

**DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 327**



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



**Above seen the woodship carrier FORESTAL DIAMANTE approaching Burnie, Tasmania  
Photo : Willem J.M. Kappert ©**

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The tug **FRIESLAND** seen assisting the **HOEGH CHENNAI** of Velsen North, due to that the storage depots for new cars in Amsterdam are full now the car carriers are discharging at the NAM quay side in Velsen North

Photo : Joop Marechal ©

## Pirates strike 450 miles east of Tanzania

Somali pirates continue to extend their range of operations.

AFP and other agencies report the International Maritime Bureau's Piracy Reporting Center as saying that on Saturday pirates attacked a Dutch operated, Hong Kong flag containership (Due to the ITAR-TASS data, the vessel's name is "**Maersk Regensburg**", the owner is A.P. Moller-Maersk) east of Dar Es Salaam, Tanzania and 350 nautical miles west of the Seychelles. The ship reported seeing eight pirates in two speed boats who fired semi-automatic weapons and an RPG launcher, causing a fire to break out on the containership.

The ship, with a crew of 19 on board, took evasive action and managed to escape the pirates. Source : MarineLog



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## **Panama Canal expansion threatens some US ports**

The slowdown in international trade has left the docks at the United States' biggest seaport complex quieter than they've been in years.

Some workers, particularly non-union "casuals", at the Los Angeles and Long Beach ports wait for shifts that never come. Automobiles and other merchandise pile up as consumers dig in for a long economic winter.

But the problems at the twin ports, along with smaller West Coast harbours, extend beyond the nation's economic woes, maritime experts say, and changes on the horizon could leave the seaports struggling to keep customers.

That's the assessment of a recent report by London-based Drewry Supply Chain Consultants, a maritime industry research firm that has about 3,000 clients in more than 100 countries. West Coast ports will see increased competition from the Panama Canal, which is undergoing a bigger-than-expected expansion due to be completed in 2014, Drewry said. In addition, rising Chinese labour costs will push some manufacturing back to Mexico and South America.

Even if global trade returns to its formerly robust pace, Drewry said, "any new trade will probably pass the West Coast by. Volumes are unlikely to decline, but the days of strong growth on the Pacific Coast are behind us."

The ports of Los Angeles and Long Beach are directly or indirectly responsible for 886,000 jobs in California, according to a 2007 study by the Alameda Corridor Transportation Authority. The \$256 billion in US trade that moved through the ports that year, including \$62.5 billion in California cargo, was also responsible for \$6.7 billion in state and local tax revenues, the study said.

But times change, Drewry and other maritime experts say, and future economic conditions will shine a more favourable light on the all-water routes to East Coast and Gulf Coast ports by way of the Panama and Suez canals.

A.P. Moller Maersk, the world's biggest shipping line, this year reduced its business from Asia to the US West Coast in favour of stronger Asia-to-Europe trade. This month, the Denmark-based giant announced more changes.

Maersk said it would join with the world's third-largest shipping line, France's CMA CGM, and cut back its Asia-to-US business by an additional 8 per cent with new routes through the Panama and Suez canals.



The new business partnerships come at a time when the maritime industry is reeling from the global economic slowdown and credit crisis, delaying delivery of new vessels and killing deals considered too much of a revenue risk. Those pressures, Drewry says, will result in changes that will be difficult to unravel even as global trade eventually recovers.

Officials at West Coast ports say that they are doing what they can to remain competitive. But Drewry and other authorities say the ports suffer from a number of problems, including a lack of land for expansion and rail capacity that is significantly lower than in the past, despite billions of dollars in investments.

Now, Drewry says, West Coast market share is about to take a serious hit, "possibly forever", from a "rejuvenated, aggressive and soon-to-be widened Panama Canal" that will have locks capable of handling cargo ships carrying as many as 13,000 containers - much larger than the 8,000-container ships it was originally expected to accommodate.

The American Association of Port Authorities, which represents most of the Western Hemisphere's major harbours, is devoting the current issue of its Seaport Magazine and an upcoming seminar in January to the shifting international trade routes and the Panama Canal expansion. **Source : Gulfnews**

## **Multraship refloats grounded barge after offloading rock cargo**

NETHERLANDS-based towage and salvage specialist Multraship has successfully refloated the **Stema Barge II** after the 135 m-long vessel grounded in shallow water inbound to the Dutch port of Eemshaven with a cargo of rocks following the loss of its tow to the tug Hellas on November 16.



**Photo : Koos Boertjens ©**

After initial attempts by local tugs to refloat the barge had proved to be unsuccessful, Multraship was contracted on November 25 under a Lloyd's Open Form 2000 agreement incorporating SCOPIC. Multraship immediately mobilised the equipment and personnel needed to discharge part of the barge's cargo of 24,000 tonnes of rocks.

The aft section of the barge had sunk deep into a sandbank, and some 12,000 tonnes of cargo was discharged by excavator onto the **Multrabarge II**, **Wagenborg Barge I** and **Charlie Rock**, which vessels were then towed into the port of Eemshaven and the rocks discharged onto the quayside. Throughout the unloading operation, the **Stema Barge II** was kept steady aground by means of controlled pressurisation and ballasting of its tanks and void spaces.

Leendert Muller, managing director of Multraship, says, "What might under other circumstances have been a comparatively straightforward salvage operation was complicated in this case by the fact that the extremely shallow water in which the barge had grounded meant that it was difficult to find suitable tugs and salvage craft to bring and keep alongside the grounded barge. There was also a severe groundswell, which delayed operations on a number of occasions. We mobilised a great deal of equipment and had a salvage team working around the clock. About sixty people, including a salvage master and supervisors, naval architects, divers and riggers were employed in the rescue operation, working aboard six salvage craft/tugs, three fast launches, and three barges. "

The barge was refloated on December 7 and towed into Eemshaven, where cargo discharge continued and inspections got under way.



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## Pirates shifting the goalposts on EU armada

As an EU armada began operations off Somalia's pirate-infested coast Monday, maritime authorities said pirates are attacking shipping further south along the African coast, extending the already vast area the warships will have to protect. British Admiral Philip Jones will have six warships and three spotter planes at his disposal when his Atalanta naval force officially takes over from four NATO vessels patrolling near the Gulf of Aden.

But the pirates have already moved the goalposts in the game of high-seas tag with warships deployed to protect shipping, and have gradually turned their gunsights on targets outside Somalia's waters. "The problem is that the pirates are no longer just attacking ships off the Somalian coast but are going further east and south where there is no naval protection," Noel Choong, head of the International Maritime Bureau piracy reporting centre in Kuala Lumpur told AFP. "Previously the pirates were attacking off southern Somalia but now you are seeing attacks 400 to 500 miles from the Kenyan coast, where they are targeting ships, and they are going even as far off to Tanzania, which is further south."

Heavily-armed pirates set a Dutch container ship ablaze in an unsuccessful attack off Tanzania on Saturday, the IMB said. The pirates fired a rocket-propelled grenade at the Dutch-operated vessel during Saturday's attack, 450 nautical miles east of Tanzanian capital Dar Es Salaam, the International Maritime Bureau said Sunday. The unnamed, Hong-Kong-flagged ship caught fire but even though it was damaged, it managed to outrun its attackers. The IMB said the ship's captain noticed a white-hulled fishing boat believed to be the pirates' mother ship near the scene of the attack. "So it is clear that the pirates are expanding their base of operations and operational area," Choong told AFP on Monday, adding that the pirates are becoming bolder and more dangerous. "We find it very disturbing that they are going so far out of their operational area, encroaching in waters at least two countries away."

