

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 002



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**The 2009 built cruise liner AIDABELLA entering Grand Harbour, Malta the first time Thursday 31st December 2009.**

**Photo : Gaetano Spiteri - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

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## EVENTS, INCIDENTS & OPERATIONS



## Scrap from Alang boom for steel industry

In 2009, Indian steel industry witnessed a flood of trucks from Alang, the small town in India's Gujarat state which has the world's biggest ship breaking yard, pumping in thousands of tonnes of scrap metal into the market. In fact, 2009 was a boom year for the ship breaking industry in Alang, situated in Bhavnagar district. The shipyards at Alang recycle approximately half of all ships salvaged around the world. The yards are located on the Gulf of Khambat, 50 km southeast of Bhavnagar.

The ship breaking work provides job to thousands of people. Large supertankers, car ferries, container ships, and a dwindling number of ocean liners are beached during high tide, and as the tide recedes, hundreds of manual laborers dismantle each ship, salvaging what they can and reducing the rest into scrap. Tens of thousands of jobs are supported by this activity and millions of tons of steel are recovered. In 2009, the yard is churning out almost 8000 tonnes of scrap material everyday. If you visit the Alang yards now, you can witness hundreds of ships lined up and more waiting to enter the sea to enter the yards. As many as 130 ships are being broken simultaneously now in Alang. With this, 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).

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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. 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, the shipyard will perform better than the previous year.

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.

Meanwhile, Alang this year had the distinction of getting the world's largest crude oil carrier in its yard. '**Mont**', the largest ship ever to be scrapped in the country, has reached the Alang yard in December. Mont was originally known as '**Knock Nevis**' when it was built in 1979 in Norway. The ship has light displacement tonnage (LDT) of about 87,500 metric tonne and costing a minimum of Rs 61.69 crore, with international price of each LDT ranging between \$150 and 175. Over 18,000 people will be needed for dismantling it. **Mont** was bought by no V-1 in Sosya yard of Priya Blue Industries Pvt Ltd, owned by Sanjay Mehta. **Source: Commodity Online**



The **LIAN CHUAN SHENG No 66** seen in Cape Town  
Photo : Aad Noorland ©

## ATTEMPTED PIRATE ATTACK NEAR SINGAPORE

Pirates attempted to board a chemical tanker passing through the Philip Channel near Singapore at about 2030 local time yesterday evening, Wednesday 30 December, according to an incident alert issued by the ReCAAP Information Sharing Centre.

The Bahamas-flag tanker **Gulf Coral** was attacked by pirates using 5 or 6 small boats. The tanker activated its security alarm, sounded the general alarm, engaged in evasive manoeuvres, and shone bright lights on the attackers. After 30 minutes of attempting get alongside and onboard the attackers gave up. There is no mention in the ReCAAP report of any weapons being used or carried. **Source : Maritime Global Net**



HSS **Stena Voyage** seen outbound from Belfast for Stranraer 28.12.09

Photo : Iain Forsyth ©



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## Ukrainian sailors from freed Delvina ship return home

Seven Ukrainian sailors from the **Delvina** vessel, which was freed from pirates' captivity on December 17, have arrived from London at Boryspil Airport, the president's press service reported.

The sailors were freed with the assistance of the Foreign Intelligence Service of Ukraine and other governmental agencies, foreign partners and the ship owner, the press service said.

On instructions from President Viktor Yuschenko, Foreign Intelligence Service chief Mykola Malomuzh and head of the main service for foreign policy of the presidential secretariat Mykola Tochytsky met the sailors at the airport. The sailors' health condition is satisfactory, according to the secretariat. Delvina's captain Volodymyr Zakarian said they were grateful to the president and all the agencies and services, which participated in the negotiations on their release.

While talking with the Ukrainian officials, the **Delvina** sailors inquired about the fate of crewmembers of the Ariana vessel, a ship held by Somali pirates for eight months. Malomuzh said that the sailors from the Ariana were likely to return to Ukraine in five days. The Ariana vessel might have been freed much earlier, if the ship owner had shown more willingness to cooperate during the first stage of negotiations. As reported, the Greek dry cargo ship **Delvina** was seized on November 5 some 450 kilometers off the coast of Tanzania. The ship, operated by Greece's Meadway Shipping & Trading, was carrying a cargo of wheat to the Kenyan port of Mombasa. Its crew is made up of 14 Filipinos and seven Ukrainians.



