

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 001



Number 001 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 01-01-2010**

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

DAMEN

ANCHOR & CHAIN FACTORY (AKF)

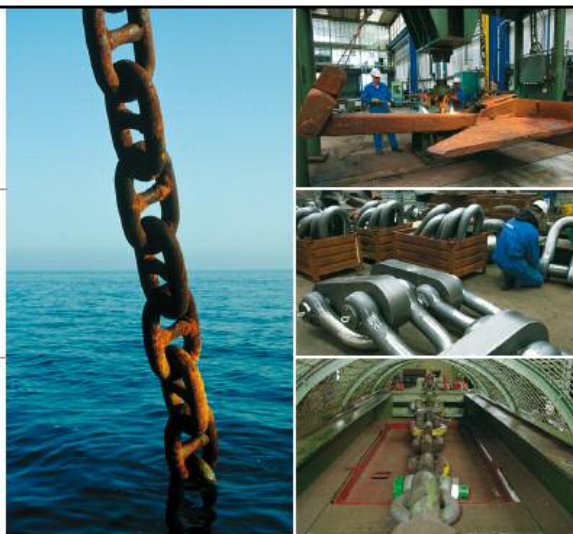
- Supply of marine anchor- and towing equipment
- Lloyd's approved testing house up to 2000 mt
- Repair and modification of anchors and anchor chain cables

P.O. Box 22
3100 AA Schiedam
The Netherlands

phone +31 10 204 19 28 / 31
fax +31 10 234 02 00

akf@akfanchorchain.nl
www.akfanchorchain.nl

Member of the DAMEN SHIPYARDS GROUP



Bestuur en medewerkers van het
Nationaal Sleepvaart Museum te
Maassluis wensen alle maritieme
belangstellenden in 2010 een
behouden vaart !

**Het bestuur en medewerkers van het Nationaal Sleepvaart Museum te Maassluis
wensen alle maritieme belangstellenden in 2010 een behouden vaart !**

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :**

newsclippings@gmail.com

If you don't like to receive this bulletin anymore, kindly send an e-mail with the word "unsubscribe" in the subject line to newsclippings@gmail.com, after receipt of this e-mail I will remove you from the distribution list soon as possible

EVENTS, INCIDENTS & OPERATIONS

SVITZER
OCEAN TOWAGE



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
www : www.svitzer-coess.com

Marine officers to get higher pay

Marine officers employed on Indian registered ships are in for a New Year bonanza. The Marine Union of India and Indian National Shipowners Association have signed an agreement for revision of wages last week. The settlement will be split in two revisions, effective April 1, 2008 to March 2010 and April 2010 to March 2012. For the two-year period starting from April 2008, there will be hike by 10 per cent in basic wages where as from April 2010 - March 2012 there will be a subsequent increase from nine per cent, Mr S.S.Khan, MUI, General Secretary told Business Line confirming the development. The agreement was signed on December 24, 2009.

The entire backlog of arrear will be disbursed by the shipping companies individually. There are about 2700 officers with Indian Ships, of which most of them are on contract basis. "Given the huge shortage of officers in the shipping market, officers can afford to hold their ground and argue for more," said Mr Kailish Gupta, Director HR and Personnel, Shipping Corporation of India. According to him, SCI total out go will increase by 20 per cent after this revision. Officers working on Indian ships are leaving for foreign ships which pay higher salaries.

Source: The Hindu Business Line

Oil will be removed within 36 days

A good five months after the Chinese iron ore laden ship **M V Asian Forest** sank some six nautical miles from the mouth of New Mangalore Port, its owners have given a definitive time frame for removal of 400 tonnes of oil on board the vessel. **Smit Salvage**, the salvors contracted by the owners, have assured the district administration that the process of removing the oil would be completed in 36-days from December 29.

Wan Yet Fong, assistant salvage master of **Smit Salvage**, in a powerpoint presentation made to deputy commissioner V Ponnuraj here on Tuesday said the bulk carrier is currently situated upright with a port list of 43 degrees and stern trim of approximately two metres. The bulk carrier listed heavily to the port side due to the cargo in its hold shifting on July 17, subsequently sank a day later and has been lying there ever since.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 001

Fong said the process of removing the oil would be carried out in three phases. While phase one includes mobilization, which has already been done, phase two comprises execution, which got underway during the day. Phase three of the operation consists of demobilization, that is, process of dealing with the oil removed from on board the vessel. The salvagers on Tuesday undertook the task of laying oil booms rounds the wreck.

A bunker barge MOB Gazraaj has been mobilized from Nagapattinam port and will arrive at the wreckage site on January 3. A craft Hako Esteem with equipment and personnel mobilized from Smit's bases in Singapore and Rotterdam are on the spot. The salvors will use hot tap system to remove the oil on board the vessel, Fong said.

The salvors are in touch with refiners approved by Central Pollution Control Board to take care of sludge on board the vessel. The team has kept 2,000 litres of oil dispersant on hand on board the craft to meet any exigency of oil spill during the removal, which Fong said was unlikely. **Source : Times of India**



STALLED SCARE

After 2 recent sea tragedies, passengers of a ferry boat from Batangas port on Wednesday evening got a big scare when their vessel's engine failed in the middle of the trip to Oriental Mindoro province. The **MV Starlite Navigator** left Batangas port 5 p.m. for Calapan in Oriental Mindoro.

After 1 hour and upon reaching Matopoc Point, which is still in Batangas City area, the roll on/roll off ferry's engine failed. Worse, the lights of the ferry also went out. Initial investigation by the Philippine Coast Guard (PCG) said that engine may have malfunctioned.

The vessel's crew, however, called for assistance only by 8 p.m. Two vessels, a sister ship of **Starlite Navigator** and a PCG vessel, immediately responded. The vessel owned by Starlite Ferry Inc. was now being towed toward Calapan.

Authorities assured that the 220 passengers and crew of the stricken ferry remain safe.

