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The MAERSK BUTON passing Maassluis enroute Rotterdam – Photo : Ria Maat ©

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## EVENTS, INCIDENTS & OPERATIONS



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The **TASMAN** enroute Amsterdam – Photo : Ruud Coster ©

## Severn Trent De Nora bags treatment contracts for China's first deep sea gas field

Severn Trent De Nora has received a contract to provide its electrolytic disinfection treatment solutions for biofouling control and wastewater treatment to the China Offshore Oil Engineering Corporation for its Liwan 3-1 deep sea gas field project in the South China Sea, Seatrade Asia online reports. The Liwan 3-1 gas field is the first deep sea gas field in China and will begin production in 2013. Severn Trent De Nora will be supplying the Seaclo 23 kg/hr seawater electrochlorination system and the Omnipure Series 55 sewage treatment system, which is capable of treating up to 38,153 liters/day. Process water used on the rig requires disinfection treatment to alleviate biofouling concerns. In addition, a sewage treatment system is required to safely and effectively treat the black and gray water produced onboard.



The **Cape Cosmos** commissioned December 2011 loading coal at Gladstone Queensland 30-12-2011

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

## Cargo ships cannot call ice-bound Port of Magadan

Several vessels laden with food and fuel are waiting for an icebreaker assistance to call at Port of Magadan, which is now enclosed by coastal ice, RIA Novosti reported. "The problem is that the icebreaker **Magadan**, which had been involved in rescue and search of people from sunken **Kolskaya** rig in the Okhotsk Sea which, was supposed to arrive in the capital of Kolyma two weeks ago," said Deputy General Director of JSC Magadan Commercial Sea Port Vitaly Samoilenko.

The arrival of the icebreaker is expected on January 1-2. Then the icebreaker will escort a caravan of cargo ships and tankers to the port and release the vessels now trapped at the port, the stevedore company's executive said.

The M/V **Zolotaya Kolyma** laden with 25,000 tons of coal has been waiting for three days in open water. The Port Authority has decided to send an ice-class vessel to assist the **Golden Kolyma** through the ice floe so she could be unloaded as soon as possible at the port's coal terminal. Port of Magadan is one of the largest ports in the north-east of Russia, handling as much as 90 percent of cargoes shipped to the Magadan region. There are four stevedore companies currently operating at the port, including the major operator - JSC Magadan Commercial Sea Port that handled last year 832,357 tons of cargo, a 12.1-percent growth year-over-year. **Source : PortNews**

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## PLANS FINALISED TO REMOVE CARGO FROM GENMAR COMPANION

Plans to remove the cargo of 54,304 tonnes of Vacuum Gas Oil from the merchant vessel **Genmar Companion** have now been finalised. The transfer will start on 31 December 2011 (weather permitting). The vessel has been sheltering off the Copeland Islands at the entrance to Belfast Lough since 16 December. It was 40 miles west of Tory Island, Co. Donegal, on its journey from Rotterdam to New York, when the Master reported a crack on its upper deck. This crack did not appear to extend to any of the oil cargo holding structures but, as a precautionary measure, the vessels Master chose to seek both shelter and advice before continuing passage.

The Bermudan-flagged product tanker made its way to the Lough to enable surveyors to inspect the ship. The inspection, by the owners, a representative of the classification society (American Bureau of Shipping) and the MCA took place on 18 December. Following this inspection all parties agreed that, as a precautionary measure, the cargo should be removed and the ship repaired. As there are no shore reception facilities at Belfast Harbour for a tanker of this size the only option is to transfer the cargo to another vessel (known as Ship To Ship Transfer).

Preparations for this transfer have been underway for several days and stringent safeguards will be observed throughout the operation to assure the safety of the crew, the environment and other vessels in the area.

Following the transfer of the cargo to the vessel **BW Seine** the **Genmar Companion** will enter Belfast Harbour for repairs. Hugh Shaw, The Secretary of States Representative for Maritime Salvage and Intervention said:

Since the Genmar Companion arrived at Belfast Lough I have been working closely with a number of parties including representatives from the Owners and Charterers, Belfast Harbour and the Northern Ireland Environment Group chaired by the Northern Ireland Environment Agency. We are all agreed that transferring the cargo in the Lough is the most sensible course of action. Although this is a fairly routine operation, it would not normally be carried out in the current location.

