

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 007



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The converted drillship, now crane vessel GARZPROM 1 (ex Gazprom 1) seen in the Bay of Campeche (Mexico), riding out some swell and gales.

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World's largest supply vessel goes to work

Hornbeck Offshore Services, Inc. has introduced the **HOS Centerline**, a Jones Act qualified, 370 ft multi-purpose support vessel (MPSV) to its fleet. It says that this HOS 370 design, with an 8,000 plus deadweight-ton capacity is "the largest and most diverse DP-2 classed offshore supply vessel available today." The **HOS Centerline** is the only vessel in the world to have received certifications by the United States Coast Guard allowing operations as a supply vessel, industrial/construction vessel and as a petroleum and chemical tanker.



The **HOS Centerline** was added to Hornbeck's fleet in February 2009 and achieved its multi-certifications under Subchapters "L", "I", "D" and "O" in October, 2009. Her sister-vessel, **HOS Strongline** will join the fleet in early 2010 and is expected to receive the same regulatory pedigree. Both

vessels will be based at the company's shore base facility, HOS Port, located in Port Fourchon, Louisiana. The company acquired the HOS Port facility and its heavy lift capabilities in order to accommodate its growing fleet of large dimension vessels, including the **HOS Centerline** and **HOS Strongline**.

The two HOS 370 vessels are the result of a conversion program that involved the retrofit of two coastwise-qualified molten sulfur tankers into multi-purpose supply vessels (MPSVs). Originally Hornbeck expected delivery of the converted vessels by the end of 2006.

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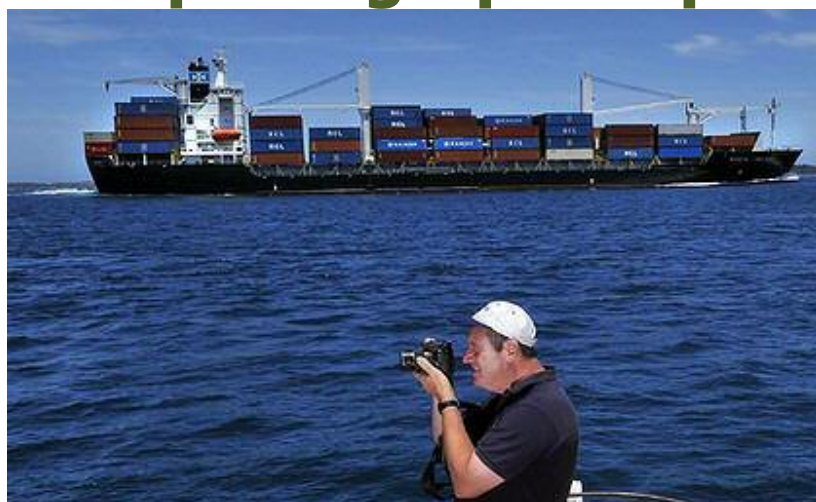
The HOS 370 vessels have the capacity to transport more than 30,000 barrels of liquid drilling mud and fuel to and from exploration, development and production projects. Positive displacement pumping systems allow the vessels to provide a consistent transfer of product even at installations with large air gaps. The **HOS Centerline** has a self-contained mixing and cleaning system that reduces the risk of drilling fluid collapse as well as the time necessary to clean storage tanks, which is a cost normally borne by its customers. Mud mixers utilize low inertia paddles to reduce the fall-out of the mud and provide for a consistent mix. The vessel's significant size, 8,400 kw of available propulsion, power and DP-2 capability allows it to continue cargo transfer operations during sea and weather conditions that prevent smaller vessels from working.

With its subchapter "D" and "O" certifications, the **HOS Centerline** can carry crude oil as well as other flammable and combustible cargoes in significant quantities from offshore drilling and production sites.

The HOS 370 vessels offer 18 tanks with three separate segregations that allow the transport of three separate products at the same time. This feature makes the vessel an excellent platform for various well test, flow-back and dewatering projects in deepwater and ultra-deepwater. The vessel can also be utilized for emergency export of crude oil and other fluids during times of or following disruptions, such as hurricanes. The HOS 370-class cargo deck dimension is 240 feet x 58 feet (1,287 sq m) and is complemented by an additional 30 ft x 58 ft of covered deck space, unparalleled in the industry. The vessels have multi-functional ISO sockets integrated into the bow to accept standard sized containers to increase loading productivity and eliminate the use of traditional chains and binders.

The **HOS Centerline** has accommodations for up to 78 personnel, in excess of the vessel's crew. The large deck and ample quarters provide an excellent platform for subsea construction operations. **Source : MarineLog**

They that go down to the sea – to photograph ships



Shippingnews clippings contributor **Andrew Mackinnon** photographs ships on Port Phillip.
Photo: Wayne Taylor

WHILE having chemotherapy on a sunny winter's day last year, **Andrew Mackinnon's** thoughts were distracted by a Japanese fisheries vessel that was about to quietly sneak out of Port Phillip Bay. He hurriedly enlisted a mate to pick him up from the hospital and whisk him out on the bay just in time to get a shot at his quarry, the **Mihama**, before it escaped through the heads.

Mission accomplished, he added a beautifully sunlit photo of the Japanese patrol boat to his collection of more than 10,000 photographs of ships and boats. Anti-whaling protesters may have missed the visit but it's hard for any vessel to slip by Melbourne's avid "shippies". Mr Mackinnon is one of a large band of ship enthusiasts who keep a keen eye

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on all comings and goings in the bay. They call themselves "shippies" - just don't call them "shipspotters" - and most are members of the grandly titled World Ship Society.

The Melbourne branch's 150-odd society members meet monthly at a Port of Melbourne building to swap news and photos of all matters maritime. Meetings are frequently and abruptly interrupted by the shout of "SHIP!", prompting a rush to the window to check out what's coming up the Yarra.

At other times they can be spotted staking out key vantage points on land around the bay, or - the luckier ones - out on their own vessels. While some once served in the navy or are now employed in shipping or the ports, their diverse membership includes teachers, doctors and a priest.