The PCG, however, reiterated to ship owners to ensure the sea-worthiness of their vessels especially during this period when travelers are now returning from their holiday vacations. **Source : ShipTalk**



Above seen the **DPPLV Solitaire** at Chaguaramas bay mobilising for **BP Serrette** project.
The crew is wishing all readers **"Happy new year"** and are looking forward to the Clippings of 2010!
Photo : Koen de Jongh (c)

Sister ferries collide off Batangas, none hurt

Hundreds of people onboard **Starlite Nautica** traversing to Calapan cried for help and started to panic after the ferry bumped its sister ferry, **Starlite Navigator** when it was being towed after its engine broke down.

When the **Starlite Nautica** slightly collided with the **Navigator**, people staying at the rear-end of the **Starlite Nautica** immediately got their life jackets and were readying to leave the ferry. At 8:45 p.m., **Starlite Nautica** announced that it needed to stop to rescue another ship that encountered an engine problem after it received a distress call from the **Navigator**. The two ferry ships stopped between Ilihan, Batangas and Verde Island. Women and children, including a seven-month old child were crying for help. In a telephone interview, MARINA administrator Len Bautista assured two boats will be sent to provide assistance. Janice Castro, an employee of Bureau of Soils of the Department of Agriculture, said after the commotion, she called up the Philippine Coast Guard in Manila to ask for aid. "Sa Batangas port tumatawag ako pero walang sumasagot. Tapos ung crew ng Starlite hindi nila pinapakalma ang tao," she said. "Tapos sabi pa wag maglagay ng life vests para hindi magpanic ang tao, puwede ba yun?," she added.

Castro said she talked to Joy Villegas of Public Information-Philippine Coast Guard Manila who assured that assistance will be provided. Villegas told her that Starlite Shipping Lines was informed of the incident before the Coast Guard. The passengers, clad in their life jackets, were complaining of the slow deployment of rescue teams to the area. Another

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 001

passenger who didn't want to be named lambasted the ferry's crew for not informing the passengers on what was happening, and this prompted the commotion.

As of this posting, Nautica had started to pull its sister ship, but after an hour, it decided to leave the **Navigator** to be aided by a Coast Guard team. The passengers' fears could not be appeased because they feared that the attempt to pull its sister ship would lead to its sinking. "Sa pahila-hila na yan, madadamay lang kami," another passenger said. The passengers heaved a sigh of relief after Nautica decided not to pull the **Navigator**. "Mahinahon na rin. Nakakatakot kasi. Sinabi nang wag nang hiklahin Natatkat ako kasi baka tayo sumundo sa lumubog na barko. Kawawa naman ang mga bata," the passenger, who is on its way to Antique via Mindoro, said.

Marivic Lorenzo, 26, who is among those who first got life vests, cried for her children's safety. "Hindi pa rin po maalis ang pagalala ko kahit hindi na hinihila ang barko," she, still clad in her orange life jacket, said. The **Navigator** was left stranded in Batangas waters at press time, waiting assistance from the Coast Guard.

Mindorenos have not recovered from the Baleno sea tragedy that killed six people and left more than 40 others missing on December 26. **Source : Manilla Bulletin**



Gelukkig 2010 van de modelbouwer Klaas Jan Bolt

Ship sinking probes eye human error

PHILIPPINE Coast Guard commandant Admiral Wilfredo Tamayo said human error may have been the cause of the sinking of the wooden-hulled ship **M/V Catalyn B** in Cavite last week.

"Human factor is the main thing to look into. There were radars but did they know how to use it? Did they use it at that time? Did they communicate?" Tamayo said. Unconfirmed reports said a possible violation of the nautical road right of way might have led to the collision between the passenger ship **M/V Catalyn B** and the steel-hulled fishing vessel F/B Anatalia at the mouth of the Manila Bay on Christmas eve.

But PCG-National Capital Region-Central Luzon district commander Commodore Luis Tuason, Jr., who will head the Special Board on Marine Inquiry next month, said that "as of now, we cannot say who is at fault." He explained that the **F/B Anatalia** reached Lubang Island without informing the Vessel Traffic Monitoring System in Corregidor, which was intended to help coordinate the flow of the traffic in the invisible sea lanes. "They should have called before entering the VTS. If there is no advice to the ship, then it should not have entered." **Source : Journal Online**

Bligh tug investigations begin

According to the Anchorage Daily News, the Coast Guard has started investigating the grounding of the Crowley Marine tug boat **Pathfinder** that ran aground on Bligh Reef recently, spilling uncounted thousands of gallons of diesel fuel.

According to the reports, the tug was conducting a normal patrol to check for ice in the shipping lanes. Although the Coast Guard has a radar station dedicated to detecting ice in the area, it has been down for two months, and even when it's operating, visual double-checking of the results is common.

So basically, the tug wasn't doing anything out of the ordinary. The Coast Guard has started two parallel investigations, one to find out why the boat ran aground, and the other to check the traffic control system. Alaska's Coast Guard commander told the ADN, "I just want to make sure that our folks were doing what they were supposed to do, the way they were supposed to do it." **Source : Alaska Dispatch Publishing**



Nederlandse loodsen naar rechter om tariefsverlaging te voorkomen



De NMa mag sinds 2008 de loodstarieven vaststellen. Voordien gebeurde dat door de minister van Verkeer en Waterstaat. Kartelwaakhond NMa kan volgens de politiek beter toezicht houden op de bedrijfsvoering van het loodswezen dat tot 2019 het alleenrecht heeft op beloodsingen.

photo's : Piet Sinke (c)

Nederlandse loodsen pikken het niet dat de Nederlandse Mededingingsautoriteit (NMa) de loodstarieven in 2010 met 4,1 procent wil verlagen, oftewel met bijna 5 miljoen euro. De Nederlandse Loodsencorporatie, de beroepsorganisatie van de eind 1988 verzelfstandigde loodsen, vecht de tariefsverlaging aan in een kort geding.



DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 001

De nieuwe toezichthoudende taak van de Nederlandse Mededingingsautoriteit had voor 2009 nog geen grote gevolgen, maar voor volgend jaar des te meer. Accountantsbureau Ernst & Young heeft het loodswezen uitgeplozen. De NMa concludeerde daarop dat loodsen (nog) efficiënter kunnen werken. Zo zouden beschikbaarheidsdiensten met een kwart omlaag kunnen. Op die manier is de tariefsverlaging van 4,1 procent in 2010 tot stand gekomen.