"The fact that they can attack 450 nautical miles east of Dar Es Salaam is very worrying." The heavily-armed pirates, many of them former fishermen who blame French and Spanish tuna fleets of clearing out local fish stocks, prey on ships along a key route leading to the Red Sea through which one-third of the world's oil transits. Equipped with high-powered boats, assault rifles and rocket launchers, the pirates have attacked more than 100 ships since the beginning of the year. Drawn from several local clans on the Somali coast, they are currently holding more than a

dozen foreign merchant vessels and their crew in several ports along the Indian Ocean coast. Their biggest prize to date, the Saudi supertanker *Sirius Star*, was hijacked off the Kenyan coast on November 15, before being taken to the Somali port of Harardhere where it remains the subject of tense ransom negotiations. The armed gang aboard the *Sirius Star* have demanded a 25-million-dollar ransom for the fully-laden tanker from the owners Vela International.

The other big catch near Harardhere is the Ukrainian vessel, the *Faina*, which was carrying a huge arms shipment -- ostensibly for Kenya but diplomats say the government of Southern Sudan was the arms final destination -- when it was hijacked more than two months ago. On Sunday, the gang holding the ship threatened to pull out of a deal to release the vessel after accusing the owners of stalling on a ransom payment, believed to be around 3.5 million dollars. The challenge facing the EUNAVFOR Atalanta mission is enormous, even before the pirates' southward migration is taken into account. Out of the 80 attacks reported in the past three months alone, half of them occurred in or around the so-called corridor which merchant vessels have been encouraged to use in order to benefit from navy protection. "You would need at least 100 naval ships in the area to make a decisive impact but this is impossible," said Jean Duval of French maritime security firm Secopex.



Above seen the arrival of the 'Blue Ocean' in Mazatlan, Mexico as seen from the bridge of HAL's *Ryndam*.  
Photo : 3rd Officers Jordie Kuipers & Ronald Meijer ©

## Dry bulk rates hit 22-year lows as crisis deepens

Another week ended with Baltic Dry Index at new lows, this time plunging at 663 points, losing 52 points throughout the week, or about 7 percent. This marked the lowest point since the 2nd of June 1986, i.e. more than 22 years ago, with the market poised to drop at even lower levels this week, if the lack of cargoes maintains its resilience. The BCI, which tracks capesize demand, managed to post modest gains of 4 percent on the week, but the Panamax index almost collapsed, shedding 118 points, which translates at nearly 19 percent. Similarly, the Supramax index lost 74 points or 12 percent. Meanwhile, it's important to note that Chinese banks are injecting billions to support selective shipyards in an effort to stop defaults on order that have already been secured. According to the latest report by Weberseas, up to 25 percent of all ships currently on order face cancellations. During the week, Golden Ocean (John Fredriksen's dry bulk company) has stopped its stake increase process in Navios Maritime Holdings. "They recently built up their stake to 5% (in total 5.3 mill shares were acquired at around USD 48 mill) but the decision has now been

taken to stop any further increase of their stake and instead concentrate on reducing their USD 1.6 bill n/b exposure" Weberseas said.

Another broker, N. Cotzias shipping group, one of the oldest in the business, said in its November monthly report that all types of dry cargo ships have seen their values dropping in perfect correlation with the sharp drop in the freight market. "The percentage of second hand price drop ranges from -70% to -85% compared June's and July's peak prices" said Cotzias. Similarly, time charter daily rates have gone rapidly down by approximately -92% to -97% and rates of \$170,000 and \$200,000 plus per day were replaced by the end of November by rates of \$5,000 and \$6,500 usd/day. From the demolition front, news are that more and more vessels are withdrawn from the market, even as scrap prices were down to a mere \$200/ldt in November, when just one month before they stood at \$500+/ldt. That didn't stop 57 vessels from being sold for scrap during the previous month, a number reached for the first time since January and April of 2004. Out of them, 21 ships, or 37 percent of the tonnage sold, were owned by Hellenic shipping companies, according to N.Cotzias. Weberseas added that perhaps it is better to go along with a lower price but with a quality scrap buyer rather than selling high and getting disappointed and frustrated in the end". **Source : Nikos Roussanoglou, Hellenic Shipping News**

## **Somali pirates threaten to pull out of Ukraine ship deal**

Somali pirates holding an arms-laden Ukrainian cargo ship on Sunday accused the owners of stalling on a ransom payment and threatened to pull out of a deal for its release struck a week ago. The warning came as the European Union prepared to launch its first-ever naval operation to tackle piracy near the Horn of Africa and after heavily-armed pirates set a Dutch container ship ablaze in an unsuccessful attack off Tanzania. The pirates fired a rocket-propelled grenade at the Dutch-operated vessel during Saturday's attack, 450 nautical miles east of Tanzanian capital Dar Es Salaam, the International Maritime Bureau said Sunday. "The ship caught fire but the captain successfully took evasive action to prevent a hijack," Noel Choong of the Bureau's piracy reporting centre in Kuala Lumpur told AFP. Choong said the pirate attacks were spreading southwards from Somali waters. "Pirates have become bolder and more dangerous. They are also firing automatic weapons and rockets indiscriminately."

The EU naval mission, dubbed Atalanta and comprising six warships and three surveillance planes, officially takes over from four NATO vessels off near the Horn of Africa on Monday. The EU armada prepared to begin its operation amid delicate negotiations for the return of two of the biggest prizes captured by the pirates, the Ukrainian arms carrier MV Faina and the Saudi supertanker **Sirius Star**. A pirate spokesman told AFP that the armed gang holding the Faina was unhappy about the delay in the ransom payment. "The ship's owners are taking too long to hand over the money," the spokesman, identifying himself only as Ahmed, said by telephone from Hobyo town, near the pirate lair of Harardhere. "There have been consultations between the force on the ground and on the ship and everyone agreed that if the money is not delivered on time, to abandon the agreement," he added.

Elders in the area who did not wish to be named said a ransom of 3.5 million dollars had been agreed for the ship, carrying 33 Soviet-type battle tanks, rocket launchers and ammunition when it was seized off Somalia two months ago. Sugule Ali, the spokesman for the group of pirates aboard the **Faina**, told AFP on November 30 that agreement on a ransom had been reached and it was "just a matter of time and a few technicalities" before the ship and its crew were released, which he said would occur "within four days". The **MV Faina**, one of more than a dozen ships held by pirates, was anchored a few miles off the coast of Harardhere, north of Mogadishu, after being moved several times. The **Sirius Star**, also moored off Harardhere, is also the subject of long-running negotiations, which have so far failed to produce a breakthrough. Pirates who seized control of the vessel off Tanzania on November 15 have demanded a 25-million-dollar ransom for the fully-laden tanker from the owners Vela International.

Meanwhile Germany, one of the eight participating countries in the EU force, said Sunday piracy suspects captured by the EU mission might be handed over to third countries such as Somalia's neighbour Kenya for trial. Foreign Minister Frank-Walter Steinmeier said the EU was reviewing agreements "whereby suspects could be taken by third countries that are willing and in a position to launch criminal proceedings." Defence Minister Franz Josef Jung said that pirates captured by the EU force could be handed over to "friendly states" seeking the suspects for attacks on their ships.

**Source: AFP**





## Japan protests intrusion by Chinese survey ships

Japan protested on Monday after two Chinese marine survey ships entered what it considers its waters, with Tokyo's top government spokesman describing the incident as "extremely regrettable". The two ships were spotted by the Japanese coast guard six kilometres (four miles) southeast of the uninhabited Senkaku, or Diaoyu islands, which lie between Taiwan and Japan and are claimed by both governments as well as China.

"Such activities by Chinese ships are extremely regrettable. We are demanding the Chinese government order their immediate withdrawal," Chief Cabinet Secretary Takeo Kawamura told reporters. "The Senkaku islands are an integral part of our traditional territory. We are demanding the Chinese government order their immediate withdrawal," he said. Japan has made similar protests in the past over maritime scientific research by China in what Tokyo considers to be its waters.