"It's a bit more interesting than collecting stamps or knitting," chuckles Mr Mackinnon of his lifelong hobby.



Spliethoff's **DONAUGRACHT** seen in Melbourne - **Photo : Andrew Mackinnon (c)**

"There's so many different shapes and sizes, you just don't know what is coming over the horizon next. It happens to be that ships are the largest moving items in the world." With more than 20 arrivals and departures in the bay a day, shippies cite the diversity and individuality of ships as part of the attraction.

"As fast as they are scrapping ships, they are building new ones, but it's not like cars rolling off the production line as ships all have more individual design, with only two or three sister ships built the same," Mr Mackinnon said.

A mariner licensed to skipper vessels up to 80 metres, Mr Mackinnon credits his dedication to documenting ships for helping him through a battle with non-Hodgkin's lymphoma last year. "All along, just keeping interested in ships kept my mind off things and on the bad days when there was a ship coming, nothing was going to stop me," he said.

"I was never one for sitting around thinking 'poor me' - I got up and went out and did things and kept my eyes and ears open for anything with ships and I reckon it helped." Unable to work while having treatment, Mr Mackinnon spent his good days out on the bay on a small motorboat photographing new arrivals powering along the shipping channels.

"In the bay, you are at sea level and you look at this big, steel monster coming at you and you have to keep clear of it and the shipping channels. But if you are in the wrong spot and you can't get it, that's it," he said. "If you muck it up or something goes wrong with your camera, you are done for as you can't get the ship to do a U-turn."

Now in remission, Mr Mackinnon is back behind the wheel for Voyager restaurant cruises and working as a fill-in skipper on other vessels around Melbourne. He has previously worked for the Port Phillip pilots, Queenscliff-Sorrento car ferry and the Bos Carlos dredging company. He once had a stint working on ferries at Portsmouth in England.



The **VIKING ODESSA** seen inbound to Melbourne - **Photo : Andrew Mackinnon (c)**

Like many shippies, Mr Mackinnon's love of things that float started early as the son of a Sorrento couta boat fisherman. He fondly remembers growing up in Sorrento and watching in awe the passing parade of ships through Port Phillip Heads. "Years ago, you used to see the occasional ship come into the bay but now the ships arrive in your lounge room - the internet is marvellous," Mr Mackinnon says.

The internet has proved a boon for ship lovers who can now tap into a global network of fellow enthusiasts, exchanging photos and information and even using websites to track the live movements of ships worldwide.

To celebrate his remission from cancer, Mr Mackinnon recently treated himself to a holiday in the international shippies' mecca: the port of Singapore, one of the busiest in the world with hundreds of arrivals daily. Shippies converge there and hire boats to get out and photograph the many ships now stalled at anchorage by the global financial crisis. The bustling port of Hong Kong is another favoured shippies' haunt he has visited several times.

"I would love to go to just about every port in the world to see how it works and I'm keen to see all sorts of ships and boats," he said. And he probably will see quite a few more. Mr Mackinnon is not one to wait at home for his ships to come in. **Source : The Age**

Dry bulk market enters 2010 on a positive note

The dry bulk market started 2010 exactly as it began back at the beginning of 2009, with a bullish stance with renewed cargo interest. As a result, the Baltic Dry Index (BDI), a benchmark which tracks the cost of hauling commodities like iron ore and coal in dry bulk carriers, has risen by 8.8% or 265 points during the first couple of session into the new year. Strong Chinese manufacturing data helped lift the freight market and iron ore prices, with the BDI ending Tuesday's session at 3,270 points, up by 130, keeping up the momentum set from the beginning of the week. Almost every individual ship type has benefited this new rally, with the exception of the smaller handysize markets, which was up by just 4 points yesterday. The benchmark Capesize market, through the BCI (Baltic Capesize Index) was up by 234 points at 4,431, while daily average time charter rates rose by \$2,744 points at \$42,722. Similarly, the panamax market was up by 180 points at 4,003, with charter rates rising by \$1,461 at \$32,141. According to the latest weekly report by Barry Rogliano Salles (BRS), "despite a damp end to the year for bulk rates, shipping has weathered the storm far better, than was initially expected in the wake of the financial crisis. With the exception of the Capesizes, these rates are all higher than the average for 2009, and overall the BDI has only lost around 50% of its value compared to 2008. This is a far cry from the lows seen in late 2008 when rates lost nearly 90% of their value.

Looking forward, market sentiment is still relatively positive for the short-term. This is especially the case if Chinese buyers start to stockpile ahead of an anticipated increase in ore prices. Adding to the momentum, Vale said this week it expected to increase 2010 ore output back up to 2008 levels. Meanwhile, India's decision to introduce new ore

export tariffs is not expected to have a huge impact. Although some believe this will push China further into the arms of the 'big three' ore producers, putting further pressure on ore prices, others argue that steel mills will be able to absorb the extra cost given today's steel prices. For their part, India's exporters believe the new duties will reduce exports by about 6 million tonnes in the current fiscal year, a decline of 5% said BRS.

According to analysts, the BDI for the past one year has been vulnerable to Chinese imports. Since China is again building up inventory in steel, coal, iron ore and aluminium, BDI has seen an advancement. However, some analysts feel that the rally in crude oil prices is also driving BDI upwards. As per Kunal Lakhan of KR Choksey, the rise of BDI is not sustainable as its upside is limited. Further, ease in congestion at major ports could affect the shipping sector which may lead to a decline in BDI. Also, additional supply of expected 15% net additions may slow down the rally in BDI. Market opinion greatly affects the freight exchanges. The recent fall in the BDI can be attributed to many companies forecasting lower global growth and cutting their production and demand targets.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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Sea Shepherd Reveal Secret Third Ship, the BOB BARKER!

Surprise boat becomes the first to discover location of the Japanese whaling fleet.

Seems that lasers weren't the only secret weapon the Sea Shepherd were keeping under wraps.