Het besluit raakt de loodsen direct in de portemonnee, terwijl ze dit jaar al 15 procent minder scheepsreizen maken door de crisis. Veel erger is, vindt Guido van Rooij van het Vlissingse loodswezen, dat minder loodsen op afroep beschikbaar komen, als de NMa haar zin krijgt. "De kans dat schepen moeten wachten, neemt toe. Voor reders is de winst van de tariefsverlaging dan zo weg." Dit zal vooral nadelig uitpakken voor Vlissingen en Terneuzen en niet voor Antwerpen en Gent. Van Rooij: "Want voor de schepen naar Vlaamse havens hebben we een contract met de Vlaamse overheid." **Source : PZC**



**Jack-up Accommodation & Multi-support Units
Temporary Living Quarters**



Workfox BV, Planetenweg 5, 2132 HN Hoofddorp, the Netherlands, T +31-23-5563131, F+31-23-5563135, info@workfox.com, www.workfox.com

Ship owners shut Nigerian ports over attacks

Ship owners and chartered vessel operators are no longer willing to allow their vessels to call at any of the Nigerian ports for fear of attack by pirates. It was learnt that the few ones that called do so at very high freights. The Secretary of the Lagos Pilotage District Berthing Committee, Mr Stephen Famitola who dropped the hint urged the National Assembly to speed up the passage of the Maritime Security Agency (MASECA) Bill to enable shipping activities flourish again in the country.

Fatomilola said that the attacks had negative effects on the image of the nation, the economy and the global shipping business. He also called for the composition of a naval task force similar to the Military Joint Task Force in the Niger Delta to be solely responsible for maritime security within the nation's territorial waters. Fatomilola added that the Task Force should be able to put into use naval boats and other facilities now available to the naval authorities. He added that the establishment of the Naval Task Force should be devoid of government bureaucracy. He explained that the Nigerian Navy, Nigerian Maritime Administration and Safety Agency (NIMASA) and security operatives should ensure the successful passage of the bill.

Fatomilola suggested that the agency should be placed under the supervision of the Presidency. He decried the incessant piracy attacks on ships in Nigerian waters, saying that the last three years had witnessed growing attacks on ships and facilities. "The relentless rise in armed attacks have raised much concern, with increasing security threats almost overwhelming the waterways," Fatomilola alleged.

According to him, the committee would not be wrong to say that agencies saddled with the responsibility to combat piracy should be stripped of their maritime security functions. Fatomilola said such bodies should be allowed to concentrate on their primary responsibilities of dealing with cabotage matters, developing the shipping industry and overseeing safety standards. He recalled that on Oct. 30 at about 22.00 hours, sea pirates numbering about 10, armed with sophisticated weapons, attacked a vessel **MV Silveretta** that was drifting 20 miles off the fairway bouy. He alleged that the crew members on board made efforts to reach the maritime security agencies through telephone but to no avail, until the pirates made away with cash and other valuable items. Fatomilola also recalled that on Dec. 11, another vessel, **MT Trade Wind**, was attacked and her petroleum products siphoned and other valuable items carted

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 001

away. He also alleged that efforts by the crew to reach maritime security operatives also proved abortive. Fatomilola said that the attacks had negative effects on the image of the nation, the economy and the global shipping business. "Owners and those who charter vessels are no longer willing to allow their vessels to call at any of our ports and the few ones that call do so at very high freights," Fatomilola said. **Source : Nigerian Compass**



The sheerlegs **SEMCO L 301** seen lifting an excavator onboard Van Oords **JAN STEEN** in Singapore Jurong
Photo : Piet Sinke ©

TANKER ESCAPES

The spokesman for the European Union's anti-piracy force says Somali pirates have attacked a Kuwaiti-flagged oil tanker but failed to seize it. Cmdr. John Harbour says the pirates attacked the 105,000-ton **MV Album** about 800 nautical miles east of the northern coast of Somalia. Harbour says Wednesday's unsuccessful attack lasted for about 30 minutes and caused no damage to the ship.

Harbour could not provide further information. Pirates have made tens of millions of dollars from ransoms. They now hold more than 200 crew members and about a dozen vessels. Piracy has remained at high levels this year despite a growing number of international warships and extra safety precautions taken by merchant vessels. **Source : ShipTalk**



The SARDAUNA seen at the Westerscheldt River
Photo : Richard Wisse – www.richard-photography.nl (c)

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

Alang breaks a record 5,000 ships since 1982

With as many as 130 ships being broken simultaneously, the Alang ship breaking yard has crossed the milestone of dismantling 5,000 ships before the end of 2009. Since its inception in 1982, the yard has recycled 35.61 lakh light displacement tonnage (LDT). "The yard dismantled 4,970 ships up to the end of September 2009. With 20 and 29 ships recycled during October and November, respectively, the yard has crossed an important milestone of breaking 5,000 ships since its inception. Till now, 5,019 ships have been recycled at the yard," said a source at Gujarat Maritime Board.

Till November 2009, the yard had dismantled 255 ships. "In fiscal 2008-09, 264 ships were dismantled at the yard. While 255 ships were recycled by the end of November 2009. With four months left in the fiscal, we are hopeful that the current fiscal would be much better than the previous year," said Vishnukumar Gupta, president of Ship Recycling Association of India. The Alang yard recycled 1.94 million light displacement tonnage (LDT) during 2008-09, 174% more than the last fiscal. The yard recycled a record number of 348 ships in 1997, 347 ships in 1998 and 361 ships in 1999. At present, as many as 130 ships have been brought to the yard's 15 plots for dismantling. "At present, all the ship-breaking units in the yard have their hands full. The quantum of work is providing direct employment to 40,000 workers," said Gupta. He said looking at the workload, there is still a possibility of providing employment to additional 20,000 workers. **Source: The Economic India Times**

CASUALTY REPORTING

Boot slaat op kust door hoge golven



Een spontane poging om St. Barths met de boot te bereiken na het missen van een aansluitende vlucht werd een waar avontuur voor acht passagiers op een boot die verrast werden door de hoge golven bij Oyster Pond Beach.

