guys it was great!

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NAVY NEWS



Above the Royal Netherlands Navy Walrus Class Submarine **HNLMS DOLFIJN S808** leaving Grand Harbour, Malta on Tuesday 27th December, 2011 bound to exercises in the Mediterranean.

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

Turkey Suspends Military Ties with France

Turkish Prime Minister Recep Tayyip Erdogan announced a raft of political and military sanctions Dec. 22 after French lawmakers approved a bill making it a crime to deny Armenian genocide. Turkey will recall its ambassador from Paris and suspend mutual political visits as well as joint military projects, including joint exercises, Erdogan said.

"From now on we are revising our relations with France." Most of the sanctions imposed on France, a NATO ally, will be in the military sphere. Turkey will now decide on a case-by-case basis on every military demand made by EU member France to use Turkish airspace and military bases, Erdogan said, and will from now on reject any French demand for its military vessels to dock at Turkish ports. Erdogan said Turkey would boycott a joint economic committee meeting in Paris in January and would not take part in twinning projects with France. **Source : Defense News**



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The Russian Navy Black Sea Fleet (BSF) frigate **RSF LADNY 801** entering Grand Harbour, Malta on Wednesday 28th December, 2011 for the second time this year and for the third time within Maltese territorial waters.

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

SHIPYARD NEWS



**Leerling Proces Operators**

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Mitsubishi Heavy Industries to license shipbuilding technology to L&T Group of India

Mitsubishi Heavy Industries Ltd (MHI) has agreed with L&T Shipbuilding Ltd (LTSB), the shipbuilding arm of India's Larsen & Toubro Ltd (L&T), under which MHI will provide a broad range of technological support to LTSB for construction of commercial vessels, MarketWatch reports. The two companies will sign the technical collaboration agreement tomorrow. MHI has recently been proactively promoting development of its engineering business, centering on technology licensing, while LTSB has been seeking to strengthen its shipbuilding business through the introduction of technology from a leader in the field. In reaching the latest agreement, under which MHI will provide licensing and technology support, including training of LTSB engineers, the intentions of the two companies have thus converged.

The agreement calls for MHI initially to provide support for a period of three years, with an option to extend beyond that time frame. Specifically, support from MHI to LTSB will consist of the provision of design drawings of vessels built by MHI and a broad range of training, including areas such as design, material procurement, ship construction and quality control. Support activities will further include consultation relating to potential expansion of L&T's shipbuilding facilities in the future and to overseas procurement of shipbuilding materials, as well as support for LTSB's market research activities. MHI will receive payment from LTSB according to the actual support it provides. Going forward MHI and LTSB will conduct collaborative ship marketing activities by branding them as vessels built by LTSB under exclusive

technical collaboration with MHI. Based on the agreement, starting in spring of 2012 MHI will begin training of LTSB engineers at the company's Nagasaki Shipyard & Machinery Works and the Shimonoseki Shipyard & Machinery Works in Yamaguchi Prefecture. In addition, MHI will send experts skilled in design, ship construction and quality control from its shipyards to India for training of LTSB employees.

L&T, headquartered in Mumbai on India's west coast, is a high technology-driven engineering and construction organization and one of the largest companies in India's private sector. Its diverse activities include shipbuilding and manufacturing of chemical plant equipment, power generation systems, and electrical and electronic products and systems. MHI and L&T have been in a partner relationship since 2007, with two joint ventures established to date in the power generation system sector.

LTSB already operates a shipyard in Hazira in India's northwestern Gujarat state, and it is currently building a new shipyard in Kattupalli, near Chennai, in the southeastern state of Tamil Nadu.

As India enhances its infrastructure in tandem with economic expansion, the country is focusing on a growth strategy calling for basic infrastructure improvements, including better port facilities, and for the nurturing of its shipbuilding and shipping industries. As a result, the acquisition and accumulation of globally competitive shipbuilding technologies has become a challenging demand that India's shipbuilding industry must address.

On the back of the latest shipbuilding technical collaboration agreement with LTSB, MHI now plans to step up its proactive exploration for, and aggressive development of, new engineering business opportunities relating to shipyards in the newly emerging economies.