The anti-whaling organization let loose today that a brand-new third ship, the MV **BOB BARKER**, has discovered the Japanese whaling fleet. Said one member of the Sea Shepherd's shore crew, "We have had to keep the secret, **Bob Barker**, for eons! We had to squirm out of so many situations and questions to keep the secret!!



TMZ.com did a bit more digging and found out that Mr. Price is Right donated over \$5 million dollars to the anti-whaling org to retrofit this icebreaker. The new (and very secret) ship was the first of the Sea Shepherd fleet to discover the location of the Japanese whaling fleet. Word is, Barker kicked some ass and made the Japanese relocate, thwarting plans for any kills.

The 1,200-ton Norwegian built Antarctic

harpoon vessel caught up with the Japanese whaling fleet at 0300 Hours on Wednesday, January 6th, in the area of Commonwealth Bay off the Adelie Coast at 143 Degrees 17 Minutes East and 66 Degrees 43 Minutes South. The Norwegian flag cracked in the chill Antarctic air as the silhouette of the whaler gave every indication that the ship was sent to support the Japanese whalers.

The Japanese could be forgiven for thinking that the pro-whaling Norwegians had sent a ship to support their illegal whaling activities in the Southern Ocean Whale Sanctuary. But any excitement turned to disappointment quickly as the Norwegian flag was hauled down and the black and white skull with crossed Trident and Shepherd's crook was raised to announce the arrival of the **Bob Barker**, the latest ship acquired for the Sea Shepherd ocean defense fleet.

Thanks to a \$5,000,000 contribution from American television personality and icon Bob Barker, the **Sea Shepherd Conservation Society** was able to quietly purchase and refit the former Norwegian whaler in Africa. The ice strengthened fast chaser boat quietly departed from Mauritius on December 18th to join up with the Sea Shepherd ships **Steve Irwin** and **Ady Gil** in the Southern Ocean. **Source : ecorazzi**

Anti-whaling boat Ady Gil rammed and crippled by Japanese whalers.

ANTI-whaling group Sea Shepherd has confirmed its ship the **Ady Gil** is sinking, after a collision with Japanese whalers. The **Ady Gil** was shadowing Japanese ship the **Shonan Maru** when it suddenly started its engines and hit the Sea Shepherd vessel, the group has claimed. Paul Watson, the captain of Sea Shepherd flagship the MV **Steve Irwin**, said the \$2 million **Ady Gil** was paralysed and probably unsalvageable. "It cut eight feet off the front of the vessel. There is a big gaping hole, so it can't go anywhere or it would fill up with water," he said.



The crew of six had been accounted for. Five were on the new ship MV **Bob Barker**, with one still on the **Ady Gil**.

"The vessel is taking on water," Capt Watson said. "The captain is still trying to salvage what he can and save his boat." Capt Watson said the Japanese refused to respond to mayday calls and fled the scene.

The Federal Government is investigating the reports. The protesters say they were trying to get out of the way of the Japanese vessel, while the Japanese have accused the protesters of causing the collision. Japan's Institute of

Cetacean Research, which supports the whaling program, has released footage which shows the **Ady Gil** chasing the Japanese vessel and passing in front of it. Anti-whaling protesters unfurl a rope from the back of the **Ady Gil** and appear to drag it in front of the Japanese, as the whalers respond with a water cannon and loudspeaker warnings. It's not clear from the footage who caused the collision. The Institute has released a statement saying the **Ady Gil** attacked the Japanese vessel.

``The **Ady Gil** came to collision distance directly in front of the (ship's) bow," the statement said.

``The (ship) started its water cannons and proceeded to prevent the **Ady Gil** coming closer."

The statement accused **Ady Gil** activists of towing a rope to entangle the Japanese ship's rudder, shining a laser, and lobbing acid bombs. One landed on the Japanese vessel's deck, the Japanese said. The Institute, which backs the slaughter of hundreds of whales in Antarctic waters each summer, said it was concerned that towing a rope was bad for the environment.

“Their repeated deploying and abandonment of ropes designed to entangle the propeller of our navigating vessels ultimately ends becoming litter which is spoiling the Antarctic marine environment.” The collision happened in Australia’s Antarctic waters near Commonwealth Bay, south of Hobart.

Earlier today, Capt Watson accused the Japanese of chartering planes from Australia to pinpoint Sea Shepherd’s locations. “We didn’t think anything of it at the time, we thought they were Australian government planes, routine,” he said. “And then about six hours later the **Shonan Maru** was on our tail so we figured out that the planes had given the location so that the Japanese could tail us.”

He said the **Steve Irwin** only shook off the ship - after skirmishes involving a water cannon, a laser-type device and a military-style sonar weapon - when he returned to port and then left under low cloud cover, making air surveillance impossible.

“I think they spent about \$20,000 on that search, about 12 hours in total, and they didn’t find us and we were able to slip past,” Watson said. Today, anti-whalers threw rancid butter-filled Christmas tree baubles “like baseballs” at the Japanese ships to make their decks too foul to work, “They can’t work on the deck with these stinkbombs and it makes life very unpleasant on board,” Capt Watson said. “In East Africa they shoot elephant poachers, down here we just throw stinkbombs.” Capt Watson said the Sea Shepherd activists latched on to the Japanese ships just before dawn, about a month after setting out from Australia on their annual bid to stop the slaughter of hundreds of minke and fin whales.

He said earlier the **Ady Gil** and the **MV Bob Barker** were pursuing the whalers in Antarctica’s Commonwealth Bay.

The 1200-tonne Norwegian built Antarctic harpoon vessel MV **Bob Barker** arrived off Commonwealth Bay at 3am today with 30 crew aboard. The ship was bought in Ghana with a \$5 million donation by US television celebrity Bob Barker and sailed from Mauritius on December 18. It joined the MV **Steve Irwin** and the **Ady Gil**.