De boot raakte een rif waardoor een motor uitviel en de boot raakte op drift. Politie en Kustwacht werden gealarmeerd. Een toerist die in het Oyster Pond Hotel verblijft zwom naar de boot maar raakte gewond toen de golven hem tegen de boot sloegen. Hij brak enkele ribben en werd naar het ziekenhuis gebracht.

Richard Pantzar uit Zweden, een van de passagiers, zei dat een groep die de vlucht had gemist besloot een boot te charteren om naar St. Barths te varen. Bij de eerste poging om Oyster Pond uit te varen raakte de boot een rif en keerde terug om te inspecteren of er schade was. Daarna werd een nieuwe poging ondernomen. Maar de boot raakte een ander rif en een van de motoren viel uit. Zo raakte de boot op drift. Alle passagiers wierpen hun bagage overboord en sprongen in zee. Op dat moment was de toerist al naar hen toe gezwommen om te helpen. Behalve deze man raakte niemand van de passagiers gewond. Ze werden ondergebracht in het Oyster Pond Hotel. De volgende reis naar St. Barths is met het vliegtuig, zei Pantzar. **Source : Amigoe**



NAVY NEWS

Hr. Ms. Evertsen terug na antipiraterij-missie



Hr. Ms. Evertsen is woensdag teruggekeerd in thuishaven Den Helder na ingezet te zijn voor Operatie Atalanta. Uit handen van minister Eimert van Middelkoop ontving de bemanning van het fregat de Herinneringmedaille Vredesoperaties.

Ook het thuisfront was massaal naar Den Helder gekomen om de militairen een warm onthaal te geven. Daarnaast waren de voorzitter Vaste Kamercommissie Defensie Anouchka van Miltenburg, Tweede Kamerlid Jan ten Hoopen en Commandant Zeestrijdkrachten luitenant-generaal der mariniers Rob Zuiderwijk aanwezig. Zij reikten ook een deel van de herinneringmedailles uit. Ook commandeur **Pieter Bindt** kreeg een medaille. Hij voerde de afgelopen 4 maanden vanaf **Hr. Ms. Evertsen** het commando over de EU-operatie Atalanta. De missie richt zich op de bestrijding van piraterij in de wateren rond Somalië. Van Middelkoop prees in zijn toespraak de inzet van de bemanning: "U hebt een fantastische prestatie geleverd, ik heb dat zelf mogen aanschouwen tijdens mijn bezoeken aan uw schip. U hebt een grote inbreng gehad in het succes van de EU-missie Atalanta ter bestrijding van piraterij. Een missie in de wateren

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 001

rond Somalië die ruim 4 maanden onder Nederlands commando heeft gestaan. Dit succes is niet vanzelf gekomen. U hebt daar hard aan gewerkt.”

De bewindspersoon keek terug op de roerige laatste weken van de missie, toen het schip piraten aanhield, maar die later weer moest laten gaan omdat het de Europese Unie niet lukte een land te vinden dat hen wilde berechten: “Heeft dat te lang geduurd? Ja. Begrijp ik uw teleurstelling? Ja. U weet dat er soms teleurstellende beslissingen worden genomen. Want helaas hebben we de piraten moeten laten gaan. Met die realiteit bent u professioneel omgegaan.”

Het Nederlandse luchtverdedigings- en commandofregat (LCF) zette zich de afgelopen maanden in voor het beschermen van voedseltransporten van het World Food Programme, het beschermen van kwetsbare scheepvaart in het gebied én het bestrijden van piraterij. Het schip kwam daarbij meerdere malen in actie. Zo hield de Lynx-helikopter een scheepje met piraten tegen, waarna de bemanning van een Noors fregat hen kon ontwapenen. Ook assisteerde het Nederlandse fregat de bemanning van het koopvaardijship **Irene E.M.**, nadat het schip na een kaping van 5 maanden door Somalische piraten werd vrijgelaten. Nadat de Nederlandse militairen zeker hadden gesteld dat er geen kapers meer aan boord waren, leverden ze medische assistentie, voedsel en water aan de 22-koppige bemanning van het vrachtschip. **Source : Ministry of Defense**

Mission of Korean Anti-Piracy Forces Off Somalia Extended

The National Assembly passed a motion Tuesday to extend the mission of the Navy's anti-piracy **Cheonghae** Unit, which is in waters off Somalia, until the end of next year. Since its deployment in March, the 300-strong unit has successfully escorted more than 300 domestic and foreign cargo ships through the troubled waters and thwarted nine attempts by pirates to hijack ships.

The contingent consists of a 4,500-ton KDX-II destroyer, a Lynx anti-submarine helicopter and a group of 30 UDT/SEAL forces. Last month, a third contingent left for the Somali littorals as part of a four-month rotation. The KDX-II destroyer is equipped with an Mk 45 127mm gun, harpoon ship-to-surface missiles, RAM Mk 31 ship-to-air guided missiles, and a 30mm Goalkeeper system for engaging sea-skimming anti-ship missiles and torpedoes. Built in 2003, the 150-meter-long, 17-meter-wide ship has a top speed of 29 knots. Located along the route of a crude-oil pipeline connecting the Red Sea to the Indian Ocean and racked by civil war, Somalia has become infamous for piracy. Each year, about 20,000 ships sail through the Gulf of Aden headed for the Suez Canal, an important shipping route for international trade that links Europe to the Middle East and Asia. The International Maritime Organization counted 111 attacks in 2008 in waters near Somalia, the most notorious location for piracy in the world. **Source: Korea Times**

SHIPYARD NEWS

 Transport & Offshore Services	Crewing Solutions	
		
www.tos.nl	TOS Rotterdam (+31)10 – 436 62 93	E-Mail info@tos.nl

- Ship Delivery
- (Inland) Shipping
- Offshore
- Dredging
- Shore Based Jobs



Dive support vessel **Grollly** returning to her element after an extended survey and a paint job at **Neptune Marine** in Aalst Netherlands - **Photo : Gerrit Vink ©**

STX Targets \$850 Million Profit for 2010

STX Group is aiming for 1 trillion won (some \$850 million) in operating profit in 2010 as the group expects to see a recovery in the shipbuilding and shipping sectors. It also aims to record 25 trillion won (\$22 billion) in total sales and 33 trillion won in orders in the new year capitalizing on new growth sectors — plants, construction and energy, the group said in a statement. STX is expected to get 23 trillion won in sales and 16 trillion won in orders for 2009, it said. Next year's sales target represents an increase of 9 percent from this year's estimated sales, while the new orders target is up 106 percent from 2009.