This ship to ship transfer will be carried out by Fendercare Marine and the process is expected to take approximately 24-36 hours. Northern Ireland Environment Minister, Alex Attwood, has been keeping a close eye on the situation. He said I have been actively seeking reassurance that there is no threat to our marine environment from this tanker. My officials will be fully engaged with the MCA and the Secretary of States Representative until the **Genmar Companion** is safely moored in Belfast for repairs. **Source : MCA / dft.gov.uk**



The **STADT RENDSBURG** outbound from Willemstad (Curacao)  
 Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

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## Another year of rough weather likely for the shipping sector

It has been rough sailing for Indian shipping companies this year. Consider this: state-run The Shipping Corporation of India Ltd (SCI) has posted losses for the first three quarters of 2011 with losses widening sharply in the September quarter on account of a notional forex loss. Analysts expect SCI to post a loss in the year to 31 March.

On the other hand, Great Eastern Shipping Co. Ltd (GE Shipping) has reported consolidated profit for the first three quarters. But, note that the company's overall performance was also helped by its offshore business performance. Stocks of both the companies have underperformed the BSE-200 Index of BSE Ltd in this calendar year, although GE Shipping's shares have fared comparatively better than that of SCI's. Investors, who are hoping that the new year may bring some cheer for the shipping sector, are in for some disappointment. The operating environment for shipping companies is expected to remain bleak in 2012 as well. The core issue with the shipping business for some time now has been that freight rates have been under pressure because of an oversupply of vessels. A recent note from Antique Stock Broking Ltd maintains that the VLCC (very large crude carrier) rates are about 55% lower than average earnings of \$40,000 per day, while the dry bulk index is about 54% lower than the average of 3,995, prevailing between 2004 and 2011. Sure, the Baltic Dry Index (BDI) and the Baltic Dirty Tanker Index are at higher levels at the end of 2011 compared with the beginning of the year. But the BDI, which tracks transport costs on international trade routes for dry bulk commodities such as coal and iron ore, has declined 20% from its highs in October. Similarly, the Baltic Dirty Tanker Index, which tracks international crude oil transportation rates, has declined by about 13% from its highs in March. "The demand for shipping tonnage is expected to grow in single digit (6-9%) compared to net addition of supply in range of 10-14% per annum over the next two years," points out the Antique report. This means that investor sentiment would continue to lack lustre in the next year. **Source: Live Mint**



## MAMMOET TRANSPORTS NEW OFFICE



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- 150 ft by 150 ft perimeter."
- Total weight on or about 1100 ton which is approximate 2,200,000 pounds"
- Total amount of 88 SPMT axle lines which is enough loading capacity for 2992 ton

**Photo's : Bas Coppes ©**



## Search continues for missing Vinalines vessel

Vietnamese company Vinalines Shipping is yet to make contact with its vessel **Vinalines Queen** that went missing on Sunday, Seatrade Asia online reports. The cargo ship, which has a crew of 23 sailors onboard, was transporting a

cargo of nickel ore from Indonesia to China at the time of the disappearance. Bad weather has affected the ability of search parties to explore the area where the vessel was when it lost contact. **Source : PortNews**



The **VEGALAND** arrived at Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

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## **Iran Might Hurt Self Most by Closing Strait of Hormuz Oil Route**

It would be relatively easy for Iran to make good on its threat to close the strategic waterway that carries oil tankers from the Persian Gulf -- and it would probably hurt itself most by taking such action. "Iran is as reliant, if not more reliant, on the Strait of Hormuz than any other country," said Ali Nader of the RAND Corp. research institute in a telephone interview. Iran has threatened to halt traffic through the strait if the West moves to toughen sanctions including an oil embargo to pressure Iran to abandon its nuclear program. The strait is the passageway for about a third of the world's seaborne-traded oil last year, according to U.S. Energy Department data. "Iran has total control over the strategic waterway," Iranian Naval Commander Admiral Habibollah Sayari told Iran's Press TV yesterday as the Iranian navy conducted a 10-day exercise in international waters. "Closing the Strait of Hormuz is very easy for Iranian naval forces." "The free flow of goods and services through the Strait of Hormuz is vital to regional and global

prosperity,” said Lieutenant Rebecca Rebarich, a U.S. Navy spokeswoman in Bahrain, site of the 5th Fleet headquarters, in an e-mail. **“Any disruption will not be tolerated.”**

NYMEX crude oil prices fell back yesterday after rising by about 1.5 percent to more than \$101 a barrel the previous day, when Iranian Vice President Mohammad Reza Rahimi threatened to close the 21 mile-wide strait if the West imposed new sanctions. NYMEX West Texas Intermediate crude fell some 1.7 percent to \$99.65 a barrel in New York, and ICE Brent Spot fell more than 1.7 percent to almost \$107.40 a barrel.