The latest spat comes as Japanese Prime Minister Taro Aso prepares to host a summit with Chinese Premier Wen Jiabao and South Korean President Lee Myung-Bak in the western Japanese city of Fukuoka on Saturday. It will be the first such summit to be held separately from multilateral forums. The three countries have met previously on the sidelines of the Association of Southeast Asian Nations (ASEAN) Plus Three summit. Asked about the possible impact of the territorial row on the summit, Kawamura said: "I am not particularly thinking about it, but from the Japanese point of view, this (the intrusion) is not acceptable." Japan declared the islands part of its territory in 1895 when it took over Taiwan. After World War II, the United States used the islets for military drills before handing them to Japan in 1972 along with Okinawa.

China and Taiwan renewed their claims to the area after oil deposits were confirmed nearby in the 1970s. Tokyo and Beijing have been trying to repair relations, which were badly strained under Japan's former prime minister Junichiro Koizumi over memories of Japan's aggression in Asia before and during World War II.

## Pirates 'target convoys' in Serbia

Pirates have attacked some 38 Bulgarian convoys at the Serbian port of Smederevo in the past two years, the daily Segar reported Friday, citing Bulgaria's national shipping company. The pirates stole cables and loads, including metal cargo, coal and petrol, while the convoys were docked in the Danube port some 200 kilometres upriver from Bulgaria, the company deputy director Ivan Ivanov told the newspaper.

In one such incident in October, armed pirates came aboard docked Bulgarian ships after approaching in a small boat, and a crew member who tried to repel the attack was pushed into the river and injured, Ivanov added.

Ukrainian ships were also targeted in Smederevo, he noted. **Source : iol.co.za**



## Fiji fisherman stabbed in high seas

Police are likely charge an Asian national over the knifing dead of a local fisherman on board a fishing vessel over the weekend. Police assistant spokesman Corporal Suliano Tevita said the incident took place in the high seas somewhere between Fiji and the Solomon Islands. He said the captain of the China-registered vessel informed Fiji police of the incident following which the boat was ordered to return to port in Suva.

According to Tevita, the Asian national was arrested as soon as the fishing boat berthed at the Suva harbour.

Police says the alleged incident took place after an argument erupted between the local man, whose identity has not been revealed, and the Asian national. The Asian then allegedly stabbed the Fijian to death with a kitchen knife.

Police are likely to lay charges after the post mortem examination results are known tomorrow. The suspect remains in Police custody. **Source :** [fijilive](#)

## Cruise ship stranded in Antarctica

Chilean naval crews are waiting for the high tide on Monday to try to free a cruise ship stranded in Antarctica, after the first attempt to refloat the vessel was unsuccessful.

Attempts on Sunday to free the **MV Ushuaia** (Photo Right), which is stuck on the rock, tilted to one side and leaking fuel, proved to be more difficult than first thought.

Eleven Australians were among 120 people on board the ship who had to be evacuated to Argentina after the vessel was damaged when it hit a rock on Thursday.

US-based International Association of Antarctic Tour Operators executive director, Steve Wellmeier, said a Chilean naval tug had inspected the vessel, and sent divers to establish the extent of the damage.

"The propellers and rudders remain undamaged," he said in a statement on Monday. "It is understood that only a small amount of leakage has taken place before the flooding seawater sealed the tank.

"An oil spill barrier has been deployed and ... the wind continues to disperse the oil in the direction away from the two closest wildlife sites and towards more open water."

The ship was due to arrive in Argentina on Monday local time, so the passengers will either be heading home or continuing with their travel plans. "Those passengers ... gave their thanks for everyone involved in their safe repatriation," Mr Wellmeier said. **Source :** [thewest.com.au](#)



## Confidence liner can be salvaged

Eleven Australians and one New Zealander who were among 120 people on board a cruise ship damaged when it hit rocks in Antarctica on Thursday have been safely evacuated to Argentina. Still stuck on the rocks, tilted to one side,

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 327

taking in water and leaking fuel, the **MV Ushuaia** is expected to be freed on the next high tide, a spokesman for Antarctic tour operators said on Sunday.

"The main issue now that the passengers are safe, is will there be any environmental problems, but right now it doesn't seem to be a serious problem," Steve Wellmeier, executive director of the US-based International Association of Antarctic Tour Operators, said.

Wellmeier said a Chilean naval vessel took on board passengers and crew from the stricken vessel on Friday, and took them to King George Island, at the northern end of the Antarctic peninsula. He said about 120 people, including five staff, were flown by Argentinian aircraft on Saturday night to the town of Ushuaia - the main embarkation point for trips to the Antarctic.

"From there they will go wherever their homebound plans take them," Mr Wellmeier said. It is believed the ship's crew and two Antarpplly Expeditions staff members remain onboard the grounded vessel. This is the third cruise ship mishap in Antarctica in two seasons. In the most alarming incident, a Canadian ship with 154 passengers hit an iceberg and sank, forcing occupants into lifeboats and causing a massive fuel slick.

Due to depart for Antarctica on Wednesday, Garry Matthews from Adelaide said the incident would not deter him from continuing with "the journey of a lifetime". Having spent eight months planning a tour of the Antarctic and Argentina, the 30-year-old post-graduate medical student said people travelling to the Antarctic were fully advised of the inherent dangers before making a booking.

"Everything is planned, everything organised, the people I'm going with have done it dozens of times before, they have contingency and emergency plans," he said. "Yes it's remote, and hence you can't sort of click your fingers and say 'I need a helicopter to help this person', but that's no different to where I worked in Indonesia for three years."

While booked with a tour operator other than Antarpplly Expeditions, Matthews said all tourists were prohibited from boarding any of the Antarctic tours without comprehensive travel insurance. Wellmeier said while he was unaware as to whether or not Antarpplly Expeditions would reimburse customers who were onboard the stricken cruise, changes to travel arrangements were common place when touring the Antarctic. "If you're locked out by the weather for two days ... no you don't get a refund, this is kind of part and parcel of expeditions," he said. "Itineraries are subject to change due to weather, ice and it's very difficult to predict what you can do, what you can't do, when you go to a place like Antarctica." **Source : OneNews**

## IMO calls for policy on arming vessels

ARMING seafarers should be discouraged, but flag states should work with owners to come up with a policy on carrying armed professional security teams on ships, the IMO's Maritime Safety Committee has said. There was overwhelming support in the Maritime Safety Working Group against arming seafarers and concerns were raised that this could lead to an escalation of violence both before and after an attack.

However, the MSC acknowledged that the used of armed profession security teams on vessels was a matter for flag states to determine in conjunction with shipowners. A number of delegations present at the MSC meetings this week expressed concern about the decision on arming vessels being left to flag states rather than involving coastal and port states, who might have conflicting views about the issue of armed ships visiting their waters.

Concerns were also raised over whether owners of vessels flying a certain flag could be forced to concede to the wishes of a flag state who wished its vessels to carry armed guards. IMO secretary-general Efthimios Mitropoulos came up with a compromise wording to ensure that flag states would work with owners of ships flying their flag to consider in what circumstances ships would be allowed to carry armed professional security teams and take action as appropriate.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 327

The MSC has also approved guidelines on security aspects for the operation of vessels which do not fall within the scope of Solas chapter XI and the ISPS code, including fishing vessels, pleasure craft, passenger vessels, and commercial non-passenger and special purpose vessels.

MSC 85 has also been considering the development of the Long Range Identification and Tracking System, including transitional arrangements for the establishment of the LRIT system. The majority of contracting governments were in favour of transitional arrangements ending on June 30, 2009. Following the adoption at MSC 84 of a resolution on the establishment and operation of the International LRIT Data Exchange on an interim basis by the US, the US has indicated that it is prepared to continue to provide and operate the data exchange on an interim basis for a period of two years after December 31, 2009.

The committee approved the procedures for considering proposals for the amendment of technical specifications for the LRIT system as well as documentation for the prototype, development integration and modification testing phases of the system. Also approved was guidance on certification of compliance of ships with the requirement to transmit LRIT information, guidance to search and rescue services on receiving the information and agreement on the best course of action to protect the system in the face of a malicious attack.