The **ER BERLIN** in Rio Grande – Photo : **Marcelo Vieira** ©

China keeps global lead in shipbuilding

China has maintained its position as the world's top shipbuilding nation this year as Chinese shipyards received more orders than their South Korean rivals, a market researcher said, Asia Pulse reports. The China Ship Marketing Research Center said China took new ship orders of 33.69 million deadweight tonnages (DWTs) in the January-November period, accounting for a 44.9 per cent share of the total global new ship orders of 75 million DWTs. It was far larger than South Korea's new ship orders of 27.48 million DWTs, which made up 36.6 per cent of the global market. As of the end of November, China's backlog of ship orders reached 162.7 million DWTs, accounting for 43.5 per cent of the global total of 373.8 million DWTs, while South Korea's order backlog was 119.9 million DWTs, equivalent to 32.1 per cent. During the first 11 months of this year, China's shipbuilding capacity reached 61.77 million DWTs, accounting for 42 per cent of the global shipbuilding capacity of 147 million DWTs. South Korea's shipbuilding capacity was 51.21 million DWTs, accounting for 34.8 per cent of the global total. China rose as the world's top shipbuilder in 2009, outpacing South Korea in the number of new orders received and order backlogs as its builders attracted new custom with relatively cheaper prices **Source : PortNews**

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The **SPAARNEGRACHT** arrived in Willemstad (Curacao) – Photo : Kees Bustraan ©

New facilities for TrustLube



On November 26 **TrustLube** has moved all operations from Willemstad to a new location, which is situated in Oud Gastel on the Business Park Borchwerf II, along motorway A17. The new TrustLube building combines efficient offices and presentation rooms, a spacious production hall, state-of-the-art assembly and testing facilities and a large warehouse. The R&D department will continue to develop a wide range of innovative products. TrustLube was founded in 2003 in The Netherlands. Right from the start, the company's goals and high ambitions were based on a firm belief in the new and revolutionary, in-house developed systems. In the past eight years, TrustLube has rapidly developed into a healthy, worldwide operating company. The TrustLube team of field service engineers works on a global scale. The engineers have a huge amount of experience in the areas of bearings, lubricants, reliable automatic greasing applications, and bearing assemblies. They are trained to 'look through the eyes' of the customers.

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A really hard landing . . . brings work for Germany

Duke Point ferry terminal will be closed for several months so that its vehicle ramp, damaged when a ferry rammed into it, can be repaired, B.C. Ferries said Wednesday.



The COASTAL INSPIRATION - Photo : Piet Sinke ©

An electronics failure in **COASTAL INSPIRATION's** bridge equipment is the suspected reason for why the ferry collided with its berth, said Ferries spokeswoman Deborah Marshall. The ferry was carrying about 350 passengers and 100 vehicles. At Duke Point, there's damage to several structures. "The wing wall fender panel, the lower apron hinges, the ramp tower, the lower apron, and so on," said Marshall. "There's quite a shopping list of pieces of equipment there that have the same damage that either need to be replaced or repaired." **Coastal Inspiration's** bow doors were damaged and it requires a new link arm, which is a large steel hinge that allows the doors to move, Marshall said. The part has been ordered from Europe, but will have to be fabricated, shipped over and installed, leaving **Coastal Inspiration** out of commission for about a month. No repair costs were available. Initial reports indicated one crew member and two passengers suffered minor injuries, but by Wednesday afternoon a dozen minor injuries had been reported. None of the eight injured passengers and four injured crew members required an ambulance. Duke Point normally provides sailings to and from Tsawwassen and takes truck traffic. It opened in 1997 to reduce the load on Departure Bay, where waiting vehicles spilled onto the Stewart Avenue approach during busy periods. Departure Bay provides service to and from Horseshoe Bay.

Until repairs are finished at Duke Point, all of its sailings are shifting to Departure Bay, B.C. Ferries said. No sailings that normally come and go at Duke Point have been cancelled. Because of the additional sailings, travellers can expect a significant increase in traffic at Departure Bay and limited parking, especially during the upcoming Christmas holiday weekend. "If you are travelling as a foot passenger, we are obviously limited with the parking at Departure Bay, so we are suggesting customers either take public transit or that they get dropped off at the terminal by a family member or friend," said Marshall. In addition to greater congestion on residential streets near Departure Bay, more truck traffic is expected to roll through Nanaimo to reach the terminal. Ken Murphy, manager of Nanaimo's Mid Island Towing and Transport, anticipates longer waits. "This is going to cause serious problems, there's no doubt," he said. "At \$185 an hour for the tractor to just sit down there in the lineup and wait until we can get on a boat ... you can't bill for just sitting there waiting for a ferry." Each year there are an average of 12 "hard landings," as B.C. Ferries calls them, out of about 185,000 sailings, said Marshall. This was Nanaimo's second hard landing in as many months. On Nov. 18, the **Queen of Coquitlam** collided with a berth at Departure Bay terminal, but the damage was significantly less than in the Tuesday crash at Duke Point. **Source : The Victoria Times Colonist**