### **Impact on Iran**

U.S. officials and outside experts concede that Iran could block the strait, at least temporarily. Testifying to Congress in March, Defense Intelligence Agency Director Army Lieutenant General Ronald Burgess said that Iran is expanding its Persian Gulf naval bases, allowing it to “attempt to block the Strait of Hormuz temporarily” during a crisis. Were Iran to make such a move, it might be hurt more than its adversaries. Iran’s economy is shaky, as is popular support for its clerical rulers, Nader said. The country is facing new Western efforts to halt its suspected nuclear weapons program, including U.S. sanctions that are awaiting President Barack Obama’s signature and a possible European Union ban on imports of Iranian oil. According to the U.S. Energy Information Administration, Iran’s net oil export revenues were approximately \$73 billion in 2010; crude oil and its derivatives account for nearly 80 percent of Iran’s total exports; and oil exports provide half of the nation’s government revenue.

### **Iran’s Best Customer**

Moreover, according to the EIA, Iran’s best customer is China, which took about 22 percent of Tehran’s oil exports during the first half of this year and is a member of the United Nations Security Council and one of the few nations on friendly terms with the Islamic Republic. China gets 11 percent of its crude oil imports from Iran, according to the EIA, while Turkey, a NATO member that shares both a border and antipathy toward Kurdish separatist groups with Iran, got 51 percent of its imported crude oil from the Islamic Republic from January to June of this year. In August, Iran’s Press TV reported that Iranian security forces killed three Kurdish rebels suspected of blowing up a major pipeline that carries Iranian natural gas to Turkey on July 29.

### **Dire Strait**

While closing the Strait of Hormuz, even briefly, would hurt Saudi Arabia, Iraq and other Gulf oil exporters, the Saudis also ship oil via the Red Sea. All of Iran’s exports and many of its imports of gasoline, food and consumer goods are shipped through the strait. Iran’s main oil terminal at Kharg Island, which has a loading capacity of 5 million barrels a day and storage capacity for more than 30 million barrels, is in the Persian Gulf. So is its second-largest export terminal, at Lavan Island, with storage capacity of 5 million barrels and a loading capacity of 200,000 barrels per day. Nevertheless, said Anthony Cordesman, an analyst at the Center for Strategic and International Studies in Washington, Iran’s threats to close the strait are only the beginning of what could be five to 10-years of feints, attacks and rising tensions in the Gulf. That, Cordesman said in a telephone interview, could require the U.S. to change its military posture in the Persian Gulf region at a time when the U.S. is facing intense budget pressures and the Obama administration has signaled its intention to focus more attention on the Pacific.

### **Rhetoric or Reality?**

“Closing the Strait of Hormuz is really an exercise in rhetoric,” Cordesman said. With shipping channels passing Iranian or Iranian-held islands, floating mines, small craft and missiles could halt tanker traffic or raise risk premiums so high that insurance rates alone would drive up the cost of oil or stop shipping, he said. An all-out conflagration might be too high a cost for Iran, at least until its nuclear weapons program produces enough weapons to make a credible deterrent, Cordesman said. “We have been through an awful lot in the Gulf, where nothing has escalated or triggered a major conflict,” he said. “When you are raising oil prices by having tankers pay higher insurance premiums, it’s out of hand, but the question is how much out of hand,” he said. “You have to be careful in going from Iranian statements which are also aggressive to assuming we are in middle of a crisis -- we aren’t yet.” The potential worry now, however, said Nader, is that an Iran that feels threatened by tougher Western sanctions, by the uprising in neighboring ally Syria and by the broader rebellion against autocrats elsewhere could miscalculate and trigger a conflict that neither it nor anyone else wants. **Source: Bloomberg**

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The **EEMS DELFIA** enroute Velsen – Photo : Simon Wolf ©

## Another Shipper Declines on Lower Rates

The shipping industry is in a terrible state at the moment, characterized by excess supply and low demand coupled with low spot rates. As the U.S. discovers more and more oil reserves, the need to export from the Middle East keeps decreasing, thus working against tankers such as **Frontline**, which saw a third-quarter loss, and Ship Finance.

Ship Finance's profits plunged 21% in its third quarter, hit by lower spot rates for ship leases. Ship Finance also declared that it would continue to pay out its quarterly cash dividend of \$0.39. Let's dig in to find out what happened.