The MSC has also been considering the finalisation of goal based standards for bulk carriers and tankers and the associated amendments to SOLAS. **Source : Iloydslist**



The Supplier **REM MERMAID** seen working on location of jack up rig **NOBLE RONALD HOOPER**.  
**Photo : Henk Marijs ©**

## China demands advance manifests

Effective January 1 China's Customs agency will demand ships to report advance manifest data for shipments of cargo on vessels that load at foreign ports and are destined for or to be transhipped in ports in China.

For box ships, the information is to be submitted 24 hours before loading at a foreign port; for non-container vessels, the requirement is 24 hours before arrival at the first port within China's customs territory.

Likewise, advance manifest data must be submitted for cargo loading out of ports in China. For container vessels, the deadline is 24 hours before loading. For non-container vessels, the requirement is two hours before loading. **Source :** *Seatrade Asia*

## IJmuiden heeft in 2011 de eerste "Groene Sleepboot"

De koningin heeft de **Groene Draeck**, IJmuiden heeft straks een Groene Sleepboot. De eerste echt milieuvriendelijke havensleepboot wordt namelijk in IJmuiden ontwikkeld. Door sleepdienst Iskes en ontwerp bureau Offshore Ship Designers. „Milieu staat hoog op de agenda”, zegt Ronald Vergouwen van Iskes Sleepdienst. „Maar een milieuvriendelijke sleepboot kopen kan niet, ze bestaan namelijk nog niet.”

De 'Green Tug' gaat werken met waterstof brandstofcellen die elektriciteit opwekken. Daarna is een batterij geschakeld om energie te kunnen leveren als er een vermogenspiek nodig is. Tot slot krijgt de havensleper een aantal dieselgeneratoren aan boord voor de momenten waarop daadwerkelijk een schip gesleept wordt. Over de hele levensduur van een Green Tug zal hij tot 98 procent minder SOx en NOx uitstoten dan een conventionele sleepboot en tot dertig procent minder CO2.

De milieubesparing komt door het gebruik van waterstofcellen die energie opwekken zonder schadelijke uitstoot. „70 procent van zijn tijd ligt een sleepboot stand by langs de kade”, legt Vergouwen uit. „En 25 procent van de tijd vaart hij op en neer naar sleepklussen en gebruikt hij minimaal vermogen. Slechts 5 procent van de tijd heeft hij een groter vermogen omdat hij een schip moet slepen. Alleen tijdens die momenten is zoveel vermogen nodig dat de dieselgeneratoren aan moeten. Bij het stand by liggen en op en neer varen gebruikt de boot waterstof. Tijdens een sleep wordt automatisch geregeld hoeveel dieselveermogen er nodig is.” **Bron :** *IJmuider Courant*

## CASUALTY REPORTING

### Aanvaring LT 62 en Fins roro-schip



De Nederlandse viskotter **LT 62**, varende onder Engelse vlag, en het Fins roro-schip **Birka Exporter** zijn maandagmorgen rond half zeven dertig kilometer ten noordwesten van Vlieland met elkaar in aanvaring gekomen. Beide schepen liepen schade op aan de romp. Er vielen geen gewonden.

De boomkorvisser (40 x 8,5 meter) liep een scheur op en maakte water. Het schip probeert een droogdok of helling in Texel te bereiken. Aan boord bevindt zich een Nederlandse bemanning. Het schip heeft Harlingen als thuisbasis.

Het Finse schip liep een fors gat boven de waterlijn op en vaart richting Amsterdam voor reparatie.

Naar verwachting komt het schip daar aan het einde van de middag aan.

De Inspectie Verkeer en Waterstaat (IVW) doet vooronderzoek naar het ongeval. **Bron:** *Schuttevaer*.





## NAVY NEWS

# Bouw vier nieuwe patrouilleschepen marine begint

De bouw van de vier nieuwe, kleinere patrouilleschepen van de Koninklijke Marine is gisteren (maandag) begonnen in het dok van **Damen Schelde Naval Shipbuilding** in Vlissingen. Staatssecretaris Jack de Vries (Defensie) verrichte daarvoor de kiellegging van het eerste schip **Hr. Ms. Holland**. Hij heeft een oude Hollandse duit uit 1742 op het allereerste deel van het schip gelast.

De **Holland** zal naar verwachting in het voorjaar van 2011 klaar zijn. De andere patrouilleboten zijn vernoemd naar de provincies **Zeeland**, **Groningen** en **Friesland** en komen in de jaren erna beschikbaar. De vier patrouilleboten komen in de plaats van de zes grote en zwaar bewapende multi-purposefregatten, die Nederland heeft verkocht. De nieuwe schepen zijn 108 meter lang en daardoor wendbaarder, wat ze geschikter maakt om te patrouilleren. Ze kosten samen ongeveer 450 miljoen euro. De vier nieuwe patrouilleschepen hebben een lichtere bewapening. Ze worden uitgerust met een 76 mm Oto-Melara scheepskanon, een snelvuurkanon en twee Hitrole machinegeweren. De wapens zijn volledig op afstand bedienbaar.

Verder zijn er allerlei hightech-snuffjes aan boord. Zo zit er sensor- en communicatietechnologie in de mast waarmee hoog- en laagvliegende luchtdoelen, snelle bootjes, periscopen, mijnen en zelfs zwemmers worden gedetecteerd en gevolgd.



The South African **S 102 SAS CHARLOTTE MAXEKE** seen alongside the **A 301 SAS DRAKENSBERG** at the Salisbury Island naval facility in Durban. – Photo : Trevor Jones ©

# Head of Royal Navy threatens resignation over push to scrap Harriers

THE RAF is trying to use a major cash crisis within the Ministry of Defence to get rid of the Fleet Air Arm, defence sources said last week.

Its campaign, which is being fought under the slogan "one nation, one air force", has led to the head of the Royal Navy, First Sea Lord Admiral Sir Jonathon Band threatening to resign.

Air Marshal Sir Glenn Torpy, chief of air staff, is attempting to push through proposals to scrap the 75 Harrier jump jets currently shared between the navy and the air force.

Torpy believes that the lack of a carrier-borne attack aircraft until the first of the new aircraft carriers comes into service, now 2015 at the earliest, will not be a problem. He argues that with the main focus of UK military operations for the next decade likely to be land-locked Afghanistan, there is no current need for carrier-borne aircraft.

When the new carriers come into service the RAF can fly the Joint Strike Fighters that are currently due to fly off them.

Scrapping the Harriers five years early in 2013 is seen as a relatively painless way of saving £1bn, the cost of keeping the aircraft flying. The £1bn is what the National Audit Office says will be the cost of two Harrier support contracts, one with BAE Systems and the other with engine supplier Rolls Royce.

It is the only aircraft support contract that has yet to be signed so the MoD could decide not to go ahead with it without incurring penalty clauses.

Getting rid of the Harriers will also lead to the closure of the Joint Harrier Force base at RAF Cottesmore in Rutland, adding to the cost savings. Torpy is thought to have the support of Air Marshal Jock Stirrup, the chief of defence staff, for the measure which is set to lead to a major clash between the RAF and the navy.

But senior naval sources said last week that Band will resign if the RAF proposals are pushed through. "He's had enough," one said. "The navy has been cut and cut and cut again to get the carriers."

The conflict comes amid what the sources said was the worst inter-service fighting since Labour's notorious "east of Suez" defence cuts of the mid-1960s.

Band is furious that the navy is taking the brunt of the cutbacks caused by a £2bn black hole in the defence budget, the sources said. John Hutton, defence secretary, will announce this week that the navy's cherished two aircraft carriers will be delayed by up to two years.

The navy agreed to a string of cuts to its ship numbers to keep the carriers and is now facing not only the loss of all its fixed-wing aircraft but also major cuts to its submarine force.

One of a number of options designed to save money involves the accelerated retirement of the navy's current Trafalgar-class attack submarines and delays to the Astute replacements.

This would leave the navy with only four attack submarines for the five years between 2020 and 2025, compared to the current eight.