The 81 year old hull of the **Henry P Lading**. Photographed in Immingham dock 28/12/11.
Originally Built as the oil tanker **Peter Hurle** in 1930 and re-named **Esso Kobenhavn** in 1948.
She was scrapped in 1963 in Odense, but the fore section was converted into a cable/pipe laying barge.

Photo : Peter Elsom, Ship Support Limited ©

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The **VICTORIA** inbound at the Westerscheldt River – Photo : Henk de Winde ©



The **LAMNALCO MACAW** in Onne Port (Nigeria) – Photo : Dirk van Uiter ©

Vale giant ore ship makes maiden arrival in China

China has received the first of Vale's giant iron ore vessels, industry sources said on Wednesday, a major breakthrough for the Brazilian miner after months of uncertainty over the fleet's access to the world's top steelmaker, Reuters reports. Top iron ore exporter Vale is spending billions of dollars to build the world's biggest dry bulk ships to cut the cost of shipping the steelmaking ingredient to China, but until now had failed to gain Beijing's approval for the six vessels already on the water to even stop at a Chinese port.

Reuters Freightviews and independent shipping data showed Vale's vessel, **Berge Everest**, anchored off China's Dalian port with its draught measurements indicating it was fully loaded with cargo. Industry sources said there was 350,000 tonnes of iron ore onboard, but it was not clear whether the vessel had clearance to unload. Vale officials in China and Brazil declined to comment on Wednesday. A spokeswoman for the ship's owner, Singapore-based Berge Bulk, and Dalian port officials were not immediately available for comment.

Vale's fleet has faced stiff opposition from influential Chinese shipowners and steelmakers, who fear the ships are a Trojan Horse which the miner will use to monopolise both the shipping and iron ore markets at their expense.

"Vale's ships won't break any company, but it will be damaging," said a Singapore-based ship broker said on Wednesday. Vale's first mega bulk vessel, Vale Brasil, was forced to turn around in the Indian Ocean on its maiden voyage in June after the Chinese government failed to provide permission for the ship to dock at Dalian. It went to Taranto, Italy, instead.

The arrival of the **Berge Everest** could not come at a worse time for Chinese shipowners, already struggling with a severe downturn in the industry driven by rock bottom freight rates, high bunker fuel prices and an oversupply of ships. Things got so bad that China's top shipping conglomerate COSCO Group and Grand China Logistics were forced to temporarily halt payments to foreign ship owners earlier this year to renegotiate better terms. China Shipowners Association urged Beijing this month not to rush into any decision on Vale's ships, warning that they have not been thoroughly tested and any oil leak from one could be catastrophic. "The China Shipowners Association has been aware

of this since Monday and now is trying to get a clear picture of the whole story," an industry source said. One of Vale's vessels, **Vale Beijing**, became severely damaged while preparing to set sail on its maiden voyage earlier this month.

Vale is planning to build a fleet of 35 giant vessels, each with capacity of around 400,000 tonnes, to feed top importer China's growing demand for the commodity. The firm aims to ship around 130 million tonnes, or 40 percent of its total iron ore output, to China next year. China is expected to import a total of around 720 million tonnes of iron ore in 2012, up from 679 million tonnes this year, according to a Reuters poll. China consumes over a billion tonnes per year of iron ore. Shipping data this week initially showed the **Berge Everest** destined for a port in the Philippines after a brief stop earlier in Singapore.