“I’m surprised we kept it a secret as long as we did, considering how many people we had involved,” Captain Watson said. “It has the speed and it’s ice strengthened and it’s the perfect vessel to go after the whaling fleet. “We kept it quiet until this morning at 3 o’clock when they found the Japanese fleet. “The security vessels were so busy chasing up 500 miles north of the fleet that they had no idea the **Bob Barker** was moving in on them.” Sea Shepherd activists have harassed the Japanese fleet over the past six hunting seasons and claim to have saved the lives of hundreds of whales. An international moratorium on commercial whaling was imposed in 1986 but Japan kills hundreds each year using a loophole that allows “lethal research” on the animals. Japan makes no secret of the fact that whale meat ends up on dinner tables, and accuses Western nations of not respecting its culture. **Source : Perth Now**

Drugs allegedly found onboard grounded DPRK ship

Not for the first time a North Korean ship stands accused of drug trafficking. When the M/V **Nam Yang 8** grounded off the Cagayan-Ilocos coast in the Philippines on January 1 there was much media speculation about the possibility of illicit materials onboard. All 22 North Korean crew of the Chinese flagged ship were saved and are currently in the Philippines. Now local media is reporting drugs have been discovered onboard.

Shabu (methamphetamine hydrochloride) and marijuana were allegedly discovered by a composite team of Immigration, Coast Guard, police and Customs operatives inside the M/V **Nam Yang 8**, which had washed ashore off Barangay Pasaleng, Pagudpud, Ilocos Norte, the Philippine Star reports. The ship was starting to tilt due to alleged overloading while sailing off the Philippine coast along the South China Sea en route to the Chinese mainland in the early morning of January 1. North Korean ships have a history of being caught with drugs onboard, most famously the Pong Su off Australia some seven years ago. **Source : Seatrade Asia**

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Tonne of cocaine on Jamaican whisky ship

Dutch authorities have seized more than a tonne of cocaine hidden among containers of whisky on a cargo shipment from Jamaica, their largest seizure ever from the island nation. The 1,100 kilos of the drug, with a street value of more than 30 million euros, has already been destroyed. "We've had bigger seizures but not from Jamaica," a spokeswoman for the public prosecutor said.

A special team comprised of seaport police, customs, the financial crimes investigation service and the public prosecutor's office found the container last week in Rotterdam, Europe's biggest port, they said in a statement on Tuesday. The container was targeted for an in-depth search "based on a risk analysis of customs," they said, and was immediately identified as suspicious by a drug dog. Police arrested five men on Monday at the warehouse in Amsterdam where the container was delivered. The U.S. Justice Department has called Jamaica an "increasingly significant transshipment point" for cocaine from South America, mostly to the United States but also to Europe. The island nation is on a U.S. list of 20 countries singled out as being major production or distribution centres for drugs.

The Netherlands remains one of the primary entry points for cocaine into Europe. British drugs research group DrugScope has said that the Netherlands and Spain, together, account for nearly two-thirds of all European seizures of cocaine. **Source : cnews**

CASUALTY REPORTING

Search for 11 missing crew

A SEARCH and rescue operation is now on for 11 missing Indonesian crew members of a Singapore-registered tugboat which capsized off Pedra Branca early on Wednesday morning. The 767-tonne **Ocean Lark** sank at about 5am. The search and rescue operation, with a helicopter and patrol vessels, is being carried out by MPA, the Republic of Singapore Air Force, Republic of Singapore Navy and commercial vessels

The Maritime Port Authority of Singapore (MPA) said the accident happened in the South China Sea, about 45 nautical miles from Singapore and some four hours away by boat. The Republic of Singapore Air Force's Super Puma helicopter



and the Republic of Singapore Navy's two patrol vessels **RSS Fearless** and **Brave**, each carrying 30 crew members, are still combing the accident site for survivors.

The missing 11 were among 13 crew members onboard the tugboat heading to the Indonesian island of Matak, where oil companies such as Conoco Phillips, Premier Oil and Star Energy are located.

Left : The **OCEAN LARK** seen in Singapore last month
Photo : Piet Sinke ©

Two men were rescued by a passing Singapore supply-vessel from a life raft about 16 nautical miles east of Horsburgh Lighthouse, said a statement from MPA on Wednesday. It added that other commercial vessels are also helping in the search. MPA has issued navigational broadcasts to vessels in the vicinity to join the search.

Indonesia's Maritime Rescue Coordination Centre has also been informed. **Source : Straits times**

NAVY NEWS

Cathelco protects T-AO 187 class pipework

Cathelco Ltd., Chesterfield, U.K., has supplied marine pipework anti-fouling systems for a complete class of Military Sealift Command fleet replenishment oilers. The final vessel in the series of 14 Henry J. Kaiser Class T-AO 187 vessels to be installed with a Cathelco system will be the **USNS Patuxent**, which launched in 1991.



The orders for systems were won by long established Cathelco agent Allied Marine Services Inc., Stevensville, Md.

Left : The Henry J. Kaiser class **USNS Walter S Diehl** seen moored in Singapore-Sembawang
Photo : Piet Sinke ©

"The Military Sealift Command in Norfolk, Va. , Fleet Managers for the T-AO 187 Class ships, are very pleased with the Cathelco AF systems' easy installation, excellent performance, the timely delivery and after sales support received from Allied Marine Services and Cathelco," says John Hautala, sales engineer at Allied Marine. "We have delivered 13 out of 14 shipsets and the last order for the

USNS Patuxent has been received and is being processed." The Cathelco system is based on the electrolytic principle and designed to protect seawater pipework systems against blockages caused by barnacles and mussels which can restrict the flow of cooling water to engines and auxiliary systems.

On the **USNS Patuxent**, the system protects four seachests with flow rates of 2,000 cu.m/hr. Each of the seachests is fitted with two copper anodes and one ferrous anode which are wired to a control panel.

In operation, the copper anode produces ions that are carried throughout the pipework system and create an environment where mussel larvae do not settle or grow. At the same time, the ferrous anode releases ions into the system that coat the internal surfaces of pipes to suppress corrosion. Ferrous anodes are used to protect cupro-nickel pipework, as is the case in the **USNS Patuxent**, while aluminum anodes are more commonly used on vessels with steel pipework. **Source : Marine Global Net**

S Korea's defense exports hit record high last year

South Korea's defense exports in 2009 jumped 13 percent to a record high of 1.17 billion U.S. dollars, helped by the government support and more companies breaking into overseas market, an arms procurement agency said Tuesday.