It has also been told its new frigates, known as the future surface combatants, have been indefinitely postponed and plans to get rid of aging Type-22 frigates have been scrapped. Hutton has told the defence chiefs that they must come up with a final plan to save the £2bn shortfall by a meeting of the defence board on Friday December 19.

The Ministry of Defence declined to comment on the issue ahead of Hutton's anticipated announcement this week.

**Source :** timesonline

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## Falkland Islands to be left without warship

The Falkland Islands are to be left without the protection of a British warship for the first time since the war with Argentina because the Royal Navy no longer has enough ships to meet all its commitments.

The frigate **HMS Northumberland**, which is armed with guided missiles, torpedoes and a Lynx helicopter, was due to be sent on patrol to the islands this month. But it will now be replaced by a Royal Fleet Auxiliary (RFA) vessel not equipped for offensive combat operations.

The controversial decision was forced on senior naval commanders by the increasing problem of overstretch facing the Royal Navy.

Cuts to the size of the fleet over the last 10-years – the Royal Navy has just 22 frigates and destroyers compared to 65 in 1982 – has left the service with too few ships to meet its responsibilities.

The Telegraph also understands that the Royal Navy is likely to face more cuts in the near future while major projects such as the £3.9bn new carrier programme could be delayed. Ageing vessels such as Type 23 frigates, which were commissioned in the late 1980s, will have their service life extended by up to 20-years.

The last time the British government reduced its naval presence in the South Atlantic was in 1982 when the ice patrol vessel HMS Endurance was withdrawn from patrolling the area around the Falkland Islands. The move prompted an invasion by the Argentine military and led to the Falklands War.

**HMS Northumberland** was due to begin a six-month voyage in the South Atlantic but has been diverted to take part in the European Union counter-piracy mission off the coast of east Africa. In its place, **RFA Largs Bay**, a landing ship which is crewed by civilian sailors, will arrive in the South Atlantic this week to begin its mission of protecting the islands from the potential threat posed by Argentina, which still claims sovereignty of the islands.

The vessel will be equipped with a Lynx Mark 8 helicopter and Sea Skua anti ship missiles for self-defence. The landing ship has a small number of Royal Navy sailors who are responsible for manning a helicopter flight deck as well as a boarding party made up of lightly-armed Royal Marines but Royal Navy sources have said that the ship would be able to do little more than protect itself in the event of an emergency.

The size of the military force on the Falklands has been dramatically reduced since the end of the war in 1982. The islands are garrisoned by just 50 soldiers, composed of infantry, engineers and signallers. The RAF has four Tornado F3 air defence aircraft and crews to maintain them while the naval component consists of just one ship.

The Royal Navy has some 22 frigates and destroyers in the fleet, however only a third are available for operations at any one time and the seven currently available for operational service are already taking part in deployments. One senior naval source said that successive cuts by the government had left the Royal Navy vulnerable and unable to properly defend its interests overseas.

He said: "The Royal Navy has been pared to the bone. The fleet is now so small that the Royal Navy can't even send a proper warship to guard the Falklands. By the time the Royal Navy has met all of its operational obligations there is nothing left and that is why a civilian-crewed Royal Fleet Auxiliary ship has been sent to the Falklands.

"In any shooting war with a serious enemy the Royal Navy would cease to exist within a few weeks. Rock bottom is an appropriate description of where the Royal Navy now is." A Ministry of Defence document leaked to The Telegraph last year revealed that the Royal Navy would struggle to fight a war against a "technologically capable adversary". The report also stated that the Royal Navy was an "under-resourced" fleet composed of "ageing and operationally defective ships".

Admiral Sir Alan West, a former Chief of the Naval Staff, and who is a security minister in the Lords, has previously warned that the reduction in the fighting capability of the Royal navy could cost lives and gave warning that Britain would end up with a "tinpot" Navy if more money were not spent on defence.

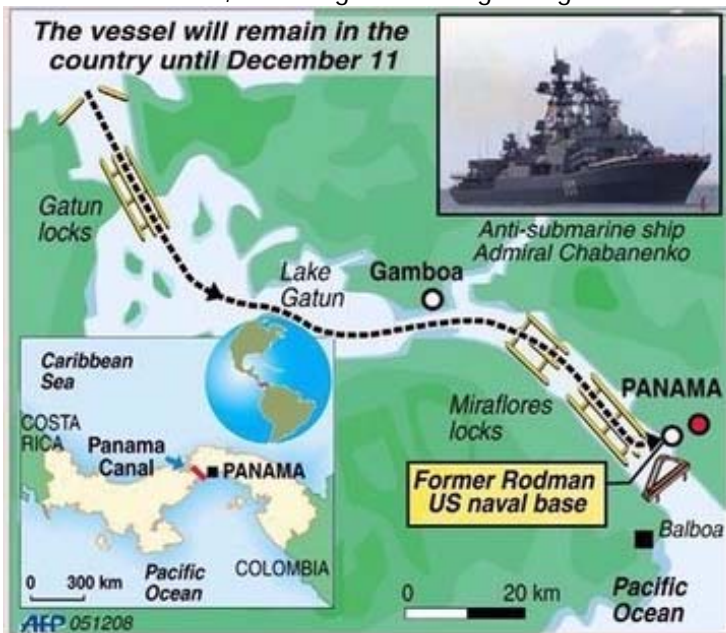
Liam Fox, the shadow Tory defence spokesman, said: "The Government needs to explain how this won't impact on the security of the Falklands. What on earth are we doing putting EU flag waving ahead of our own security priorities?"

"It is outrageous that the British Government would ever diminish the protection of our strategic interests in order to pay homage to the politics of the EU."

A spokesman for the MoD, said: "The government is fully committed to the defence of the Falkland Islands. There is a whole package of assets – air, sea and land assigned to the region, not simply one ship. The Royal Navy maintains the flexibility to redeploy its ships to where they will have maximum effect." **Source : telegraph.co.uk**

## First Russian Warship Since World War II Makes Round-Trip Detour Through Panama Canal

The destroyer **Admiral Chabanenko** became the first Russian or Soviet military ship to traverse the Panama Canal since World War II, reflecting Moscow's growing influence in the region.



Commanded by Capt. Anatoly Dolgov, the ship with a crew of 451 men arrived in Panama Friday after taking part on Dec. 1 in joint anti-terrorist exercises with the Venezuelan navy in the Caribbean.

The purpose of the ship's visit to the Central American country is to stock up on provisions, give sailors a rest, share experiences with Panama's aero-naval service and contribute to strengthening relations between the two countries, diplomatic sources said.

The ship entered the canal from the Atlantic side Friday night and after passing through it docked at the Vasco Nuñez de Balboa base (formerly the U.S. Navy base of Rodman), where it will remain until Tuesday, a spokesman for the Panama Canal Authority told Efe.

The anti-submarine vessel split away from a Russian fleet that is visiting ports of "friendly nations" and will unite with the other ships in Caribbean waters after crossing the canal a second time, a spokesman for the Russian embassy said.

The first Russian navy deployment to the Western Hemisphere since the Cold War came after Moscow expressed its anger over Washington's move to send Navy vessels to Georgia during that country's recent conflict with Russia.

Although Moscow said the joint exercises with Venezuela - governed by socialist Hugo Chavez, a fiery critic of U.S. foreign policy - had nothing to do with "third countries," they were widely viewed as a challenge to the U.S. influence in Latin America.



Speaking about the stopover in Panama, the Russian diplomatic mission said in a statement that the "visit is of historic significance. It is the first crossing of the inter-oceanic waterway by a Russian military ship in many years."

The only time a similar crossing occurred was in 1944, during World War II, when four Russian submarines crossed the waterway from the Atlantic to the Pacific side. "At that time, our countries were part of the anti-Hitler coalition," the spokesman said.

The Panamanian government said the passage through the canal by the Russian ship, which paid a toll like any other military or cargo vessel, highlights the waterway's status as a neutral trans-oceanic waterway.