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Somali pirates released the vessel on December 17 after a ransom was paid. The ship then went to Mombasa, where its crew was replaced. The freed sailors were first brought to London, from where the seven Ukrainians left for Kyiv.

Source : Ecoterra



### Palace: We need Cha-cha for ro-ro

Malacañang favors liberalizing the local shipping industry to let in more competitors which would in turn lead to improved services and, ultimately, safer voyages. But the proposal aired by Deputy Presidential Spokesperson Gary Olivar carries a caveat that might not sit well with the opposition and critics of President Macapagal-Arroyo—Charter change.

Olivar said liberalizing the shipping industry would require amending the Constitution, particularly the provision that limits to 60 percent foreign ownership in key local industries such as commercial shipping. "At some point, the industry has to liberalize," Olivar told the Inquirer in a phone interview. "Right now, we need a constitutional amendment to address the matter and this is clearly an example of economic reforms," he said.

But Charter change or Cha-cha is a highly volatile issue in the country and has been for years now. Those opposed to it fear proponents, particularly legislators, would only be after amending those provisions that would benefit them, like extending term limits and changing the system of government from presidential to parliamentary.

Admitting that Cha-cha was a "politically charged issue," Olivar said the government and other stakeholders should "look for ways that would address the matter even without going into Cha-cha yet."

Olivar made the proposal in the wake of the two most recent maritime tragedies that killed at least 10 people and left 78 others still missing. One boat was a passenger ferry and the other a roll-on roll-off (ro-ro) vessel.

He said that sea safety issues would be addressed with the entry of more investors and greater competition in the shipping industry. "The more people there who are investing, competing to provide service, the better services will become to go with more affordable fares," he said.

"The Palace has always been, in principle, in favor of liberalization, deregulation and privatization as hallmarks of market-based economies," he said. Olivar said liberalizing the shipping industry would not necessarily lead to a cartel, as supposedly happened in the oil industry.

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He said the local oil industry consisted of a "natural oligopoly," which was apparent because of the "huge investments required to look for oil." "So there are only a few (players) that can come in," he explained. "The shipping industry has a different kind of structure. There is no reason for more investors not to operate."

Earlier, President Arroyo ordered an audit of all commercial vessels in the country and a probe of government agencies to see if they were remiss in their duty of ensuring safety at sea. The ro-ro vessel **Baleno 9** sank off the coast of Batangas on Dec. 26, leaving at least six of its 132 passengers dead and 54 others still missing.

Two days earlier, the **Catalyn B**, a wooden-hulled vessel, sank off Limbones Island after ramming a steel-hulled fishing boat. Four bodies were initially found while 24 persons are still missing. **Source : Philippine Daily Inquirer**

### Captain, 2nd mate of Alaska tug relieved of duties

A tugboat captain and second mate have been relieved of duty after their vessel ran aground on the same reef as the **Exxon Valdez** 20 years ago.

The tug **Pathfinder** was scouting for ice along Alaska's oil shipping lanes Dec. 23 when it ran aground on Bligh Reef. It spilled an estimated 100 gallons of diesel fuel. The tug's operator, Crowley Marine, says the two crew members were relieved of their duties two days later and are not being paid. Their names have not been released.



Crowley tells Anchorage television station KTUU that it will decide if the two should be put back on the job when it has a better understanding of what happened.

The **Exxon Valdez** disaster remains the nation's worst oil spill. Nearly 11 million gallons of crude oil flowed into Prince William Sound when the 987-foot tanker struck Bligh Reef in 1989. **Source : KTUU**



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## SINGAPORE TANKER TAKEN ON NEW YEAR BY PIRATES OFF SOMALIA

Indonesian-owned chemical/oil-products tanker MT **PRAMONI** was sea-jacked yesterday in the Gulf of Aden while en route to Kandla - India. At the time of the attack she was travelling eastbound.