The record-high sales are slightly short of the original goal of 1.2 billion U.S. dollars but is still a major achievement considering the global economic downturn, the Defense Acquisition Program Administration (DAPA) said. The sales were also boosted by diversification of the defense items, with many small firms, whose number local media say stands at 104, entering the industry and faring well, according to the agency.

South Korea, whose main arms export items include aircraft parts and submarine systems, is eyeing to increase its weapons sales to 1.5 billion U.S. dollars this year, a possible 28 percent year-on-year increase, the agency said. The agency has previously said main buyers of the country's defense items include the United States, Germany and Indonesia. South Korea has said it aims to become one of the top 10 countries weapons exporters by 2012.

Source : chinaview



Above seen the 2009 Damen Galati built Swedish Coast Guard MPV **KBV 002 TRITON** leaving Valletta, Malta 5th January bound to Vigo, Spain and then arriving Gotland, Sweden on 20th January 2010.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

Royal Navy feels the lash

THE British Royal Navy faced a struggle for survival against a Treasury that was intent on cutting back on defence spending, a report warned yesterday. The Royal Navy is "smaller than it has ever been in its history but the demands upon the few remaining ships remain as high as ever", says British Warships and Auxiliaries, an annual guide to the state of the British navy.

With Afghanistan absorbing an increasing amount of resources, the navy's surface warship and submarine fleets look set to be the most vulnerable. Steve Bush, the editor of the guide, warns that even though the navy is to receive two large aircraft carriers and more new destroyers, there will not be enough frigates and destroyers to protect the most important ships. Bush, who left the Royal Navy in 2000 after 20 years, said: "There are new ships coming through but the fleet has been pared back so much by the government that there are now not enough escort ships to protect the bigger vessels.

"The government thinks that new ships are more capable and therefore you don't need so many of them, but the number of escort ships is being cut significantly. If you're going to rely on new carriers and an amphibious capability . . . you need escort ships to keep them safe." The guide also casts doubt on the Future Surface Combatant, a generation of warship for the 2020s and beyond. Admiral Mark Stanhope, the First Sea Lord, said he hoped to have this program approved before he retired. But Bush warns that this project is likely to slip because of diminishing resources. Four nuclear-powered Astute-class boats have been ordered but the construction program has suffered from delays and overspend, and there are doubts about a promised extra three. Even the government's commitment to the two new 64,000-tonne carriers, costing about pound stg. 4 billion (\$7.2bn), might not survive the demand for savings. "With a defence review due this year, nothing will be exempt from the need to cut costs," Bush writes in the guide.

He says that if there are to be fewer escort ships (frigates and destroyers) then the government will have to think about cutting back on commitments. Several ships are tied up with the counter-piracy operation in the Gulf of Aden - one of the new commitments for the navy. "We as a country have to decide whether we want a blue-water navy capable of transiting the globe or a navy that just protects our coastline. I hope it's the former," he writes. **Source : theaustralian**

Wilmington chosen to commission Navy destroyer

It appears the Navy has picked Wilmington to host the commissioning of another vessel. In 2008, the city helped send off a submarine. This time it will be a destroyer. The **U.S.S. Gravelly** is coming to the Port City according to a spokesperson for the Navy. The **Gravelly** is a 510 foot destroyer named after the late Vice Admiral Samuel Lee Gravelly, Junior. He was the first African-American Admiral in naval history. Last may, the ship was christened in Mississippi with Gravelly's wife, Alma, breaking the champagne bottle over the vessel.



"She's beautiful -- just beautiful," says Alma about the vessel. "My husband would have loved it." The navy spokesperson we talked to says the ceremony is tentatively scheduled for either September or October. **Source : WECT**

Norwegian submarines need base in Northern Norway

Norwegian submarines are instructed to sail more outside Northern Norway, but lack important support facilities on land, one year after Norway abandoned its Arctic base of Olavssvern. The Norwegian submarines are diesel-electric and have batteries that need charging every fourth or fifth week, says Head of the Norwegian Submarine Forces Commodore Erik Bøe to NRK. When the Olavssvern base outside Tromsø was closed, the submarines lost the only

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possibility for charging batteries in Northern Norway. The submarines now have to go to the Norwegian Navy's main base at Haakonsværn outside Bergen to get their batteries charged.

The Norwegian Government has declared that Northern Norway is a priority and that increased presence of Norwegian naval vessels on northern latitudes is a goal. In spite of this, Olavsværn – one of two bases in Norway with a mountain hangar and with specialists and equipment to maintain submarines, was abandoned one year ago. The Norwegian Navy plans to move a floating quay with from Olavsværn to the Ramsund naval base in Nordland County. This could make it possible to charge the submarines' batteries in Northern Norway, Commodore Bøe says.

Source : BarentsObserver

SHIPYARD NEWS

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AIDABLU LEFT THE BUILDING HALL



At the Jos Meyer werft in Papenburg the **AIDABlu** left the building hall during real winterly weather, the new passengerliner is expected to depart from the yard 16/17 January from Papenburg bound for Emden via the river Ems

Photo : Kees de Vries ©

Damen Shipyards Group invests in China

Damen Shipyards Group is an internationally oriented company with shipyards in many parts of the world. Since 1994 the organisation has been active in China where this year Damen Shipyards Changde was opened. The production activities of this shipyard and also now two other shipyards, Damen Shipyards Yichang and Damen Marine Components Suzhou, as well as two joint ventures with two shipyards, AFAI Southern Shipyard and Penlai Bohai Shipyard, focus, in particular, on exports. Now that growth in the market seems to be slowly shifting, China is being paid full attention from Henk van Herwijnen, Regional Sales Director Asia Pacific. Where previously Poland and Romania were important countries for the Damen Group to build ships in accordance to Dutch quality standards, China has taken over. Van

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Herwijnen: 'Around ten or fifteen Dutch engineers stay in China on a continuous basis to monitor the quality level and to train Chinese employees. Damen has been producing tugs in China for more than ten years. They have a reputation of good quality, something we are very proud of'.