“Our moves into new growth sectors ranging from plants and construction to energy are likely to expand. Also, STX sees a recovery in shipping and other relevant segments,” a group spokesman said. Of the 2010 sales target, STX aims to get 14 trillion won from its shipbuilding and machinery divisions, while the mid-sized conglomerate is looking for 9 trillion won in its shipping and trading divisions. To achieve the operating profit target, it will advance further into emerging markets such as the Middle East, Latin America and Africa, according to the statement. In a separate official statement, STX Engine — a unit of STX Group — has secured a 45 billion won (\$39 million) deal to supply diesel engines to be mounted on Korea Coast Guard patrol ships. The deal with Hyundai Heavy Industries, the world's top shipbuilder, calls on STX Engine to deliver the engines by November 2011. Earlier this month, STX Engine clinched a 52 billion won deal to supply diesel engines for Hanjin Heavy Industries, and a similar deal for diesel engines with Samsung Techwin valued at 164 billion won. **Source: Korea Times**

Credit Suisse buys 1.11% stake in Bharati Shipyard

Foreign fund house Credit Suisse (Singapore) today bought about 1.11 per cent stake in private shipbuilder Bharati Shipyard Ltd for nearly Rs 7 crore. In a bulk deal on the National Stock Exchange, Credit Suisse bought 3,08,004 equities at a price of Rs 230.17 per piece, aggregating to Rs 7.08 lakh. Shares of Bharati Shipyard today closed at Rs 232, higher by 4.55 per cent from its previous close on the NSE. **Source: Financial Express**



The TSHD **NILE RIVER** seen in drydock in Singapore Jurong - **Photo : Piet Sinke (c)**

Ship yard owner, contractors sued after blast kills 4

Sitakunda police lodged a case Sunday against the owner of a ship breaking yard and five contractors after an explosion aboard a scrap oil tanker killed four workers the day before. Sitakunda police sub-inspector Azam Khan told bdnews24.com the case was filed against Md Israfil, the owner of Rahim Steel and Ship Breaking Yard, and labour contractors Md Alam, Mohammad Alam, Zafar Ahmed, Md Yusuf and Abu Saleh, for failing to ensure safety of workers. The explosion aboard the out of commission oil tanker killed four ship breakers and injured 10 others in Sitakunda on Saturday.

Sitakunda police chief Monirul Islam told bdnews24.com a gas cylinder exploded at around 10:30am while workers were engaged in dismantling the ship. Three of the four deceased were identified as Selim Hossain, 32, Rana Babu, 25 and Rabiul Mandal, 26. Police said the fourth body was so badly burnt it could not be immediately identified.

'CATEGORY RED' CONCERNS

Ship breaking is flagged as a 'Category Red', or 'extremely hazardous', industry in Bangladesh. It produces thousands of tonnes of scrap metal used by re-rolling mills, but serious concerns prevail over work safety as well as environmental standards. There are around 87 yards in Sitakunda, where about 30,000 people are employed in hazardous working conditions, making it one of the largest ship-breaking centres in the world. Workers dismantle ships by hand without proper machinery, protective wear or training. The yard owners also compel the breakers to take apart ships without clearing them of toxic materials. **Source: Bbdnews24**

STX shipyard set to be torpedoed

Khanh Hoa province could sink the \$500 million STX shipyard project this month if the investor failed to signal whether it would continue with the project. Nguyen Trong Hoa, director of Van Phong Economic Zone Management Board, said

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 001

the province would wait for the STX Vina Company - a subsidiary of Korean STX Group, also the project owner, till December 31, 2009 to know reasons for delays.

"If the investor doesn't answer our requirements within this month, we will revoke the shipyard's investment certificate," Hoa told VIR. Some investors, he said, had expressed interest in replacing STX Vina Company in building the shipyard.

The province reportedly had contacted the investor three times this year seeking reasons for delay to no avail. The project, located in Khanh Hoa province's Van Phong Economic Zone, was granted investment certificate early last year to develop the shipyard which would build vessels of up to 400,000 dead weight tonnes.

"When granting investment certificate for the project, we hoped the shipyard would push local industry. But the project's disbursement is still zero," Hoa said. Early this year, the STX Vina Company submitted an application to extend the project's timeline. The investor said the global economic recession had knocked it and it could not develop the project on time. However, Khanh Hoa province asked the investor to further explain. "We contacted with STX Vina Company's office in Hanoi and it told us it was waiting for decision from its mother company STX Group. But, we cannot wait too long. Frankly, we don't know if the investor would still invest in the project," Hoa added.

STX is the second Korean company to gain a licence to build a shipyard in Khanh Hoa province. In late 1990s, Hyundai joined hands with Vietnam Shipbuilding Industry Group to build a ship-repairing factory in Van Phong Bay. Last year, the factory shifted its functions to shipbuilding after residents and local authorities raised concern about environment pollution. **Source: VietnamNet Bridge**

ROUTE, PORTS & SERVICES



**Redwise wenst u prettige feestdagen
en veel afwisseling
(of juist regelmaat) in 2010!**

Redwise wenst u toe wat u het meest aanspreekt. Afwisselende reizen of regelmatige diensten in een interessante werkomgeving? Bij ons vindt u precies wat u zoekt.