The ship's master reported on VHF that the ship was hijacked and all the crew are well. The 24 crew of the 19,998 dwt vessel consists of 17 Indonesians, 5 Chinese 1 Nigerian 1 Vietnamese and is reportedly safe. The vessel's crew is not covered by an ITF agreement. The vessel is now commandeered southwards to the Somali coast. Insured with Britannia Steamship Insurance Association Ltd of London the vessel has as registered owner SEMINAK AS from Jakarta - Indonesia. Though the ship manager is BERLIAN LAJU TANKER, the ISM manager is GBLT SHIPMANAGEMENT PTE Ltd of Singapore. **Source : Ecoterra**



AVRA's **SOUTH** seen at the Westerscheldt River arriving in Hansweert with the barge **TERRAFERRE 301**  
**Photo : Wim Kosten - <http://www.maritimephoto.com> (c)**

## Singapore commits to eco-friendly shipping

The Maritime and Port Authority of Singapore (MPA) said on Thursday that the country has started eco-friendly shipping. The island-state has deposited its Instrument of Accession to the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 (AFS Convention) with the International Maritime Organization (IMO), according to a statement by the MPA.

The AFS Convention was adopted at the IMO on October 5, 2001, and became effective on September 17 2008. When it enters into force for Singapore on March 31, 2010, the country will join 40 other countries to be a party to the AFS Convention.

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The Convention will apply to ships registered with Singapore and also to ships calling at the Port of Singapore.

MPA Chief Executive Lam Yi Young said, "As one of the world's busiest port, protection of the marine environment is of great importance to Singapore. Singapore's accession to the AFS Convention underscores our commitment to environmentally-friendly shipping and port activities."

Anti-fouling paints and systems are used to coat the hulls of a ship to prevent fouling organisms such as algae and molluscs from attaching to it. If allowed to build up, these fouling organisms would reduce the speed of the vessel or increase the fuel consumption to maintain a certain speed. **Source : Xinhua**

# Man vermist op Noordzee, flinke zoekactie gestart

Vrijdagmiddag 01 januari 2010 zijn de KNRM reddingstations Hoek van Holland en Stellendam om 16.15 uur gealarmeerd. Het zou gaan om Man Over Boord in ankergebied 3, 28 mijl west van Hoek van Holland. Het schip, de Minerva Lisa lag geankerd in de positie 51°57.30 Noord en 003°18.8 Oost.

Als eerste was de Nogepa offshore SAR helikopter ter plaatse om 17.30, direct gevolgd door de KNRM reddingboot **Antoinette** uit Stellendam, de KNRM reddingboot **Jeanine Parqui** was om 17.45 uur ter plaatse. Inmiddels was door het kustwachtcentrum een indeling gemaakt voor zoekgebieden.

Ondertussen was bekend dat de persoon geruime tijd niet is gezien aan boord van de **Minerva Lisa**. Zoeken werd bemoeilijkt door de duisternis en enkele sneeuwbuien die over het betreffende zoekgebied kwamen. Om 19.15 waren de gebieden van enkele vierkante mijlen doorzocht door reddingboten en helikopter zonder resultaat. Hierop is door het kustwachtcentrum besloten om de zoekactie te beëindigen. De KNRM reddingboot **Jeanine Parqui** lag om 21.00 uur weer gemeerd in de Berghaven, de **Antoinette** net iets eerder.

## CASUALTY REPORTING



# Ship runs aground off Marinduque port

A roll-on-roll-off vessel (ro-ro) with about 150 passengers aboard ran aground minutes before it was to have reached the Buyabod port here early Thursday, the Philippine Coast Guard said. No injuries were reported.



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Police Officer 2 Arnel Antigo, Coast Guard detachment commander, said the **MV Torrijos** of the Sta. Cruz Shipping Lines left the Talao-talao port in Lucena City around 11:45 p.m. Wednesday, and was expected to dock at the Buyabod port at around 3:30 a.m., but ran aground about one nautical mile from the port past.

Antigo said strong waves caused the left side of the vessel to hit rocks. Also on the vessel were a car and a jeepney.