Damen Shipyards Group started to build aluminium ferries in 2000 in Singapore. Since capacity expansion was deemed necessary due to the increase in demand in a variety of ferries, an appeal was made to the Damen shipyards in China that had previously produced hulls for these boats. In 2005 capacity was expanded to the country with the highest population. 'The demand for aluminium ferries is virtually staying the same. There even seems to be slight growth. Tourism will after all shift. Europeans, for example, travel less frequently outside of Europe but this only means that the demand for ferries within Europe will simply increase.'

The Regional Sales Director Asia Pacific can only see many new opportunities in China. Van Herwijnen: 'We can offer a broad product range to the Chinese market. We are currently in a process of searching for the correct product/market combinations. Two weeks a month I am active in China searching for the right entry points there. A fascinating but slow process; especially finding the decision-makers within the organisation structures of Chinese companies is difficult.' Van Herwijnen invests in different approach strategies and also sees the value of trade trips of The Dutch Agency for International Business and Cooperation (EVD) and visiting the largest Asiatic trade fair, Marintec. 'We are booking more and more progress. China is more than just a big challenge to us.' Damen Shipyards Group is a true family company that started in 1927 with a single shipyard. The expansion that Damen has subsequently experienced up to now, 2009, with more than thirty shipyards, is tremendous. The shipyards build a broad range of vessels in standard designs and series ranging from small auxiliary boats to large port tugs and fast ferries. In addition, five Shipyards mainly carry out repair work. **Source: Damen Shipyards Group**

MMPL KESTREL LAUNCHED



MMPL is pleased to announce the succesful launch of their 3rd 70M DPS-2 PSV's series named **MMPL KESTREL**, which will be delivered in March 2010, Another 70M and 4 x 58M will be delivered throughout 2010. With 2 x 58M and 2 x 87M due in 2011.

Photo : Robin F Reeves - Minnow Marine Projects Ltd ©

Sevmash needs more workers

Sevmash shipyard in Severodvinsk, Arkhangelsk Oblast, will need at least 1500 new workers to complete construction of the Prirazlomnaya platform. According to Deputy General Director Vasily Ugryumov at Sevmash, the shipyard is in need of a large number of qualified workers, Severodvinsk newspaper Korabelnaya Storona reports. In addition to the

finishing stages of construction of the ice-strengthened platform Prirazlomnaya, Sevmash will be busy with the modernization of the Russian aircraft carrier “**Admiral Gorshkov**” for the Indian Navy. Sevmash shipyard in 2008 had 25 000 workers according to Wikipedia **Source : BarentsObserver**

Tougher times for Norwegian shipyards

Norwegian shipyards last year experienced their worst year, with orders worth only NOK 1.3 billion. This is a drop of nearly 90 per cent since the top years of 2005 and 2006, Aftenposten reports. In the top years, the Norwegian yards received orders worth up to NOK 17-18 billion a year, the paper writes. At present, only a few of the 25 Norwegian yards have orders lasting into 2011. Most of the contracts at Norwegian yards have been for vessels to the offshore industry. But already now there is a surplus of offshore vessels on the market. Around 10,000 are employed at Norwegian shipyards, and another 12-14.000 in the ships' equipment and outfitting industry. **Source: The Norway post**

ROUTE, PORTS & SERVICES

HUISMAN CRANE INSTALLED ONBOARD THE JASCON 34



Above and right seen the installation of the Huisman 800mT OMC (offshore mast crane) last Sunday. The installation was done by the sheerlegs Asian Hercules for STG/CPL onboard the **Jascon 34**. Installation was done under supervision of Huisman Far East Services.

Photo's : Pepijn Toornstra ©



Atlantis Dweller christened

The latest newbuild for RUE/Simon Møkster, **Atlantis Dweller**, was christened in Norway recently. The new vessel, a compact and versatile MSV, will sail for Nigeria shortly. The vessel is approximately 70m long and has a large ROV

hangar able to accommodate two large work class ROVs or diving systems. The vessel also has a smaller hangar on the starboard side which can house an observation ROV. Amidships a 60 tonne heave compensated offshore crane is fitted. The vessel can accommodate 70 persons.

STENA OIL ENTERS WEST AFRICA OFFSHORE BUNKER MARKET

Stena Oil, which is well established in the Scandinavian offshore bunkering market is expanding into West Africa. The company that from the end of this month it will have the capacity to "cover a huge range in the West African region". Stena Oil claims it will use its "accumulated experience, customized tankers, well trained crew and technological know-how in order to maintain the highest standards of quality and reliability that the customers expect from the company". The company says it plans to supply fuel to vessels "from off Abidjan to Lagos, Pointe Noire and all the way down the coast to Luanda". Initially Stena Oil will be able to supply bunkers 30 – 50 miles off the coast of various locations using two customized tankers on long-term time charter from Tarntank.

Stena Oil's executive vice president, Patrik Pettersson says: "Through this expansion we strengthen our position as one of the world's most reliable and quality-focused operators in the bunker industry. We now have the opportunity to prove our exceptional commitment to quality, flexibility and performance to new customers in WAF. West Africa, being a region of increasing shipping activities, puts great demands on experience and reliability – and we are happy to supply this. Being both a buying and a selling operator with long experience from this area, Stena Oil as a supplier has the advantage of knowing exactly what the customer demands from his supplier and we are therefore in a position to operate proactively and with great efficiency." **Source : Maritime Global Net**



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Fiji capital faces drop in cruise ship visits

A Fiji company representing major cruise liners says there'll be a drop in the number of ships visiting Suva this year because of the effects of the global financial crisis. Pacific Agencies Fiji Limited, which represents cruise companies including P&O and Carnival, says there'll only be 55 cruise liners to call into port this year compared with 76 last year.