Monster vandaag nog aan op onwijswerk.nl

Amersfoortseweg 12-E, 3751 LK Bunschoten-Spakenburg. Tel. 033 42 17 860. info@redwise.nl
www.redwise.com

Redwise
GLOBAL SHIP DELIVERY & CREWING

Wartsila and Maersk LNG sign service agreement to optimize availability and operational economy

Wärtsilä, the marine industry's leading ship power system integrator, has signed a long term service agreement with Maersk LNG. The agreement includes maintenance planning, condition & performance monitoring, co-ordination and supply of technical services, parts and service work for five 165,000 cum LNG vessels equipped with Wärtsilä 50DF dual-fuel engines over a 5 year period. "For Maersk LNG, this service agreement means improved levels of certainty regarding servicing of the main engines on our LNG vessels. With this monitoring system in place, maintenance work can be proactive," said Claus H. Thomsen, Director, Maersk LNG. "The contract also guarantees us stable maintenance costs for at least the next five years."

Wärtsilä has extensive experience in providing long-term operational and management services for about 1000 similar engines installed in ships and land-based power plants all over the world. Shipping is a different market though, which makes it important to create concepts fully adapted to the marine industry. Headquartered in Copenhagen, Maersk LNG operates a fleet of seven LNG vessels, with one more on order for delivery early 2010. Maersk LNG is part of the A.P. Moller – Maersk Group, which employs about 117,000 people in some 130 countries around the world. The A.P. Moller – Maersk Group fleet includes container vessels, tankers, supply ships and drilling rigs. Besides shipping, the A.P. Moller – Maersk Group is engaged in exploration for and production of oil and gas as well as retail activities.

Wärtsilä offers proactive and dynamic maintenance programmes called DMP (Dynamic Maintenance Planning), which includes the planning and scheduling of engine maintenance based on online monitoring of each engine's mechanical condition, performance, system efficiency data and other indicators. As data is collected and monitored daily, the sources of faults can be identified before failure occurs. "Wärtsilä's service agreements including DMP are mainly about risk management in vessel operation," says Bo Lindy Jensen, General Manager, Strategic Account Management, Wärtsilä in Denmark. "By providing this service we are supporting our customer's business." "As a designer and manufacturer of marine and power plant engines, Wärtsilä also has the best possible know-how regarding how they should be maintained," says Jensen. "Long-term service contracts provide us with a continuous flow of information on each engine's operational characteristics throughout its life-cycle. Combined with our experience, this information helps us develop even better products and service solutions." The Wärtsilä DMP system offers clear potential for reducing maintenance costs. Intervals between overhauls are flexible based on actual condition and operational risk profile, the need for unplanned maintenance is reduced, up-time is increased and engine efficiency can be optimized. **Source: Wärtsilä**

Final Panama Canal contract awarded

A consortium of Spain's FCC, Mexico's ICA and Costa Rica's Meco has won the final Panama Canal dry-excavation contract with a US\$ 267.8 million bid. The consortium beat Belgium's Jan de Nul, Brazil's Oderbrecht and the ISC Panama consortium to win the contract, the second largest in the US\$ 5.25 billion canal expansion programme.

The contract involves the excavation of a new channel that will link a new set of locks - yet to be constructed - with the Gaillard Cut, the canal's narrowest stretch. The bid represents the last contract on the canal expansion and will involve the excavation and removal of 27 million m3 of material.

The contract will entail the opening of a 6.1 km access channel as well as the construction of a large earth and rock dam with a watertight clay core.

Panama Canal Authority (PCA) administrator Alberto Aleman Zubieta said, "The excavation project should be finished by 2013, with the entire canal expansion due for completion in 2014." **Source : International Construction**

Birka Cargo to ship Holmen Paper's products

From 2010, the Mariehamn-based shipping company Birka Cargo Ab Ltd will be the main carrier of Holmen Paper AB's products from its paper mills in Norrköping and Hallstavik. The ro-ro vessels **Birka Transporter**, **Birka Exporter** and **Birka Shipper** will enter a multi-year charter with the Swedish forest products company. The agreement was signed already in 2008 and planned to come into force when the vessels are redelivered after a long-term charter to Finnlines. Birka Cargo already operates the ro-ro vessel **Baltic Excellent** in Holmen Paper's traffic. The vessels are equipped with plants for catalytic exhaust gas cleaning. **Source : ShipGaz**



Het comite "KERSTFEEST OP ZEE" wenst alle lezers een fijne jaarwisseling toe en een gezond en gelukkig nieuwjaar

Antwerp Containers Fall 16 Percent

Dock worker unemployment hits 15 year high

Antwerp, Europe's second largest port, handled 16 percent fewer containers in 2009 than in 2008, losing market share to its main European rival Rotterdam for the first time in several years. Container traffic fell to around 7.2 million 20-foot equivalent units from a record of just over 8.6 million TEUs in 2008, according to provisional figures published Dec. 30.

This marked a slight improvement in the final quarter as traffic had contracted 18.4 percent year-on-year in the first nine months of 2009. But a near 40 percent slump in the labor-intensive conventional cargo sector pushed up employment among dock workers to a 15 year high, the port authority said.

Total cargo throughput declined 16.7 percent, or some 31.5 million metric tons, to 158 million metric tons, the first decline after seven record years in a row. The port authority said container traffic was affected by the global economic downturn as well as the move by ocean carriers to cut entire service loops and use fewer and larger vessels.

Carriers opted to concentrate calls at Rotterdam rather than Antwerp, an inland port with draft restrictions on the river Scheldt linking it to the open sea that affect the navigation of the largest container ships.

Rotterdam's container traffic fell 10 percent in 2009 to 9.8 million TEUs and overall cargo was 8.5 percent lower at 385 million metric tons. The port authority said it expects dredging of the navigation channel on the western bank of the Scheldt to start in January or February which will eventually improve Antwerp's accessibility. New navigation regulations were introduced in 2009 which resulted in up to 30 of the largest container ships calling at Antwerp between April and November.