Panama's first vice president and foreign minister, Samuel Lewis Navarro, noted that "the canal is open to all of the world's ships." That neutrality was established in treaties signed 1977 with the United States. Those agreements ensured that "in times of peace and ... of war it shall remain secure and open to peaceful transit by the vessels of all nations on terms of entire equality."

Under the treaties, the United States - which had exercised control over the waterway since 1903 - agreed to hand the canal over to Panama after the end of 1999. **Source : laht**

## One dead in fire on Russian warship

One naval officer died in a fire on Russia's Baltic Fleet frigate the **Neukrotimy** (Indomitable) on Monday, a senior Navy official said according to RIA Novosti. "The body of an officer was discovered during a thorough search of the ship," Captain 1st Rank Igor Dygalo, an aide to the Russian Navy commander, said.



Above seen a file photo of the **731 NEUKROTIMY**, seen passing Maassluis outward bound from Rotterdam  
**Photo : Piet Sinke ©**

Earlier reports said no one had been hurt in the fire that broke out early on Monday on the frigate anchored at Baltiisk, the Baltic Fleet's main base.

Dygalo said the frigate, at the end of its operational life span, was due to be taken out of service, adding there had been no weapons on board the ship when the fire started.

The Krivak-2 Project-1135 **Neukrotimy**, built in 1978, was damaged in 2005, when a practice mine exploded during rehearsals for Russia's Navy Day causing a 3-meter hole in the ship's hull and flooding the ship's engine room.

## Carrier dumps jet fuel into ocean

The aircraft carrier **Abraham Lincoln** dumped about 10,000 gallons of jet fuel into the ocean off the Southern California coast, a Navy spokeswoman said Friday. The ship was performing drills when crew members discovered the leak in a fuel-filter room and several adjacent rooms about 6:30 p.m. Thursday, said Cmdr. Dora Lockwood of the Navy's 3rd Fleet.

After the spilled fuel was isolated, the ship travelled more than 50 miles offshore to dump it in compliance with the Maritime Pollution Act, she said. Coast Guard officials said the thin layer of fuel covers an area about 10 miles south of San Clemente Island that measures 4,000 yards by 18,000 yards. The fuel is expected to evaporate over the weekend.

"It's out in the open ocean," said Petty Officer 3rd Class Henry Dunphy, a spokesman for the Coast Guard station in San Diego. "It's not projected to be drifting toward land." **Source : signonsandiego**

## Operation Atalanta Update

The French paper Le Point is listing the following ships as part of **Operation Atalanta**, the EU NAVFOR operation for fighting piracy.

Greece: **HS Nikiforos Fokas (F466)**

Netherlands: **HNLMS De Ruyter (F804)**

France: **FS Jean de Vienne (D643)** and **FS Nivôse (F732)**

Spain: **SPS Victoria (F82)**

Germany: **FGS Karlsruhe (F212)** and **FGS Mecklenburg-Vorpommern (F 218)**

Great Britain: **HMS Northumberland (F238)** and **HMS Cumberland - (F85)**

Sweden: **HMS Stockholm (K11)**, **HMS Malmo (K12)**, **HMS Visby (K31)**, and **HMS Trossö (A264)**

Norway (non EU contributing member): **KNM Fridtjof Nansen (F310)**

Operation Atalanta is broken into three periods of four months each: December-March, April-July, and August-November 2009. Greece, Germany, France, and Great Britain will start the first period. Spain and Sweden will begin during the second period, while the Netherlands will arrive in the third period. It is unclear which period Norway will be their contribution. **Source : informationdissemination.blogspot**

## SHIPYARD NEWS



The new generation Damen 2810 type tug **SMIT CAYMAN** commenced yard trials in Vietnam, the newbuilding tug is built under yardnumber 51 at Song Cam Shipyard (Vietnam).

**Photo : Ton Has ©**

## **Rivergate Finishes Work on MY Steve Irwin**

Rivergate Marina and Shipyard has completed the new helipad onboard the Sea Shepherd Conservation Society's flagship, the **MY Steve Irwin**.

Rivergate's bid to fit the new helipad was accepted due to a design to move the helipad from the hangar to the fore deck.

"Some of greatest ideas come from utilizing tried and tested technology in a new and different way," said Mr Steve Fisher, General Manager of Rivergate. "The engineers, Marine Engineering Consultants, devised a system of a retractable the landing pad from the hangar out to the aft deck using a system of genoa tracks commonly used on sailing vessels. This system dramatically reduced the cost and ultimately, won us the bid."

After three months of construction, the M.Y. **Steve Irwin** now has a purpose-built landing pad and hangar on its stern for their next campaign.

Used to defend whales against illegal whaling operations in the Southern Ocean, the M.Y. **Steve Irwin** completed the construction over the last three months, close to the home of its name sake, the late **Wildlife Warrior, Steve Irwin**.

"I would like to thank the Rivergate staff who assisted us in completing the helipad on board the **Steve Irwin**. Rivergate's ability to coordinate contractors, tradesman and projects in a seamless, timely fashion was very impressive. I would highly recommend their facility," Captain Paul Watson.

The 60 metre vessel will depart Brisbane on Wednesday 3rd December 2008 with founder and captain, Mr Paul Watson, and celebrity activist Ms Darryl Hannah.

Established in 1977, Sea Shepherd Conservation Society is an international non-profit, marine wildlife conservation organization whose mission is to end the destruction of habitat and slaughter of wildlife in the world's oceans in order to conserve and protect ecosystems and species. **Source : maritimetoday.com**



The **CE EXPRESS** seen in Dubai Drydocks undergoing drydocking repairs

**Photo : Reinier Meuleman - Marine Management SCMT ©**



## SUBTECH INYATHI LAUNCHED IN DURBAN



Photo : Grant Bairstow (MICS) - Subtech (Pty) Ltd ©

The **SUBTECH INYATHI** was launched late last week at the Subtech berth in Durban. This was an owner designed and build project. The 16.5m, 71mt barge will be utilized to place the beams on the piles for the new chemical berth in Richards Bay. The berth building project is going well with Subtech currently having four vessels and a 300mt heavy lift crane on site.

The barge will be followed by another 31.6m barge which will be launched within the next couple of days. The next barge, the **SUBTECH INKONKONI** was built by SA Shipyards and will be used predominantly in the marine civil industry but will also be utilized for various port operations work.

## Grootste driemaster bij Scheldewerf

De grootste driemaster van Nederland wordt de komende maanden opgeknapt op de Scheldewerf in Vlissingen. Het gaat om het 59 meter lange zeilschip **Eendracht** uit Rotterdam. Het schip wordt onder meer uitgedeukt en opnieuw geverfd. Verder worden de zeilen nagekeken en wordt er een nieuw kunststoffen dek aangelegd. Omdat er zeewater bij de bedrading is gekomen wordt de navigatieapparatuur ook gelijk vervangen. 450 vrijwilligers gaan helpen bij de onderhoudsbeurt, die een half miljoen euro kost.

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## Shipping firms face unhappy new year

As 2008 draws to a sorry close, the boom momentum that the shipping industry was enjoying at the start of the year is now a distant memory with demand falling in direct proportion to the economic slowdown. Charter rates continue to plummet with the scenario of idle tonnage becoming a certainty for the near future, especially as newbuildings ordered during the 'good times' are now being delivered. Unsurprisingly, the volume of these deliveries is unlikely to be repeated for some time.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 327

So as ship operations feel the pinch, so are the shipyards in a big way, as the banks withdraw from providing finance to them and the aforementioned drop in demand exacerbates their plight. The latest statistics released by Paris-based AXS-Alphaliner show that container ship orders have dropped to a 13-month low, for the first time to under the 6.5 million TEU mark.

Another example of the current shipbuilding situation was highlighted in Fairplay Daily News Service last week. It said Germany's Federal Government has pledged hundreds of millions of Euros in financial guarantees and disbursements to German yards and ports to mitigate the economic downturn by the provision of guarantees intended to make it easier for yards to gain funding from commercial banks. Fairplay went on to quote the German Shipbuilding and Ocean Industries Association (VSM) that from an aggregate orderbook of 192 ships, 55 projects are in limbo because they lack support from banks.