The National Operations Manager, Bradley Bower, says people planning tours for 2010 are not looking for long extended trips because of the cost. "We would put it basically down to the global financial crisis. People plan two years out and so the effects are now being felt for cruises. Ships calling in Fiji, they are basically on the 12-day plus cycle out of Australia and New Zealand. And so people not booking those calls have reduced the total number overall."

Bradley Bower says the cruise companies are trying to sell holidays but people are simply not buying them. **Source : Radio New Zealand International**

Genco Shipping & Trading Limited Completes Acquisition of Nine Capesize Vessels

Genco Shipping & Trading Limited announced that it has taken delivery of the **Genco Claudius**, a 169,025 dwt Capesize newbuilding. The **Genco Claudius** is the final vessel to be delivered to the Company under Genco's previously announced agreement on July 18, 2007 to acquire nine Capesize vessels from companies within the Metrostar Management Corporation group. The **Genco Claudius** was delivered to its charterer, Cargill International S.A., on January 4, 2010 to commence a time charter for 10.5 to 13.5 months at a rate of \$36,000 per day, less a 5% third party brokerage commission. Currently, Genco has approximately 51% of its fleet's estimated available days secured on contracts for 2010. The Company used its available cash to pay the remaining balance of \$96.0 million for the **Genco Claudius** Source : Genco Shipping & Trading Ltd.



The TSHD **FLEVO** seen operating in and out of the port of Santo Domingo, Dominican Republic.

Photo : Ronald de Bloeme ©

Sinotrans chosen to revamp Nanjing port

Nanjing Port Authority has selected logistics giant Sinotrans ahead of Cosco to revamp the river port. A letter of intention has been signed between the two bodies this week whereby Sinotrans will pump in cash, the authority will restructure, corporatise and become Nanjin Port Group Co. Ltd, with the logistics player taking an unyet specified stakes in the new port body. Sinotrans already has some previous working experience with the port, having a 10% stake in a new container terminal there. Moreover, Sinotrans' merger with Changjiang Shipping Corp has given the Beijing headquartered logistics conglomerate a tanker firm in the river city, Nanjing Tanker Corporation.

An official from Sinotrans revealed the company was looking to accelerate its Yangtze footprint. "We are planning to establish three shipping hubs in the Yangtze river basin," the source said. The first one is Wuhan port starting the major cooperation last October, the second is Nanjing port and the third one will be Chongqing port.

Nanjing port said in a statement that the major shareholders of Nanjing port and Sinotrans will sign a specific agreement in six months, otherwise the letter of intention will be terminated. Nanjing sits on the north side of the river, approximately 275km inland from Shanghai. As the Yangtze, China's longest river, has been dredged repeatedly over the past decade, the city has been able to accept ever larger ships. A quarter of all boxes on the Yangtze transit through Nanjing and the blueprint for the port sees terminals capable of handling 6m teu in the coming years.

Source : Seatrade Asia

MOL: "BAD TIMES FOR BOX TRADES COULD LAST 4 YEARS"

In his New Year address to company employees the president of Japanese shipping group Mitsui OSK Lines, Akimitsu Ashida said he expected the container to remain "very difficult" for the next three to four years. Mr Ashida said: "Looking back at our business performance in calendar year 2009, we can see that our results returned to the black in the third quarter (July to September, 2009), after hitting a low of Yen14.8bn (US\$161m) ordinary loss in the first quarter (January to March, 2009). While our current forecast for fiscal year (FY) 2009 ending March 2010 is ¥10 billion in ordinary income, I must say such profit level is [much]..than it should be."

He went on to say; "Using the analogy of ship speeds to describe our business performance over recent years, in FY2007, when we recorded ¥302.2 billion in ordinary income, our company was moving forward like a 30-knot very high-speed vessel. In FY2008, when our ordinary income was ¥204.5 billion, we sailed at the speed of 20 knots, like a containership. However, the projected ordinary income for this fiscal year having tumbled to ¥10 billion means just 1 knot, which is slower than walking pace. Such a slow vessel cannot be properly steered without the assistance of tugboats. Although the world economy has been showing signs of a recovery, we still have a long way to go and the rough seas may easily become more turbulent. Therefore, we need to ride out any wild waves by steering the company in the most effective and safe manner possible. I would like to see us recovering to a cruising speed of 10 knots with top priority, which equates to around ¥100 billion in ordinary income, to manage our MOL group safely."

MOL has taken drastic steps to cut its fleet. Mr Ashida said: "We have already taken a number of steps last year to return to such a cruising speed. Although our original plan was to increase the size of our fleet by 140 ships during 18 months after the financial crisis, mainly through new-buildings, we responded promptly to the decline in seaborne trade after the outbreak of financial crisis by embarking on "mission Sakaro" (a Sakaro is a scull which can move backward). This involved the scrapping of vessels and redelivery of chartered tonnage, and decreased our fleet by about 150 vessels to less than 900 vessels, which is the same fleet scale as before the crisis. Looking to the future, about 150 new-building vessels will be delivered over the coming three years, and our course has once again set to growth." **Source : Maritime Global Net**

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DELIVERY FSO ASIA

The executive committee of Euronav NV is pleased to announce that on 4 January 2010 the **FSO Asia**, a Floating Storage and Offloading (FSO) service vessel owned by the joint venture in which OSG and Euronav NV each has a 50% interest, was successfully hooked-up at the Al Shaheen oil field. The provisional delivery of the **FSO Asia** to Maersk Oil Qatar will be followed by a commissioning period of up to 120 days at the field after which final delivery is expected to take place. **Source : Euronav**

More fast crossings to France despite loss of Poole ferry

Condor Ferries has stepped up its fast ferry service to France from Poole following the withdrawal of the Barfleur from the port. The company has announced it has added more than 30 extra sailings to its summer schedule to St Malo. Just a week before Christmas it was revealed that Brittany Ferries is to axe the **Barfleur**, cutting the year-round passenger ferry link to Cherbourg. The route has been losing the company money for years and the ship will be withdrawn in the spring and not replaced.