The authority said it is confident of retaining its second ranking in Europe's container league it achieved after overtaking Hamburg in the first nine months of the year. Conventional general cargo slumped 39.4 percent, or 6.6 million metric tons, to 10.3 million metric tons in 2009.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 001

The port authority has proposed cutting tariffs for general cargo by 10 percent in 2010 to prevent a further decline in traffic and a rise in joblessness and has asked stevedoring companies and dock workers to boost productivity. Port dues for other cargoes have been frozen at 2009 levels.

Bulk traffic is expected to close the year down 14 percent at 57.3 million metric tons, with coal shipments tumbling 36 percent and ore cargoes 65 percent lower due to the crisis in the European steel industry. **Source : The Journal of Commerce**



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



Dutch dredger operating in Tierra del Fuego bunkers in Falklands

An unusual visitor to the Falkland Islands last week was the **Prins der Nederlanden**, which anchored in Port William for the second time to receive fuel, reports the local Penguin News.



Photo : Willem Kesteloo (c)

The **Prins der Nederlanden** was built in 2004 and is a trailing suction hopper dredger with an overall length of 156 meters and gross tonnage of 18,091 tons. The vessel has been undertaking dredging works between Tierra de Fuego and mainland Argentina, preparing a trench for a gas pipeline. Agency services to the vessel during both visits were performed by Stanley Services Limited.

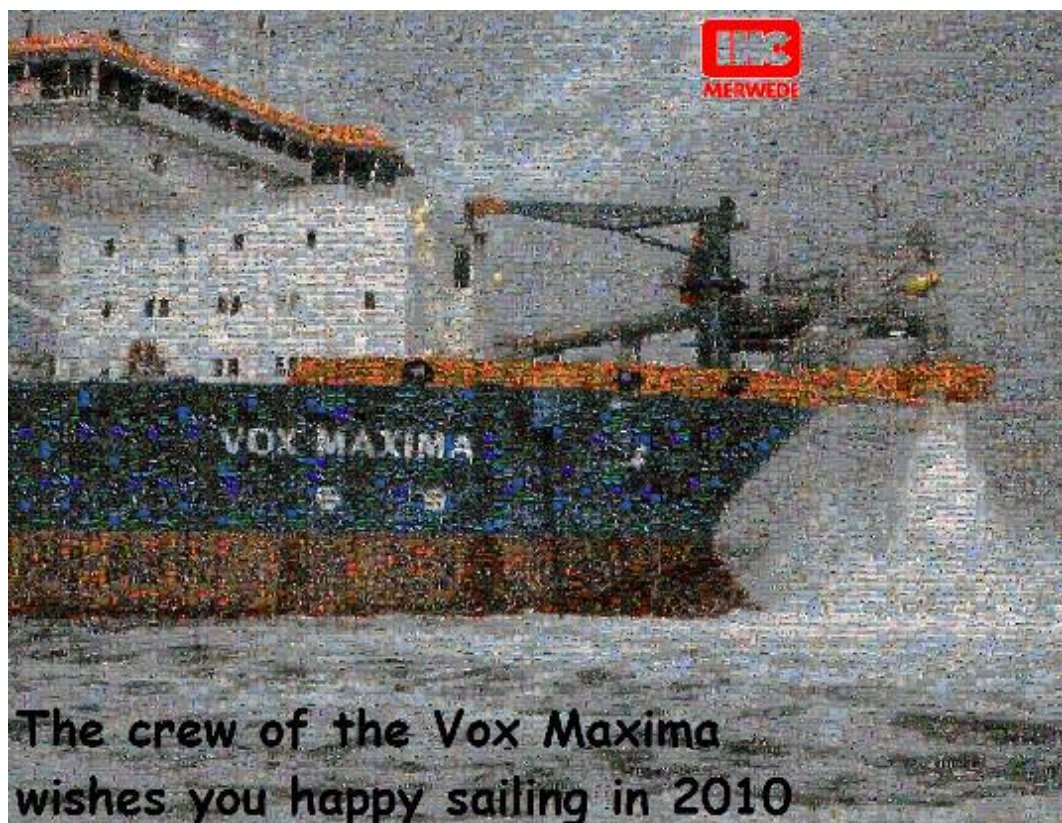
Last November 15, Argentina's state news agency Telam reported that construction had begun on a new 38 kilometres sub-sea gas pipeline to double the supply capacity from Tierra del Fuego to the mainland. The new pipeline, which will link up with the national trunk-line system, will help to connect gas-fields offshore Tierra del Fuego to large domestic markets further north, stimulating exploration and production in the southernmost province.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 001

The new pipeline will run parallel to an existing 30-year-old sub-sea link, connecting Cape Espiritu Santo in the Argentine section of Tierra del Fuego to Cape Virgenes in the mainland province of Santa Cruz. The pipeline is expected to add 6.2bn cubic metres (bcm) of carrying capacity, doubling Tierra del Fuego's current maximum send-out volumes. The project is being carried out on behalf of the government by a joint venture (JV) between Dutch firm Royal Boskalis Westminster and Swiss-based Allseas Group at a cost of US\$265mn, according to industry news provider Platts.

Argentina's planning minister Julio de Vido expects the new pipeline on-stream in February-March 2010.

The Argentine government is hoping the new generation of fields in the south will help to offset falling gas output from the mature basins in the west and north-west of the country. Particularly high hopes have been placed on offshore acreage, although deepwater exploration in Argentina has so far failed to take off the ground in a major way owing to the financial crisis and regulatory uncertainty. According to government data, Tierra del Fuego already produces around 4.6bcm of gas per annum, mostly from the Carina and Aires shallow-water fields, which are run by a consortium comprising French major Total, Germany's Wintershall and Pan American Energy (itself a JV between BP and local company Bidas). The national gas regulator Ente Nacional Regulador del Gas (ENARGAS) is hoping that by expanding pipeline connections from Tierra del Fuego, more upstream players will enter the remote region. (PN, Business Monitor International, Royal Boskalis Westminster).- **Source : Mercopress**



Maersk to lose millions on dry bulk cancellations

Mr. Mærsk Mc-Kinney Møller, controlling owner and partner in the Copenhagen based Maersk Group, stands to lose KK 200 mln for cancelling the new building contracts for two dry bulk cargo ships, ordered with a Korean yard.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 001

Shipping company owner Mærsk Mc-Kinney Møller's private Christmas shopping in 2007 included a DKK 1 bn purchase of two cargo ships in South Korea, reports Danish daily newspaper Berlingske Business.