Lower spot rates because of an oversupply of vessels also helped push down Ship Finance's revenue slightly to \$73.3 million from \$73.5 million last year. Although Ship Finance's exposure to the spot market was somewhat mitigated through its profit-sharing agreement with Frontline, it was hit in the quarter by a \$1.6 million adjustment due to profit sharing in the preceding quarters.

The Bermuda-based company has a fleet of 69 ships, with 59 on the water and 10 in the works. The 10 include six dry bulk and four container vessels. Ship Finance plans to sell three of its non-double-hull very large crude carriers and expects to make \$46.5 million from it. The company has been adding to its container and offshore businesses. With the tanker market struggling, it might be looking to reduce its dependency on tankers.

Ship Finance's two biggest counterparties are Seadrill and Frontline. Seadrill currently constitutes nearly 40% of Ship Finance's backlog. Greek shipper Frontline contributed to 25% of Ship Finance's earnings before interest, taxes, depreciation, and amortization in the quarter. Thus, when things don't go right for these two, it affects Ship Finance as well. For instance, in its most recent quarter, Frontline swung to a loss and at the same time announced that it might need to restructure its finances and need cash to sustain operations next year. In reaction to the news, Ship Finance's shares went down 16%.

In the face of the weak spot tanker market, Ship Finance is looking to generate a major chunk of its cash flow from the offshore business. It currently has \$6.7 billion of fixed-rate order backlog, of which 43% is from offshore and 33% from tankers. Going forward, the company expects to get more business out of containers as well. Ship Finance's board has previously declared a quarterly cash dividend of \$0.39 a share (i.e., \$1.56 annually) with a whopping dividend yield of 17%.

If investing in shippers makes you nervous, fear not. We've uncovered a stock in another sector that we think you'll love. If you'd like to take a look at the one company that we've picked out for tremendous growth in 2012, check out The Motley Fool's brand new report, "The Motley Fool's Top Stock for 2012." It highlights a company that is revolutionizing commerce in Latin America. **Source: Motley Fool**



The life stock carrier **OCEAN SHEARER** moored in Northern Australian port - Photo : Paul Milburn ©



The **ZAPOYARE** passing Hoek van Holland enroute Rotterdam - Photo : Kees Torn ©



## 2012 'could spell disaster' for Asia-Europe lines, warns analyst

Competition on the Asia-Europe trade will further intensify next year following the recent spate of restructuring of alliances by major lines, predicts respected container shipping analyst Alphaliner. 'These developments forebode that the unrelenting rate war on the Asia-Europe trade is set to continue and could spell disaster for carriers in 2012,' it warns.

The current year is ending on note of frenzied realignment of lines on Asia-Europe in response to launch of the upgraded Daily Maersk service in late October. MSC has allied with CMA CGM, members of the Grand Alliance (Hapag-Lloyd, NYK, OOCL) and New World Alliance (APL, HMM, MOL) have formed a new G6 Alliance or 'Gang of Six', and Evergreen has stepped up its cooperation with CKYH-the Green Alliance (Cosco, "K" Line, Yang Ming, Hanjin) at the same time as continuing its link with CSCL.

Such consolidation of services under new partnerships 'fails to remove any excess tonnage' and could prevent the 'much hoped for rationalisation of Asia-Europe occurring, observes Alphaliner, meaning rates will remain at rock-bottom.

The Peak Season Surcharge which carriers commonly try to apply on the Far East-North Europe trade in late December has already been postponed by some lines, as the expected year-end surge in bookings did not materialise, informs the analyst. Carriers will have one last chance to raise rates in January prior to the Lunar New Year on January 23, it adds, but a weaker outlook for Chinese exports next year combined with the continued arrival of new tonnage means 'any rate gains will likely be short-lived.' **Source : Seatrade Asia**



## Euro Guidance

European Shipowners are set to announce new guidelines for the selection and appointment of armed guards onboard ships. The new detailed guidelines is due for release in January 2012 and came as a result of meetings between European security bodies, including EU-NAFOR, and the European Community Shipowners' Association. It is claimed that its recommendations would provide both an overview of current guidance and extra details. According to ECSA secretary-general Alfons Guinier there are still many problems for owners and the guidance will look to solve these issues. It is expected that the guidelines will cover everything from certification to liability, while providing more detail than the IMO guidance contained in IMO MSC 1405.