Antigo said the Coast Guard received a call from the boat captain before 4 a.m., and was able to dispatch a rescue team at 5 a.m. because it was still dark and low-tide. According to him, there were no reported casualties and all passengers were brought to safety at the Buyabod port at around 9:30 a.m. Antigo said he had yet to receive the passenger manifest and complete report on the incident. **Source : Inquirer Southern Luzon**

## NAVY NEWS

# Russia Discussing Amphib Deal With 3 Nations

Russia is in talks with Western countries other than France as it seeks to purchase an advanced helicopter-carrier assault ship, the head of the Russian Navy was quoted as saying Dec. 21.

"Yes, we are holding talks, and not just with the French, but with the Netherlands and Spain, about the acquisition of a ship of this class," said Russian Navy chief Vladimir Vysotsky, quoted by Russian news agencies.

Russia has been in talks with France about the purchase of a Mistral-class warship aimed at helping modernize the ageing Russian navy, despite criticism of the deal from Russia's East European neighbors and Georgia.

A Mistral-class ship, which can carry about a dozen heavy helicopters along with various types of beach-landing craft, can be used to land special forces onshore and other operations in local conflicts. Last month, a Mistral docked in St. Petersburg for inspection by Russian officials. Under the terms of the deal being discussed, Russia would buy one ship along with a license to produce at least four itself.

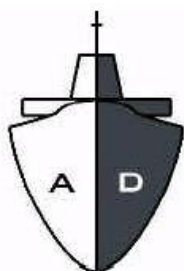
A source close to the negotiations said earlier that Moscow was also in talks with the Damen Schelde shipyard in the Netherlands and with Spanish shipbuilder Navantia about buying amphibious assault ships.

For Russia, which has insisted for decades on producing all of its military hardware itself, any such deal with a NATO member country would be unprecedented.

Moscow would make a decision on the purchase by the end of the year, Nikolai Makarov, the top commander of the Russian armed forces, said in early December. **Source : Defense News**

## SHIPYARD NEWS

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**The DYNAMIC PRODUCER seen at the Sembawang shipyard in Singapore**  
**Photo : Piet Sinke ©**

above photo can also be seen in high resolution in the photo album at my website [www.maasmondmaritime.com](http://www.maasmondmaritime.com) or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

## **Hyundai Heavy sees tough 2010, aims to boost orders**

South Korea's Hyundai Heavy Industries Co Ltd, the world's largest shipbuilder, expects a lingering shipbuilding downturn in 2010 but said it aimed to boost new orders by two thirds next year. New orders Hyundai received in 2009 dropped 62% from 2008 amid an order draught in its mainstay shipbuilding industry since last year's financial crisis. Shippers suffering weak global demand not only place few new orders but ask for existing ones to be delayed or cancelled.

"The global economic recovery is set to continue in 2010 but the shipbuilding industry will see the downturn lasting for a considerable time due to overcapacity and weakness in shipbuilding financing," Hyundai's vice chairman and chief executive officer, Min Keh-sik, said in a statement to mark the closing of 2009. Top shipyards including Hyundai, Daewoo Shipbuilding & Marine Engineering and Samsung Heavy Industries have weathered the slump thanks to order backlogs amassed in past years. But the prolonged downturn will likely force them to take lower-margin orders next year, hurting profits in the coming years, analysts say.

Hyundai said in a filing to the Korea Exchange that it was targetting \$17.7 billion in new orders next year, compared with \$10.6 billion in 2009. The company, which also builds offshore plants, engines and wind power equipment, said it aimed to post 21.55 trillion won (\$18.52 billion) in sales in 2010, compared with 21.33 billion won in 2009.

The revenue target is lower than a 23.33 trillion won average analyst forecast compiled by Reuters I/B/E/S. Hyundai's shares fell 13% this year weighed down by the weak outlook, against the wider market's 50% gain. Hyundai added it planned capital expenditure of 472.5 billion won in 2010, without providing details. **Source:**

**Reuters**

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Seen at Van Brink Rotterdam for afloat repairs mv "**Frederik**" of German Owners Ruffdie Schepers.