But the 96-year-old Møller has now cancelled the new building contract and that could cost him up to DKK 200 mln.

Mærsk Mc-Kinney Møller's personal assistant, Lars Erik Brenøe, confirmed the cancellation to Berlingske Business. The magnate had considered changing the order to container ships instead of cargo ships, but instead the order was simply dropped, Brenøe said. Møller ordered the two ships when the dry cargo market was flourishing. Sources in the business, who wish to remain anonymous, estimate that the cancellation will cost Mr. Møller DKK 200 mln, as Asian shipyards are typically hostile in relation to cancelled orders. **Source : CopenhagenPost**

DISA

DISA MARITIME BVBA

Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
F: +32(0)14 61 16 88

VCA** ISO 9001
BUREAU VERITAS
Certification

www.disamaritime.com

SUBSEA **CIVIL CONSTRUCTION** **ENGINEERING**

Providing worldwide underwater solutions

Gjøa has been mated

More than 2,000 people have worked continuous shifts on Gjøa to make it ready for towing to the field in April.

The mating was carried out by Aker Stord, who are constructing the platform for Statoil "It was extremely important for us to get this done now. We now have a complete platform structure to work on, and we are doing everything in our power to get Gjøa ready by the agreed date," says Digre. The four-legged hull rose from the sea off Stord, Statoil reports. Four guide pins had to meet their respective slots in a deck the size of a football field, with a tolerance of just 25 millimetres (1 inch) in all directions.

The guide pins were designed to take the load should the platform list, so that it can be towed to shore before the deck is welded to the hull, allowing mechanical testing and commissioning of the platform to start sooner.

During the night, the ballast tanks in the hull were filled with water in order to submerge the structure to a depth of 35 metres. Only five metres of the hull protruded from the water when the barge carrying the platform deck was towed from the quay. The barge carrying the platform deck was manoeuvred into place between the columns of the hull.

Slowly but surely, the ballast water was discharged; the hull rose towards the deck and they were mated into one. When the operation was completed, the draught of the hull was 13 metres. The mated platform was then towed to the quay, so the mechanical completion could continue. "I am impressed by this operation. It was well-planned, safe and efficient and carried out with the utmost precision," says Kjetel Rokseth Digre, project manager for Gjøa. Statoil is operator during the development phase of the Gjøa field. The plan is for the platform and the field to be handed over in October 2010, to GDF Suez E&P Norge AS, who will be operator during the production phase. **Source : Offshore**
247

CM Balochistan appointed as Chairman Gwadar Port authority

Gwadar: Chief Minister Balochistan Nawab Aslam Raisani has been appointed as Chairman Gwadar Port Authority.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 001

The decision into this effect was taken during the session of Federal Cabinet, which met at Pakistan Navy ship in Gwadar Port in Arabian Sea on Wednesday. The Prime Minister Syed Yousuf Raza Gilani during the meeting also announced Rs. 1 billion Package as a compensation for affectees of Karachi carnage. Chief Minister Punjab Mian Shahbaz Sharif also assured financial compensation for affectees of massacre. It may be recalled here Prime Minister Syed Yousuf Raza Gilani had vowed to appoint a Baloch as chairman Gwadar Port Authority. **Source: Onlinenews.pk**



**DIOGENES
MODULES**

LIVING FACILITIES FOR PROFESSIONALS
MADE IN GERMANY

DIOGENES CABINS –
THE HIGHEST STANDARDS
IN QUALITY AND SAFETY

GET IN TOUCH:
DIOGENES MODULES GMBH
TEL.: +49 40 22 63 203 50
INFO@DIOGENES-MODULES.COM
WWW.DIOGENES-MODULES.COM

.... PHOTO OF THE DAY



POSH **STAR 2** seen offshore NW-Australia

Photo : Sam Newington - Phoenix Offshore Marine Pte Ltd ©

BOEKBESPREKING

Auteur : Frank NEYTS

"De la Compagnie Maritime d'Affrètement au groupe CMA CGM. Les Trente Ans".



In Frankrijk is er een privé-uitgave (Marc Ottini) verschenen die de geschiedenis van CMA CGM brengt, en dit onder de (lange) titel " **De la Compagnie Maritime d'Affrètement au groupe CMA CGM. Les Trente Ans**".

CMA CGM ontstond na de overname van CGM door CMA nu meer dan twaalf jaar geleden. Op korte termijn wist de Franse groep (met Marseille als thuisbasis) zich op de werken tot de nummer drie onder de container-operatoren wereldwijd. Op vandaag beschikt CMA CGM over een hypermoderne vloot. Het grootste CMA CGM-schip kwam onlangs in de vaart en heeft een capaciteit van 13.344 TEU

Het boek brengt kort de geschiedenis, biedt een volledige vloot lijst van alle CMA CGM-schepen en partners zoals daar zijn ANL, Delmas, enz... Het meest opvallende aan het boek zijn de honderden opgenomen kleurenfoto's van de eerste schepen tot en met de "**CMA CGM Christophe Colomb**".

Het boek tel **126 pagina's**, werd als een softback uitgegeven en kost 41 euro. Daarbij moet je nog eens 10 euro P&P rekenen. Een prachtig boek, maar niet goedkoop. Tekst in het Frans!

Bestellen kan bij de auteur,
Marc Ottini, 221 rue du Vallon, 02100 Harly, France
Tel. +33.648.60.67.71
E-mail: m.ottini@laposte.net

Voor wie interesse heeft voor rederijgeschiedenis, een aanrader.

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you don't like to receive this bulletin anymore kindly send an e-mail with the word "unsubscribe" in the subject line to

newsclippings@gmail.com

after receipt of this e-mail I will remove you from the distribution list soon as possible