However the association has also stressed that it does not support the use of armed guards as an ultimate solution to piracy, and is still looking for the international community, the member states, the members of the UN Security Council, to ensure that the sea is safe for merchant ships. The guidelines and requirements join an increasingly congested space, as there are a number of different standards seemingly being established. There have been P&I Clubs using their own vetting, there are moves by the UK Home Office to provide checks and many shipowners are



also doing their own in-house verifications. There is a danger that this could become rather complex, and one maritime security provider said that there is a danger that some smaller companies will spend more time trying to show that they comply with various different guidelines rather than actually applying them. The answer for many seems to lie in a scheme of certification which can demonstrate that maritime security companies comply with all guidelines and are at the forefront of best practice. Such a scheme is being developed by the Security Association for the Maritime Industry (SAMI), and with a number of companies currently passing through a pilot accreditation scheme it seems that their timing could not be better. **Source : ShipTalk**

## NAVY NEWS

# U.S. Warships Cross Hormuz Despite Iran Threats

Two American warships have crossed through the Strait of Hormuz without incident despite Iranian threats to close the strategic oil route, the U.S. Navy said Dec. 29. The aircraft carrier **John C. Stennis** and the guided-missile cruiser **Mobile Bay** "conducted a pre-planned, routine transit through the Strait of Hormuz" on Dec. 27, said Fifth Fleet spokeswoman Lt. Rebecca Rebarich.



The U.S. military reported no friction with Iran's naval forces after Iranian leaders warned of possibly shutting down the vital strait if the West went ahead with more punitive sanctions over its suspect nuclear program. "Our interaction with the regular Iranian Navy continues to be within the standards of maritime practice, well-known, routine and professional," Rebarich said in an email from Fifth Fleet headquarters in Bahrain.

The U.S. aircraft carrier **John C Stennis** is seen where Iranian ships are conducting 10 days of wargames in the Persian Gulf, according to Iranian officials. (**Fars News / AFP via Getty Images**)

The U.S. warships paid a visit to the port of Jebel Ali in the United Arab Emirates before traveling through the strait to the Arabian Sea, where the vessels will provide air power for NATO-led forces in Afghanistan, she said. In response to Tehran's threats, the U.S. military said Dec. 28 that any attempt to disrupt shipping in the Strait of Hormuz would not be tolerated.

The U.S. aircraft carrier and cruiser made their way through the narrow channel as Iran's navy was carrying out war games to the east of the Strait of Hormuz in a show of military might. Iran's navy commander, Adm. Habibollah Sayari, said the aircraft carrier was monitored as it passed through the strait to the Gulf of Oman, according to Iranian state television. The strait is a choke point at the entrance to the Gulf through which more than a third of the world's tanker-borne oil passes. Although Iran could lay mines to disrupt shipping through the narrow channel, Tehran relies on the route for its own oil exports and analysts say the Islamic republic is unlikely to take such drastic steps. **Source : DefenseNews**

## SHIPYARD NEWS



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## Baltic Shipyard to launch second oil tanker for BFC

An official launching ceremony was held at Baltic Shipyard for the second vessel of a series of four non self-propelled oil tankers of Project 2734, the shipbuilding company said. The vessel will be named "**Mary**." The RUB 400 million contract for a series of four non-self steering tankers of Project 2734 was signed between the shipbuilding firm and Baltic Fuel Company Group (BFC) in November 2010. The order is funded with participation of the Bank of Saint Petersburg. The 2734 project lead vessel was christened "**Taisiya**" and launched on Sept. 27.

The Project 2734 was designed by Marine Engineering Bureau. The project was developed to satisfy the Customer's requirements, according to the latest innovations and internationally approved standards of shipbuilding. The barges will be transporting petroleum products with vapor flash point of 60° C and above, including those requiring heating. Navigation area - inland waterways and marine areas for non-self propelled cargo vessels, where the thickness of broken ice does not exceed 20 cm. To enhance environmental safety the project tanker's hull is reinforced with double bottom and double sides in the area of 12 cargo tanks of total volume of about 6,000 cbm. The barges will sail with assistance of pusher tugs, or towed by towboats as an option.

The vessels are being constructed under the supervision of the Russian River Register in accordance with modern standards, rules and regulations of commercial shipbuilding.

Ship's main characteristics: length - 108.32 m, beam - 16.86 m, hull height - 4.75 m, displacement 6120 tons, light displacement - 1020 tons. **Source : PortNews**

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## Tuticorin port sees 12% rise in cargo handling

VO Chidambaranar Port at Tuticorin, in Tamil Nadu, reported a growth of 12.06 per cent in cargo handling in the current fiscal, at around 20.02 million tonne till December 27. The port had handled 17.78 million tonne cargo during the same period previous fiscal, according to A Subbiah, chairman, VOC Port Trust.