**Photo : Joop Bartels (c)**

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## CITIC Pacific 12 bulk cargo ships start construction

It is reported that CITIC Pacific's 12 bulk cargo ships with carrying capacity of 115,000 tonnes for each start construction. As per report Shanghai Jiangnan Changxing Heavy Industry Co Ltd will build all of those ships. This order was agreed between CITIC Pacific and Jiangnan Changxing Heavy Industry last year with the total value reaching USD 700 million. After the building, the fleet will be the third largest one after COSCO and China Shipping in China. The fleet is designed to carry iron ore from CITIC Pacific's Australian iron mine to CITIC Pacific Special Steel Group and other mills located at China east coast and downstream of Yangtze River.

CITIC Pacific acquired 6 billion tones reserve iron ore mine in Australia 2006 for 30 year mineral right by the total investment of USD 2.5 billion. When the mine is on stream, it will ship 250 million tonnes of iron ore to China every year. The production capacity will expand further to 50mln tonnes. So, CITIC Pacific is eager to boost its ocean transport capacity. **Source: MySteel.net**



The **VILLE D' ORION** seen enroute Antwerp  
Photo : Alain Dooms – [www.tugspotters.com](http://www.tugspotters.com) (c)

## Danish fuel supplier turns away clients

DANISH bunker fuel supplier United Shipping & Trading Company (USTC) is turning away many more customers than a year ago for fear they will not pay their bills, USTC's chief executive said on Wednesday. The global shipping industry has been hit hard by the world economic crisis which has knocked freight volumes and rates sharply lower, so suppliers of ship fuels - known in the industry as bunkers - have also had to adapt. 'In 2009 we have said 'No' to many more queries (to buy fuel) than ever before,' USTC chief executive Keld Demant told Reuters in an interview. USTC is one of the world's biggest suppliers of bunker fuel, with turnover of US\$7.1 billion in its 2008-09 financial year and offices in 23 countries. The company is owned by Danish investor Torben Ostergaard- Nielsen.

Mr Demant said the first warning signal comes when a shipping company immediately asks to buy bunkers on credit. 'Earlier we checked up on certain segments in the industry, but now we are checking out each individual customer,' Mr Demant said. 'We are forced to do that because the industry has had better times, visibility is generally low and will be for some time into the future.' Some shipping companies would not survive the crisis, Mr Demant said. 'This is an industry that faces very significant consolidation which is partly already under way but is far from complete,' Mr Demant said.

Environmental fuel regulations and demand for a wider variety of fuels made it hard for the smaller players, he said. The bunkers market shrank with the shipping trade in 2009, Mr Demant said, partly because many ships have been docked during the crisis and because some shippers are saving fuel costs by reducing vessel speeds, a practice known as slow steaming. 'Shipping is in a more difficult phase than before. For our part that means saying Yes or No to customers,' Mr Demant said. Danish shipping companies include AP Moller-Maersk, the world's biggest container shipping group. **Source : Reuters**

## SMIT TIGER TO ARRIVE IN ROTTERDAM

The **SMIT TIGER** which is at present enroute from Vietnam to Rotterdam is expected to arrive **Monday January 4<sup>th</sup>** in the morning hours , the tug will proceed to van Brink shipyard , **REDWISE** has executed the 13.500 nm trip with the **SMIT TIGER** which started October 25<sup>th</sup> in Haiphong



The **SMIT TIGER** seen at her last bunker stop in Las Palmas before starting her last stretch to Rotterdam

**Photo : Redwise Maritime Services B.V. ©**



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## Johor ports waiting for govt nod on plan to rationalise

Port of Tanjung Pelepas (PTP) and Johor Port, both owned by MMC Corporation Bhd, is still waiting for the government's decision on the plan to rationalise their operations. A source from PTP who refused to be named said the outcome of recent talks between his company and manufacturers at Johor Port on the issue had been submitted to the Transport Ministry.