"For the past few days, it was drifting around the Philippines area awaiting instructions," said T.S. Ang, technical executive at BW Fleet Management, which manages the crew and safety operations on Berge Everest. He was unable to confirm the ship's current location. **Source : PortNews**



Another photo of the departure of the **MALTA** and **AGLONA** under tow of of the Courbet from Dordrecht bound for Tuzla – **Photo : Ria Maat ©**

US\$2.94 million for Port Monmouth beach replenishment

NJ Patch reports that the beachfront at the Port Monmouth section of Middletown will see its shoreline rebuilt thanks to US\$2.94 million coming from Washington. Congress has approved US\$2.94 million for beach replenishment efforts in Port Monmouth as part of the overall Fiscal Year 2012 spending bill according to US Representative Frank Pallone, Jr (D-12).

The bill passed earlier this month now goes to President Barack Obama's desk for signature. "The vote is one of the final hurdles before the Army Corps can move forward with this important project," Pallone said in a statement. "It was a hard-fought effort to fully fund it, but I'm satisfied with this allocation." "Beach replenishment is crucial to the recreational uses of the shore as well as to providing a protective barrier," he added. The US Army Corps of Engineers is currently on schedule to get the project under way in September 2012 according to Pallone. Prior to this latest allocation, US\$3.4 million in federal funding has been banked to replenish New Jersey beaches. **Source : Dredging News Online**



The **ENNIO MARNIX** approaching IJmuiden locks – Photo : Marcel Coster ©

Malaysia's Northport allocates RM272m to buy equipment

Northport (Malaysia) Bhd, a port operating unit of NCB Holdings Bhd, has allocated over RM272 million for the purchase of new container handling equipment as part of its immediate plans, The Sundaily reports. NCB chairman Tun Ahmad Sarji Abdul Hamid said the allocation will be used to buy six twin-lift container quay cranes, four straddle carriers and 17 rubber-tyred gantries. Four of the quay cranes, with a design configuration to handle containers 22-across, will be stationed at Northport's Wharf 8A which is now under construction. "When commissioned, the new Wharf 8A will form part of Container Terminal 4. The remaining two units (of quay cranes) will be capable of handling containers 18-across and are intended to be used at the upgraded Wharf 16," he told reporters after viewing the works in progress at Northport yesterday.

Ahmad Sarji said the upgrading work on Wharf 16 forms part of the contract for the development of Wharf 8A. He said the delivery schedule of the new cranes is linked to the planned completion dates for the works on Wharfs 8A and 16, which are July 2013 and March 2014, respectively. He added that Wharf 8A will inject an additional container handling capacity of 600,000 TEUs (20-foot equivalent units), when fully operational. The investment is part of Northport's continuing programme aimed at further enhancing the capacity and efficiency of its container-handling facilities, in particular that of Container Terminal 1, which together with Container Terminal 3, service larger container vessels.

Ahmad Sarji said the planned initiatives are aimed at enhancing capacity as well as ensuring continued sustainability in responding to the needs of customers on a long-term basis. He said the port would be able to handle 5.6 million TEUs by mid-2013 when the works are completed. Currently, it can handle about 3.2 million TEUs. "Traditionally, we have been growing at double-digit (in container volume) but in the last two to three years, we experienced single-digit growth because we do not want to congest the port by taking too much business," he said.

"Although achieving single-digit growth, it accounts for a substantial increase in revenue." On Port Klang Authority's new Port Klang Master Development Plan which will see the development of a third container terminal in Port Klang to complement the existing facilities at Northport and Westport, Ahmad Sarji said: "We have very little knowledge on the third port. How can we assess its impact on Northport (with the little knowledge)?" Asked to comment on reports that tycoon Tan Sri Syed Mokhtar Albukhary is eyeing a takeover of several ports, including Northport, in a bid to expand his growing logistics empire, Ahmad Sarji said he was unaware of the matter. "I don't know. It is beyond my knowledge," he added. **Source : PortNews**



The **FURE STAR** in IJmuiden locks – Photo : Simon Wolf ©

Tanker traffic halted in Istanbul due to heavy fog

Tanker traffic through Turkey's Bosphorus Strait, a key shipping channel for Russian oil, was suspended on Wednesday after heavy fog reduced visibility, shipping agent GAC said. The Istanbul channel was closed in both directions at 7:21 a.m. (0521 GMT), GAC said in an e-mailed statement. It was not clear when the strait will re-open, but a GAC official told Reuters that they expected the fog to clear in the afternoon. Six tankers were scheduled to transit the Bosphorus on Wednesday, the agent said, and only one of them passed early on Wednesday before the traffic was closed. Weather conditions were clear at the Dardenelles Strait at the other end of the Sea of Marmara and the channel remained open, it said. The Bosphorus and Dardenelles are the only maritime outlet for Black Sea countries shipping oil, grains and other commodities to world markets. Traffic disruptions are common in winter in the straits as poor weather makes it difficult for tanker captains to traverse the narrow, environmentally sensitive waterways. The delays can raise Black Sea crude grades and world tanker rates. **Source: Reuters**