The shipping ministry has fixed a target of 26 million tonnes for the financial year 2011-12. Subbiah expressed hope the port would meet the target, considering the growth trend. Its export traffic picked up considerably due to handling of more volume of dry cargo like MOP, liquid cargo like caustic soda lye, sulphuric acid, foodgrains like maize, general cargo like granite stone, sugar, raw sugar, machinery construction material, and containerised cargo. Imports of cargo also grew, especially liquid cargo like naphtha, LPG, diesel, liquid ammonia, fertilisers like urea, DAP and other finished fertilisers and fertiliser raw materials like rock phosphate.

There was a noticeable increase in imports of thermal coal, he said. The general cargo traffic also picked up in cashew nut, copper concentrate, machineries, gypsum, iron and steel, limestone, pulses and containerised cargo.

**Source: Business-Standard**

## Rotterdam port cargo volumes up 0.8 pct in 2011

Rotterdam port, Europe's biggest, said on Thursday its cargo volumes rose 0.8 percent in 2011, setting a new record, and predicted growth would resume in 2013 as the euro zone debt crisis is expected to continue to affect trade next year.



Photo : Rik van Marle ©

Cargo volumes passing through Rotterdam port - a major transit point for commodities and manufactured goods - rose to 433 million tonnes in 2011, from 430 million tonnes in 2010. "We expect to maintain the current level next year," the port's chief executive, Hans Smits, said in a statement. "In the second half of the year, I expect that we will have put the European confidence crisis behind us...We also expect reasonable growth as from 2013," he said. Throughput of iron ore and scrap fell 6 percent, crude oil fell 8 percent while agricultural bulk rose 18 percent.





## Oman asks Iran to return three rented oil tankers

Oman asked Iran to return three oil tankers that operated with the Iranian fleet for two years, the state-run Mehr news agency reported. Iran will return the tankers soon, the agency said, citing an unidentified oil official. Oman agreed two years ago to rent 10 tankers to Iran under an accord between National Iranian Oil Co. and Oman Shipping Co. SAOC, the state-run news agency said. Iran has 49 oil tankers in operation with a transportation capacity of 12 million tons of crude oil, Mehr said. **Source : PortNews**



The **Durga Devi** formerly: **VOS Previl** out bound from Great Yarmouth for UKCS. - **Photo : Paul Gowen (c)**

## The world's largest heavy lift ship

It is extraordinary to think that it soon will be possible to find a ship able to lift a single load of 100,000 tons and carry it across the world's oceans. This is the capacity of an astonishing craft that will enter service in 2012 from its Korean builder Hyundai Heavy Industries, for the international heavy lift specialist shipowner Dockwise.

Designated the "Type O" and to be named **Dockwise Vanguard**, the ship will, like other units in the 18 vessel Dockwise fleet, be built as a semi-submersible and employ the buoyancy in its own huge hull to lift such a vast cargo weight. This might take the form of semi-submersible drilling rigs, offshore plant or craft without their own propulsion systems or other indivisible and huge heavy project cargoes. The demand for such extreme weights has largely come from the offshore engineering world, with Floating Production and Storage Vessels now displacing this kind of weight, and requiring the safest possible methods of transporting them from where they are built, to their operational area.

The Type O will look like no other ship at sea today, a huge, ship-shaped hull offering a deck area of 275 m in length and 70 m clear breadth, all without any obstruction and available for cargo. Offset from the sides of the hull will be four towers, that on the starboard, forward side providing five decks of accommodation and the navigating bridge and controls on top. A matching tower on the port side has machinery inside, while the stern port and starboard towers contain the machinery exhausts. Described as an "ultra-sized" vessel, the Type O will be able to ballast down to

considerable depth, leaving only the tops of the four towers visible, and permitting the floating cargo to be positioned over the hull. Gradually the ballast is pumped out, so that the supporting hull rises upwards to “ground” the cargo. Once the supporting craft’s hull is clear, and at its navigating draught, the cargo can then be secured for the voyage. In spite of the ship’s improbable appearance with no raised bow as seen on other units in the semi-submersible lifting fleet, the ship will be able to carry its huge loads at a 14 knot service speed. Four engines will propel the ship and they and auxiliaries will be available for the extensive pumping equipment that will control the inflow or outflow of ballast water when the ship is handling cargo. On her maiden voyage from her South Korean builders, the huge ship is expected to carry a very large offshore platform from Korea to a construction site in the US Gulf. The **Dockwise Vanguard** will take over the existing heavy lift crown from Dockwise’s Blue Marlin. **Source: Bimco**

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## Shanghai and Beijing offices become a fully Jumbo Shipping entity



JUMBO's **FAIRPLAYER** discharging reels at Tg Langsat earlier this month destined for Technib's Asiaflex facility  
**Photo : Borge Fogh ©**

Thanking China Shipping for the pleasant cooperation during the past 10 years the joint venture between Jumbo Shipping and China Shipping has come to an end with mutual consent, the heavy lift operator's press release said.