'We are leaving it to the government to decide,' he said. Under the proposal, all container operations will be moved to PTP in Gelang Patah while Johor Port in Pasir Gudang will handle all other cargo such as bulk and liquid shipments. The rationalisation exercise is scheduled to start on Jan 1. The source said the exercise was proposed because Johor Port did not have enough space for expansion. Besides, the industry was witnessing the use of bigger container vessels which require the port to have certain equipment and depths to receive them, he said. 'Johor Port could not cater for the change in the industry. 'The rationalisation proposal will also save costs and improve the port's operational efficiency,' he said. He said manufacturers at Johor Port as well as hauliers and forwarders had refused to move their operations to PTP on the cost factor. To reduce the cost burden, he said, PTP and MMC had come out with several suggestions including a lower port tariff. **Source: Bernama**





## Azerbaijan prepares tender for the construction of the Baku port

The Ministry of Transport of Azerbaijan has received the first part of technical documentation for the construction of the Baku international sea trade port on Alat settlement in south off the country's capital, AZ Daily News reported. Deputy transport minister Musa Panakhov says that the submitted package of documentation relating to building ground and dredging of new port canal is under active consideration. "If no grave issues appear on documentation, then already in 2010 it will be announced a tender for construction within the first stage of new port project," Panakhov said. First phase of the construction is three years. Financing is envisaged from state sources within the framework of the State Investment Program.

Earlier transport minister Ziya Mammadov said that Holland's Royal Haskoning was completing development of the Master Plan and the working project of the building of the new Baku sea port in Alat settlement. "The Plan and project of the first stage will be prepared till the end of year, while the plan and the project of the second stage of construction of the port - till the end of March 2010. Tender procedures to choose a contractor of construction works will be finished till the end of 2009," Mammadov said then. Construction of the new port to be implemented by three stages will be finished by 2016. Stage I (2008-10) envisages construction of two ferry and three cargo bridges for acceptance of containers, Ro-Ro and usual dry-cargo vessels; Stage II (2011-13): construction of three more cargo bridges; Stage III (2014-15): construction of two more cargo bridges. The project is evaluated at more than \$400 million. **Source: CargoNewsAsia**

## Port of Tanjung Langsat to emerge leading chemical logistics hub

The Port of Tanjung Langsat (PTL), in Pasir Gudang, will emerge as the leading chemical logistics hub in South East Asia, given the edge it has over its competitors.



Menteri Besar Datuk Abdul Ghani Othman said the port's advantages were obvious although it has to compete with integrated petrochemical complexes in Pahang, Terengganu, and Pulau Jurong in Singapore.

The **BOW SAILOR** seen anchored at Singapore West Jurong anchorage  
**Photo : Piet Sinke ©**

Speaking to reporters after officiating PTL's liquid cargo berth here today, he said PTL can boost of its deepwater facility and offered a far lower cost of operation compared with other ports. TLP is the third port in Johor, designed to complement the

Port of Tanjung Pelepas and Johor Port. Positioning itself as Southeast Asia's premier speciality terminal, it handles bulk cargo such as liquefied petroleum gas and dangerous chemicals.

" PTL's strategic location in South East Asia will make it the leading port for bulk liquid cargo handling.



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" Besides being very spacious with a 4.5 kilometre shoreline fronting the Straits of Johor and depths of 12.8 metres, the port can accommodate large vessels," he said.

Johor Corporation, which owns PTL, has invested RM300 million to develop five liquid cargo berths. Its President and Chief Executive, Tan Sri Muhammad Ali Hashim, said another RM600 million would be invested to install additional berth facilities at the port.

By 2012, Johor Corporation would have invested more than RM1 billion and, todate, has invested about RM500 million to develop itself to complement the nearby Tanjung Langsat Industrial Estate.

With the completion of the PTL's liquid cargo berth, the port can now handle

26 million metric tonnes of liquid cargo annually, making it the biggest liquid cargo port in the country and region.

The PTL berth will also serve Langsat Bulkiers Sdn Bhd, a joint-venture between PTL and Felda Johor Bulkiers.

As for activities at the complex, Abdul Ghani said Asiaflex Products Sdn Bhd which was in the midst of completing a RM500 million flexible pipe factory, was planning additional investments to produce high-tech "Umbilical Cords".