Increased capacity on Transfennica Zeebrugge - Bilbao route

Transfennica is very proud to inform you that they have decided to increase capacity on our Zeebrugge – Bilbao route. As of early January ms **Kraftca** and ms **Trica** will operate 3 sailings per week, in the existing schedule. The ConRo vessels have a capacity of 200 trailers, cabins for 12 drivers and take over 600 TEU. The first sailing will be on: Friday 6th January at 22.00 hrs from Zeebrugge. The vessels are very well suited for all types of project cargo such as over length, over width and up to 220mt for very heavy cargo. With a clear access height of up to 8 meters also very high cargo can be shipped. The vessels are expected to perform very well in the Biscay area as sister-vessels have

been deployed since 2007 on the Atlantic service to the North East coast of the USA so they have proven capable of handling bad weather and maintaining reliable sailing schedules.



Photo : Henk Clayes ©

We want to take this opportunity to thank you for your support during 2011 that has made this decision possible and are confident that we can continue our good cooperation to make this a successful next step in the development of the route!



The Danish-built Ro-Ro **TOKAI** arrived at Hull in March 2009 and has undergone an extensive conversion in William Wright Dock. She is now named **OCEAN RELIANCE** and will join the Gardline fleet. Photo : Simon Smith ©

Nehru Port Handles Record-Size Container Ship

Singapore-flag ship handles 6,428 TEUs

The 1,046-foot **Maersk Seletar** called on the Nhava Sheva International Container Terminal, a DP World facility, this week. Built in 2007, the Singapore-flag ship weighs 85,250 tons and has a nominal capacity of 6,478 20-foot equivalent units. "Maersk Line's decision to bring the **Maersk Seletar** to DP World Nhava Sheva reflects the confidence of the global shipping lines in the capabilities and performance we have demonstrated at the JN Port," NSICT said. Nhava Sheva has three terminals, including the state-owned Jawaharlal Nehru Container Terminal and the Gateway Terminals operated by APM Terminals. The port authority in September awarded PSA International a \$1.5 billion contract to build a fourth container terminal at the West Coast hub. **Source : The Journal of Commerce Online**



The **CAPE PROVENCE** moored in Amsterdam – Photo : Erwin Willemse ©

Captain of Chinese vessel detained at Kandla Port

The captain of a China flagged vessel has been detained for questioning at the Kandla Port for allegedly not allowing a port official to deboard from the ship, police said today. "Captain Guan Yu Liang of a China flagged vessel **Rui Lee**, has been detained and shall be quizzed. He had not allowed Kandla Port Trust (KPT) pilot Vipul Kumar Madan to deboard from his ship even after crossing the disembarking point of the port on Monday," said East Gandhidham SP Chirag Koradia. As the vessel had gone beyond the disembarking point of the port with Madan on board it had to be intercepted with the help of the Indian Coast Guard, he said. The ship captain was probably irked over non-issuance of shore pass by the authorities and refused to let the KPT pilot, who had entered the vessel to provide routine outward guidelines to the ship, deboard, KPT deputy-conservator Capt H K Sibal said. He also entered into an altercation with Madan, who raised an alarm and we had to register a complaint with the Coast Guard and police, a KPT official said.

As per national policy, Pakistani and Chinese nationals are not issued shore passes by the Indian Port authorities, port sources said. The vessel, loaded with consignment of steel coils, had come from Korea and had first arrived at Mundra Port for part delivery of the consignment, he said. Later, it had arrived at KPT in Kutch district to deliver the remaining goods, police said. A case has been registered and further investigation is on. **Source : Indiatimes**



Christmas eve onboard HAL's **STATENDAM** with the engine room team searching for a leak in one of the condensers
Photo : Jan Paul Lamers ©

.... PHOTO OF THE DAY



The photo is showing shipyard workers que up to go down the gangway of "Boskalis" **Rockpiper** during lunch time.
Photo : Jonathan Lee ©

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