In Shanghai Jumbo continues to serve its clients from its recently set-up representative office at a new location. The office is headed by my Mr. Sun Ming, with ms Li Mo as his assistant. The Beijing-based office has also become a fully operated Jumbo entity. This office is headed by Mr. Simon Jiang, with Mr. Li Tong as his assistant.

Operating from two locations, Beijing and Shanghai it is Jumbo's aim to further increase the level of service, personal contact and responsiveness to client needs. **Source : PortNews**



The **SAPURA 3000** at sunset in the Timor sea – **Photo : Paul Milburn ©**

## Davao port to be privatized in 2013

The government is set to privatize the entire operation of the Port of Davao in 2013 to keep up with its fast-growing cargo volume, Business Mirror reports. The terms of the privatization plan are now being drafted by the Department of Transportation and Communications, said Christian Santillan, district manager for Southern Mindanao of the Philippine Ports Authority (PPA). "We've been seeing volume growth in the port at a rate of 7 percent to 10 percent every year for the last eight years," Santillan, who is also the port manager of Davao, said in an interview with reporters. "We [the Port of Davao] are the best-performing port in Mindanao even compared with Northern Mindanao." The PPA operates the Davao port, also known as the Sasa Wharf, with the Davao Integrated Port Stevedoring Service Corp. (Dipsscor) as the port's cargo handler. The company is a wholly owned subsidiary of International Container Terminal Services Inc.

About 70 percent of the products handled at the port are bananas from Davao and nearby areas. According to the United Nation's Food and Agricultural Organization, the Philippines is the world's fourth-largest exporter of banana in 2010 after Ecuador, Costa Rica and Colombia. Shipping lines, however, said the country's billion-dollar banana exports industry was in peril because of the port's inefficiencies; the facility lacks proper cargo-handling equipment to service large vessels that call. An official of the American President Lines (APL) said the port needs a major facelift because its dilapidated state affects the efficiency of the shipping lines calling.

The official said its vessels' average waiting time before discharging at the port is around 40 hours or almost two days. Liners spend more for the extra time their vessels sit idle. They also use more bunker fuel during the long wait. "The process [of cargo handling] takes even longer since they [PPA] don't have a crane and all of the vessels that we use have [cargo handling] gears," the APL official said. Even if the port authorities can provide new cargo-handling equipment, the Port of Davao's old structure may not be able to withstand the weight of a crane, the shipping executive added. An official from the shipping line Maersk-Filipinas Inc. noted that the port's shallow draft cannot accept larger ocean-going and even domestic vessels. APL and Maersk Lines are the port's biggest clients. According



to data, APL's container traffic to Davao Port reached 80,323 twenty-foot equivalent units (TEUs) from January to September; Maersk's container traffic reached 91,879 TEUs during the same period. PPA officials acknowledged that the port has not been constructed to handle containers since less than 10 years ago Sasa Wharf only accepted a handful of cargo. In 2003, the port only handled 2.71 million metric tons of cargo, more than half of which are domestic goods. In 2007 the volume started to increase to 3.47 million metric tons with foreign cargoes meant for export to Asia, the Middle East and other parts of the world accounting for half of the volume.

As of October this year, the port already handled 4.46 million metric tons, of which 2.78 million metric tons are foreign cargoes. In terms of containerized cargoes, the port handled 478,994 TEUs from January to October. The PPA said in its earlier presentation that it needs some P3.98 billion to expand the Davao port. The project include the strengthening of Berths 1 and 2, development of Container Yard 3, demolition of the existing building, development of 300 container-yard reefer outlets as well as the supply and installation of four gantry cranes and installation of eight rubber-tired gantry cranes. Once completed, the project is expected to increase the capacity of the port to about 1.3 million TEUs or double it current one. **Source : PortNews**



The latest addition to the Malta Maritime Pilots, the **FOXTROT** offshore Grand Harbour, Malta in SW Gale Force 8-9 on Thursday 21st December, 2011 of which finally her port of registry is Valletta of which for several days after commissioning it was Malta!!!!