Besides, South Korea's Kiswire Neptune is planning to invest RM250 million to manufacture steel wire ropes at the integrated complex. **Source: Bernama**



The **STELLAR VOYAGER** seen in Rotterdam – **Photo : Bernt R. Koning ©**

## China allows transshipment in Taiwan Strait

In what will be a major fillip to hard-pressed Taiwanese lines such as Evergreen, Yang Ming and Wan Hai, China's Ministry of Transport said it will relax its rules and allow container shipping companies that ply the Taiwan Strait to carry transshipment cargo, or goods originating from other economies, reports Dow Jones

Taiwanese and Chinese container shipping companies can also carry empty containers that belong to or are rented by companies that don't have approval to operate direct cross-strait shipping links, China's Ministry of Transport said in a statement on its website this week, without specifying when the new rules will take effect.

Unlike China, Taiwan doesn't have any restrictions on transshipment cargo or empty containers. Taiwan and China established direct cross-strait shipping links in December 2008, but only Taiwanese and Chinese ships registered in

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Taiwan, China, or Hong Kong are allowed to ply the cross-strait route, and cargo was limited to goods originating from Taiwan or China. **Source : Seatrade Asia**



The **SKANDI MONGSTAD** seen in Sandnessjøen / Norway at 31/12/2009

**Photo : Ton van der Vliet o/b FPV Seahorse.**

## Better freight rates benefit GE shipping

GE Shipping has announced the sale of two assets of its offshore division, namely a platform supply vessel (PSV) and an under-construction platform/ROV supply vessel. And while the company has not provided any financial details, analysts estimate that the company could see a cash inflow of nearly \$40-45 million (approximately Rs 210 crore) from this transaction over the next few quarters. The latest transaction by the company is not being viewed as significant at a time when it is focussed on growing its offshore division. That's because at the end of October 2009, the company had planned a capex of \$467 million (nearly Rs 2,150 crore) over the next 15 months in its offshore division, in a bid to acquire additional vessels. During the first half of FY10, the turnover of its offshore division was Rs 334.5 crore, a jump of 162.4 % y-o-y, but this business segment accounted for only 19.8% of GE Shipping's consolidated net sales during this period. Also, funding of this capex for its offshore division should not be a problem for GE Shipping, as its leverage ratio of 0.6 at the end of the March 2009 was lower than two years earlier.

The company's current offshore fleet — owned and leased — includes six PSVs, two jack-up rigs and eight anchor-handling towing supply vessels. In addition, the current pick-up in the global upstream oil industry should help ensure adequate demand conditions for GE Shipping's expanded offshore division over the medium term.

Meanwhile, in the company's key shipping division, like its peers, it also has benefited from a pick-up in spot freight rates in the tanker segment over the past few weeks, given signs of a global economic rebound. Indian shippers have a majority of their fleet capacity utilised in the tanker segment and they employ a combination of long- and short-term contracts with their key customers.

In the VLCC (very large crude carrier) segment, spot freight rates are currently at \$27,820 per day levels, as compared to the average spot freight rate of \$4,514 per day in September 2009 quarter. However, spot freight rates in the tanker segment despite the current improvement are still lower on a y-o-y basis. The GE Shipping stock rose 0.3% to Rs 281.3 on Thursday, and over the past two months, it has gained 17% compared to a 9% rise in the Sensex. The largest player in this sector, Shipping Corporation of India (SCI), has also risen 12.5% over the past two months. And despite the run-up in stocks in this sector, GE Shipping trades at a reasonable 6 times on a trailing basis while SCI trades at 11.5 times and we are neutral on this stock. **Source: Economic Times India**

## AIDAbella on its first call to Valletta

The cruise vessel, **AIDAbella** has called Valletta for the first time, following regular calls by sister ships **AIDA Cara**, **AIDA Diva** and **AIDA Vita** during 2009.



Photo : Gaetano Spiteri - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©



As she entered Valletta's Grand Harbour, **AIDAbella** was accompanied by a Tug Malta tug boat performing water displays, while an eight-cannon salute was fired from the Lower Barrakka Gardens. Meanwhile as she berthed at VISET Malta's Pinto 1 and 2 quays, she was greeted by a local village band playing a number of lively tunes. Roman soldiers set the scene for guests who had the opportunity to enjoy a nativity crib exhibition inside the chapel on the Valletta Waterfront promenade.