This malaise is being reflected in China that has now become a world leader in shipbuilding because of price competitiveness. According to China Economic Net the estimated 3,000 or so shipyards in China had expanded at a stunning rate on the back of the country's robust economic development. Last year, total orders at Chinese shipyards beat Japan, and were second only to South Korea. In terms of new orders, China became Number 1 in 2007, reaching a staggering 98.5 million deadweight tons (DWT), or 42 per cent of the world's total. However, the current pessimism is now evident here with Chinese yards admitting that ship buyers now are starting to hold back their orders while banks have tightened their fund guarantees amid gloomy market sentiments.

China Economic Net goes on to quote a recent report from the China International Capital Corporation Limited (CICC) that says the number of new ship orders worldwide dropped 66 per cent year-on-year in September. Chinese yards, in particular, experienced a 34 per cent drop in new orders in the first nine months of this year.

Then there is the piracy issue that has rocketed into the news because the world media suddenly woke up to a problem that has been present for quite some time. So at a time when the current economic situation is seriously impacting world shipping, the additional, frightening burden of cost for managing the risk of piracy will have to be borne by the ship operators, and eventually the customers. As long as recession pressures persist, things look gloomy in the new year. **Source : Gulfnews**



The **Callisto Maassluis** seen in action at Gunfleet Sands. - **Photo : Peter Lankester ©**

## Tanker outlook: Owners unlikely to walk away from newbuild contracts

Most of the tankers currently on order will be built and delivered, according to New York broker Poten & Partners. This is in marked contrast to the dry bulk market where analysts believe large numbers of bulk carriers will be seriously delayed or cancelled. However, tanker owners and investors are anxiously awaiting a clear picture on the orderbook, amid the recent chaos in shipping markets. Tanker values, however, have stood up reasonably well, with a "relatively low level of asset price correction compared to other sectors".

The fact that almost two thirds of tankers due to be built in the coming years have been ordered at well-established yards, mostly in Asia and many of them publicly listed, indicates that future deliveries are more certain than in some other sectors. Moreover, says Poten, only about 5% of the tanker orderbook has been contracted at so-called "greenfield" yards - those considered least likely to perform in the new straitened global financial framework.

Less experienced shipyards will experience temporary delays, Poten believes, but such delays will ultimately have a limited effect on the total capacity of the tanker fleet over the longer term. "More importantly," the broker says, "market sentiment has given little indication that shipowners are itching to walk away from commitments." **Source : Seatrade Asia**

## New bid for Irish Ferries

The Irish Continental Group and Moonduster consortium have launched a new bid to buy Irish Ferries.

The two shareholders confirmed that they were in preliminary discussions to bid for the entire share capital of Irish Ferries, which is valued at about US\$354 million.

Irish Ferries offers routes between Britain and Ireland, Holyhead / Dublin and Pembroke / Rosslare, and two routes between France and Ireland, Cherbourg / Rosslare and Roscoff / Rosslare. **Source : Baird Online**



Wagenborg's **WATERSTROOM** seen outward from Rotterdam  
**Photo : Fred Vloo ©**

## Guangzhou's Q4 export growth expected to fall

Guangzhou export growth is expected to keep falling in the fourth quarter as the financial crisis exerts an increasing impact on local economies.

The city's foreign trade value went up 16.4 per cent year on year to US\$62.88 billion in the first three quarters. The export value remained stable at \$32.6 billion, up 17.9 per cent which was 4 per cent higher than Guangdong's average level, while the import value rose 14.9 per cent to \$30.2 billion.

Affected by the slack demand in the US this year, Guangzhou's export volume growth shrank 0.2 per cent in the first three quarters. But meanwhile, its exports to the EU and Japan still kept at a growth rate at 20 per cent or so with a 33.9 per cent increase in the ASEAN exports and a 26 per cent growth in some other emerging markets, which, to some extent, has made up for its loss in American export markets. **Source: schednet**

## ATLANTIC VISION ARRIVED IN ST JOHNS

The **Atlantic Vision** arrived in St. John's, Newfoundland today under rainy skies. The vessel which will start service for Marine Atlantic will be in port all week. with a formal "coming out" party on Thursday



The **RT MARGO** seen enroute Rotterdam  
Photo : Piet Sinke ©

## New port to open in China

Hutchison Port Holdings Ltd., the world's largest container-terminal operator, plans to help develop new port facilities in Shenzhen, southern China, because of the country's rising exports.

Shenzhen Yantian Port Group and Hutchison Port have agreed to develop a terminal as part of the Shenzhen Yantian East Port Phase I, Hutchison Whampoa Ltd's terminal unit said in an e-mailed statement yesterday.

The new facility will have four berths, Hutchison Port said, without providing a timeframe for the plan.

Hutchison has expanded in China as the country's rising exports of toys, furniture and other goods fuels sea-cargo. Still, traffic has slowed this year in Shenzhen, near Hong Kong, because of the global recession, crimping margins for port operators in the city. **Source : GulfNews**

## **Namibia's Walvis Bay Corridor plans \$100 mln investment**



Namibia's Walvis Bay Corridor Group will invest \$100 million over three to five years to expand Walvis Bay port to handle growing cargo from copper mines in Zambia and the Congo, a company official said on Friday.

Left : The Synchronlift seen in the port of **Walvis Bay**

**Photo : Piet Sinke ©**

Johnny Smith, business development executive at Walvis Bay Corridor, said the port has been handling more cargo to and from Zambia, southern Angola and the

eastern Democratic Republic of Congo (DRC).

Zambia and DRC copper mines were using the port increasingly for exports of copper and imports of mining equipment and machinery, Smith told journalists in Zambia's capital of Lusaka.

"We have decided to invest approximately \$100 million in the next three to five years to deepen the port to handle larger ships and to put up new infrastructure," Smith told journalists in the Zambia capital of Lusaka.

Smith said only \$50 million had been invested between 2004 and 2008 on upgrades and expansion at the port, the only major harbour in the desert African country.

Smith said the Walvis Bay port had raised its cargo handling to 48,600 tonnes in 2007/2008 from slightly more than 27,000 tonnes in 2006/2007 as more exporters from Europe and the Americas switched to Walvis Bay from traditional ports like Durban and Dar-es-Salaam -- both on Africa's east coast.

He said future plans were to increase the number of ships docking at Walvis Bay to more than 4,000 a month from the current figure of between 2,000 and 3,000 ships. **Source : africa.reuters.com**





HAL's **VOLENDAM** seen moored in Burnie (Tasmania)  
Photo : Willem J.Kappert ©

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## Australian Govt to boost border protection

The seizure of the biggest boatload of suspected asylum seekers this year near Broome has forced the Rudd Government to boost border security.

The government has also denied claims by opposition leader Malcolm Turnbull that its relaxing of immigration laws is responsible for a recent surge in 'asylum seeker arrivals.' Australian border protection officers intercepted a boat with 44 passengers on Sunday on suspicion they were being smuggled into the country..

The passengers, thought to be from Afghanistan, and three crew were stopped off the west coast, near the northwestern community of Broome, Home Affairs Minister Bob Debus said.

They are being taken to remote Christmas Island, to a processing centre for asylum seekers. Mr Debus said the government would assign an extra navy vessel and Air Force surveillance aircraft to monitor people-smuggling and illegal activities.

The statement described the boat as a 'suspected people smuggling vessel', without saying where it was registered or had travelled from. Mr Turnbull launched an attack on the government for scrapping temporary protection visas, saying it encouraged people smugglers to target Australia.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 327

The boat was intercepted after being spotted by an air force Orion P3 surveillance aircraft as part of increased patrols. 'People smugglers are taking advantage of good seasonal conditions and the extra border patrols will be kept in place to cover this period of activity,' Mr Debus said in the statement.

Former prime minister John Howard waged a long and controversial campaign against illegal asylum seekers, making changes to laws concerning Australia's borders in a bid to prevent them claiming asylum.