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

## Expanding the Panama Canal

When it was opened in August 1915, the Panama Canal was hailed as one of the wonders of the modern world. Built to accommodate the largest US battleships (then the biggest ships in the world) the 80 km waterway has remained constrained by the size of its lock chambers which are 267 m length and 28 m wide, ever since it was built. In recent years, the number of ships which are too big to transit the waterway has been increasing, and in 2006 the citizens of Panama took the bold decision to expand their canal to enable it to take far larger vessels, and thus increase its market share. The scheme is scheduled to take 8 years to complete, at a cost of USD 5.25 billion, but will considerably upgrade the waterway to 21st century standards, a third set of lock chambers enabling many more ships to be taken through the waterway each day, in addition to the larger containerships, bulk carriers and tankers now in service. The development will effectively double the capacity of the waterway. The greatest and most challenging element in this amazing civil engineering project is the construction of a parallel but far larger set of locks at both Pacific and Atlantic ends of the canal. These huge sets of locks, each with three Chambers to lift ships from sea level to that of the waterway itself will be 426 m in length, 54.9 m wide and will have a depth of more than 18 m. An ingenious system of reservoirs is also being built to minimise the amount of water from the Chagres River used for each lockage, as this must be rationed during the Panamanian "dry" season. The new locks will operate alongside the existing chambers so in fact the expanded canal will have a "three-way" system available for ships in transit.

Another major engineering achievement will be the deepening and widening of the 13 kms of the Gaillard Cut, which is the narrowest part of the canal where it cuts through steep hills, so that the largest vessels will be able to pass in this length of the waterway. Explosives have been used extensively to blast the banks before the dredgers can come in and remove the spoil. The approach channels on both Atlantic and Pacific sides of the waterway are also being dredged to accommodate the deepest ships able to make the transit, when the new and expanded waterway enters service, hopefully in 2014, 99 years after the isthmus was first crossed by ship. The costs of the expansion of the 80 km long waterway will eventually be wholly met by the users. It is expected that the shipping industry will be fast to take advantage of the improved and expanded waterway, with shipowners able to switch larger units through the canal, thus minimising the costs of shipping goods. It also has implications for ports, notably in the US, many of which need to be deepened to take the larger vessels . **Source: Bimco**



The Chinese bulker **JIN RUI** outbound from Rotterdam-Laurens harbour assisted by the KOTUG tugs **ZP MONTELENA** and the **SD JACOBA** - Photo : Marijn van Hoorn (c)



### **TENDERSERVICE MAASMOND**

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The **NIRINT ZEELANDIA** enroute Moerdijk - Photo : Michel Kodde (c)

## Securing A Nation

India's president on Tuesday stressed the need to improve maritime security, as the energy-hungry nation grows and ramps up offshore oil and gas exploration activity. Conducting only the 10th presidential fleet review since independence in 1947, Pratibha Patil said safeguarding India's coastal waters was "a major requirement for the social and economic well-being of our country".

"The oil exploration activities off our coasts and at sea are of significant economic importance," she said in an address on board the naval patrol ship **INS Subhadra**. "Therefore, the protection of our coast, our 'sea lines of communications' and the offshore development areas is a major pre-requisite of our nation's development." The 77-year-old head of state, who is also supreme commander of India's armed forces, took the salute of sailors from 81 ships anchored within sight of Mumbai's landmark Gateway of India monument.

She also witnessed a ceremonial fly-past of fighter jets and helicopters. Maritime security has been pushed up the homeland security agenda since 10 Pakistan-based Islamist militants hijacked an Indian fishing boat and forced it to sail to Mumbai in November 2008. The gunmen slipped under the coastguard and naval radar before launching an audacious assault on landmark targets in the financial and entertainment hub, killing 166 and injuring more than 300.



Offshore oil and gas fields are becoming increasingly important as India imports about 80 percent of its crude oil and has been frantically trying to find new, domestic fuel sources as the country's economy grows. Major companies involved in exploration include India's largest private sector firm, Reliance Industries, which earlier this year signed a \$7.2 billion deal with BP to tap reserves off India's east coast. **Source : ShipTalk**



All sailors are happy to see the harbour lights when they arrives Hook of Holland. **Browema International bv** make its possible with his jack-up to renovate and painting them. **Photo : Thijs Broekmeulen (c)**

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



Above Tideway's **FLINTSTONE** off ST Marine Yard, Singapore yesterday  
**Photo : Capt. Jan Dubbeldam ©**

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