Meanwhile VISET's Chief Financial Officer, Mr. Stephen Xuereb presented **AIDAbella's** Captain Muller with a locally-crafted glass plaque showing the historic Valletta Waterfront buildings. Mr. Xuereb stated that VISET Malta is delighted to be welcoming yet another AIDA cruise ship to its terminals. He also said that AIDA has been one of the

first lines showing confidence in winter cruising in the Mediterranean, this winter choosing to call Malta on a regular basis once again. Part of the Carnival Group, AIDA Cruises is a tailor-made product for the German-speaking market. **AIDAbella** is one of the ships in the new AIDA's generation. Built at Meyer Werft, **AIDAbella** is in the same category as sister ships **AIDAdiva**, **AIDAluna** and **AIDAbly**, the latter to be christened in February 2010 in Hamburg. With a length of 224.97 metres and a beam of 32.19 metres, **AIDAbella** has a passenger capacity of 2,500 passengers. The name **AIDAbella** was chosen after a competition, with the name meant to signify the beauty of this ship. During the New Year **AIDAbella** will be calling Valletta on a number of calls.

To discover more visit [www.vallettawaterfront.com](http://www.vallettawaterfront.com)

## SMIT completes acquisition Minette Bay Ship Docking Ltd in Canada

This morning Smit Internationale NV announces that it has completed the acquisition of all shares of Minette Bay Ship Docking Ltd. in Prince Rupert, Canada. Minette Bay is active in the port of Prince Rupert with three ASD tugs. Minette Bay honorably performed the shipdocking services for Ridley Island Coal Terminal for 25 years. This acquisition enhances SMIT Marine Canada's current harbour towage operations on the West Coast of Canada. **Source : Smit**





## Port of Durban expects demand recovering next year

Despite global downturn the Transnet National Ports Authority is confident that the Port of Durban will retain its top position in South Africa and with its first phase of developing the Pier 1 container terminal complete and up to 720,000-TEU capacity. This is likely to turn around, increasing volume 32 per cent to meet a potential 1.4 million-TEU by its addition of six quay cranes and 14 RTGs at a cost of ZAR1.9-billion (US\$253,672) this year.

Transnet Port Terminals (TPT) rail freight chief Tau Morwe said demand should recover next year. It is likely to exceed 2008 volumes within three years boasting 52 per cent of all trade by 2028, he said, according to South Africa's Engineering News.



Estimates of Durban reaching 67 per cent market share by 2010 against Cape Town's 21 per cent, Port Elizabeth's 10 per cent and the new deep-water Ngqura container terminal two per cent. By 2028, Durban will still boast of 52 per cent of South Africa container handling.

The **MSC CARLA** seen in the port of Durban – Photo : David Fiddler ©

Development towards full capacity of 2.9 million TEU will involve widening of the entrance channel to 220 metres width and depth of 17 metres to accommodate postpanamax vessels of 9,200-TEU at a cost of ZAR3.02 billion. The relocation of handling areas and a replacement rail terminal to avoid backlog at dockside has now completed. The DCT will have a new autogate to improve efficiency with nine processing kiosks and 27 bays for servicing the full capacity of 270 trucks plus on 7.3 hectares of land at a total cost of ZAR125 million.

Source: Hong Kong Trade Development Council





The tug **SERVAL** arrived with the hull of the newbuilding **BEVER** in Dordrecht

**Photo : Marijn van Hoorn ©**

## **OLDIE – FROM THE SHOEBOX**



Above seen an ex Dutch coaster, now named the **Lissa** seen in Port Phillip 25-9-2007 which is operating in West Australian waters at present.

**photo : Andrew Mackinnon ©**

**.... PHOTO OF THE DAY ....**

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The **EURUS OTTAWA** seen departing from Willemstad (Curacao) with the KTK tug **JARO II** seen in the foreground  
Photo : Kees Bustraan - [community.webshots.com/user/cornelis224](http://community.webshots.com/user/cornelis224) (c)

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