Although widely accused of pandering to racism, his stance is widely thought to have helped him win an election in 2001. An offshore processing centre on the Pacific island nation of Nauru set up under Mr Howard was ordered closed when current Prime Minister Kevin Rudd's Labor government was elected last year.

However, Mr Rudd has also taken a strong line on border protection and Australia has now instead developed its own processing centre on Christmas Island, a remote Australian possession south of the Indonesian island of Java.

Source : [skynews.com.au](http://skynews.com.au)



The **MSC CINDY** seen leaving stern first the Europa Harbour in Rotterda-Europoort

Photo ; Rik van Marle ©

## Tankers held up by Fos-Lavera strikes

A second day of strikes last Friday by workers at the French hub terminals of Fos and Lavera is causing a backlog of tankers to form outside the port in Marseilles. Increasing numbers of both crude and product tankers are now waiting in anchorage as a "go-slow" industrial action is slated to continue for "an unlimited period", reports said. "For the time being vessels at Fos are stopped – disconnected and idle alongside," reported Inchcape Shipping Services. Inchcape said last Friday that close to 10 crude oil tankers including six aframaxs are already being held up, with some 14 more expected over the next few days. A separate report last Friday said that up to 35 vessels were already waiting outside the port. Port authority workers for Fos and Lavera are apparently protesting privatisation plans. Source: [portworld](http://portworld)

## Traveling Phu Quoc by five-star cruise ship

Hong Kong's Royal Group will bring its five-star cruise ship, **Jupiter** Cruises, to Vietnam to explore the Phu Quoc –

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 327

Shihanouk Ville tourist route. This service will be available before Christmas this year. This will be the first five-star cruise service for Phu Quoc, a joint-service offered by Royal Group and Vietnam's Sea Star Corporation.

**Jupiter** conducted trial trips as of November 2. Service providers have not announced official fares for the tour, nor a detailed schedule. The ship, Jupiter Cruises, has nine stories, is 178m long, 22m wide, and weighs 21 tons. It can serve 1,000 passengers at once, offering various luxuries, such as conference rooms, restaurants, bars, karaoke, shopping malls, beauty and entertainment services.

The Sea Star Corp and Royal Group plan to build a tourism port in Phu Quoc. Currently, as Phu Quoc Island is quite neglected, **Jupiter** Cruises will have to anchor in Duong Dong, around 2km offshore of Phu Quoc.

Source : Vietnam Net Bridge



"HAL's **Eurodam** and **P&O's Ventura** bridge wings 'almost' touching while docked at Road Town, Tortola

Photo : Frank de Vries – Ch.Eng Eurodam ©

## Taiwan, China to launch direct shipping next week

Taiwan and China are making preparations to launch direct shipping next week, ending the five-decade ban imposed by Taipei in 1949 at the end of the Chinese civil war, harbour officials and media reports said Monday.

The Transport Ministry said that it would announce details of the launch after the parliament passes the pact on direct shipping, signed in Taipei on November 4. According to the pact, direct shipping should start on December 15.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 327

"As soon as the parliament has passed the direct shipping pact, we will announce the details, including whether foreign ships can join the direct shipping," a ministry official told Deutsche Presse-Agentur dpa, asking not to be named.

Officials of Taiwan's three main ports - Kaohsiung, Taichung and Keelung - said it was up to shipping firms to decide when to launch direct shipping and the ports would make arrangements accordingly.

According to the Commercial Times, Chinese ports plan to launch direct shipping with Taiwan between December 13-18. A container ship from the China Ocean Shipping Co (COSCO) will sail from Tianjin port to Kaohsiung on December 15, with a second COSCO ship arriving at Kaohsiung on December 18.

"COSCO's Taiwan company will hold a welcome ceremony for the first ship's arrival," Lin Wen-shan, head of the Kaohsiung Harbour's press office, told dpa. The China Shipping Container Lines Co Ltd (CSCL) plans to launch direct shipping with Taiwan on December 15 by dispatching a container ship from Shanghai to Kaohsiung, the Commercial Times said.

The Chinese government has instructed the ports of Shanghai, Dalian, Qingdao, Tianjin, Xiamen, Fuzhou and Taicang to hold ceremonies launching direct shipping with Taiwan, the daily said. Taiwan's Yang Ming Marine shipping company has invited Taiwanese President Ma Ying-jeou to attend the firm's direct shipping ceremony, it added. Taiwan and China split at the end of the Chinese civil war in 1949. Since then, Taiwan has banned direct sea, air and trade links with China. Because of the bans, many foreign shipping lines and cruise companies have dropped Taiwan from their international routes, dealing a heavy blow to the country's exports and tourism. But on June 4, Taiwan and China signed pacts on direct sea and postal links, daily charter flights and food safety.

When the pacts are passed by Taiwan's parliament, Taiwanese and Chinese ships will be allowed to cross the Taiwan Strait while the weekend charter flights between the two countries, launched on July 4, will be replaced by daily flights. **Source : topnews.in**



The famous Dutch (ex Smittak) salvage vessel **JACOMINA** seen at Astilleros Port de Denia.

**Photo : Tom Juijn – seasalvage ©**



## Container Traffic Down

US container traffic (the ports of Los Angeles, Long Beach, Oakland, Seattle, Tacoma, New York/New Jersey, Hampton Roads, Charleston, Savannah and Houston) downshifted further in November, bringing it to the lowest level since 2004, TradeWinds reports.

In November traffic is estimated at 1.26 mn TEU, an 8.5% drop from the same month of last year.

Volume for the year is projected at 15.3 mn TEU, down 7.1% from the last year.

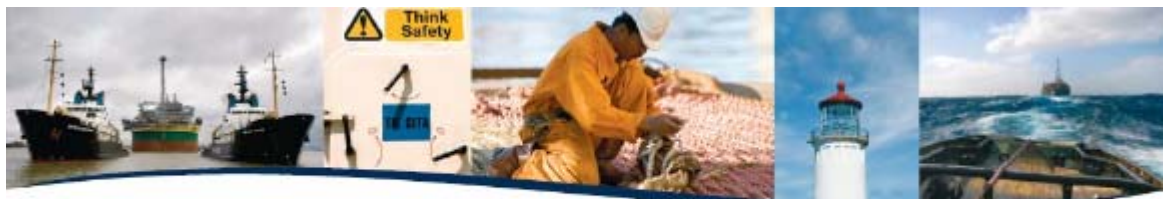
## China's dry container output nearly halted -CIMC

Hit by slow demand due to the global financial crisis, almost all of China's dry container business has ground to a halt, CIMC, the world's largest shipping container maker, said on Monday.

"Our company has warned of the risks as slowing demand is now a universal phenomenon due to the economic environment caused by the global financial tsunami," CIMC said in a statement published in the official China Securities Journal in response to media reports that it had halted dry container production. The statement re-affirmed that CIMC's business was traditionally slack in the fourth quarter, but added that the company had allowed more staff to take leave this year than in previous years due to slow demand, as reported by Reuters last week. The financial crisis has also forced shippers to cut freight rates, with Danish shipping and oil group A.P. Moller-Maersk slashing container freight rates from Asia to the U.S. West Coast by nearly a quarter. **Source: reuters.com**

## MOVEMENTS

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**PARTNERS IN POWER**

### SVITZER OCEAN TOWAGE

Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands

Telephone : + 31 2555 627 11  
Telefax : + 31 2355 718 96  
E-mail: [ocean towage.sales@svitzer.com](mailto:ocean towage.sales@svitzer.com)  
www : [www.svitzer-coess.com](http://www.svitzer-coess.com)



The French flagged tanker **Bro Charlotte** arriving at Lyttelton, New Zealand to discharge petroleum product from Singapore. - **Photo : Alan Calvert**

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



Seen in Cape Town, Monday morning the **ACERGY POLARIS**, following completion of an extensive refurbishment.  
**Photo : Glenn Käsner ©**

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