Condor's high-speed service takes five hours to cross the Channel to St Malo, which is known as the gateway to Western France. Justin Amey from Condor Ferries said: "We have added over 30 extra sailings between Poole and St Malo for the summer months, giving customers a daily service to France this year. "St Malo and Cherbourg are less than 85 miles apart and with the impressive road network in France, those wishing to holiday in Western France or travel further south can take advantage of our daily summer service."

He said that since Brittany Ferries' announcement there had been a rise in the number of customers booking summer trips with the company, which also sails from Weymouth. "We hope that more locals will sail with us as Poole is such a convenient point of departure for the continent for anyone living in the Wessex region," he said. The **Barfleur** will cross from Poole to Cherbourg for the last time at the beginning of February and the **Amorique** will take over until March 8, when the service will be withdrawn. Brittany Ferries will still offer a high-speed service on the **Normandie Vitesse** from May to September and the freight ferry **Cotentin** to Cherbourg and Santander, Spain.

Source : thisisdorset



During the delivery voyage of the AHTS-vessels **Hadi 31** and **Hadi 32** by **REDWISE** from Singapore to Bahrain two sea turtles were spotted entangled in a net.

The turtles were caught and brought on board to be released from the net where after they were set free again by the crew

Photo's : Redwise Maritime Services B.V.



NYK mulls box, air freight exit if losses persist

NYK president Yasumi Kudo has warned "it will become difficult to maintain our liner trade and air cargo business," if deficits persist.

To return to profitability during the second half of the current fiscal year, NYK's operating fleet has been cut from 115 containerhips of 410,000 TEU to 90 vessels of about 360,000 TEU in the last year. Two of the company's 10 aircraft have been mothballed while "superfluous" warehouse space - mostly in Europe - has been cut from 850,000 to 760,000 square metres and the truck fleet has had 1,100 vehicles removed from 1,500 units.

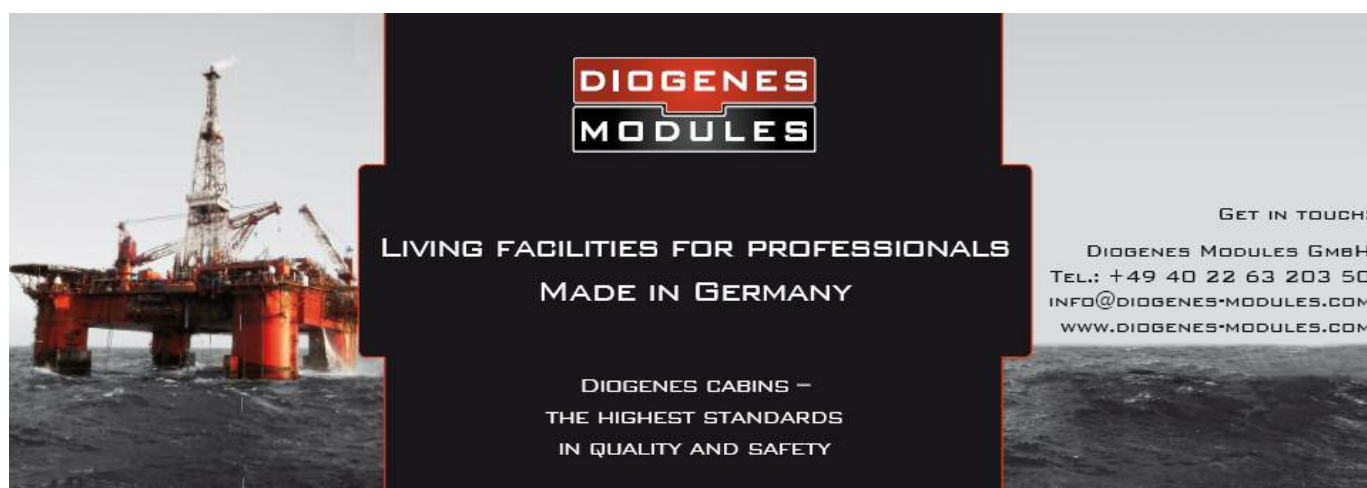
As far as the group's container vessels go, which constitutes long-term fixed assets, NYK plans to halve the number of ship and reduce the total capacity by one-third by 2015.

"I believe that emphasis should be placed on "non-asset" operations for the time being, in the course of our efforts to augment liner trade and air cargo transport businesses," said Mr Kudo in his New Year's speech.

"This by no means rules out owning of container vessels and airplanes," a factor deemed necessary given that "the recent recovery in the air cargo transport sector has been accompanied by a sharp rise in customer inquiries and contracts for charter flights. But a lack of adequate hardware will make it impossible to properly cope with such a demand," he said.

"Furthermore, because ocean transport is a growth industry from a medium- and long-term perspective, there is the strong possibility that the supply-demand balance will settle down if operators learn enough from their recent bitter experiences and accept slow steaming as normal practice to deal with soaring fuel prices and environmental problems."

"Nonetheless, these surplus-reduction measures do not restore profits, especially in the liner trade and air cargo. It is necessary to raise freight rates to the proper level," he said. "Fortunately, our rate restoration efforts have started to score a measure of success since the summer of last year." Mr Kudo said the chief task this year will be to "hasten the restructuring of our business towards turning our liner trade (and) air cargo transport businesses into 'sustainable' business models." **Source : Schednet**



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GAC announces expansion and restructuring of UK services

Global shipping, logistics and marine services group GAC has announced the merger of its UK operations to better meet clients' needs, effective 1 January 2010. Shipping services company GAC-OBC, with more than 20 offices

throughout the UK, becomes GAC Shipping (UK) Ltd, alongside GAC Logistics (UK) Ltd, GAC's UK freight forwarding arm. In-house travel agency, GAC-OBC Business Travel, is rebranded as GAC Travel Ltd.

Former Managing Director of GAC-OBC, Peter Cole, has been appointed MD of the three companies, and sees the new structure as a major benefit for both national and international clients: "We operate in a world where customers want more integrated service packages and the cost benefits that come with them," he says. "I expect the new GAC organisation in the UK to be able to provide unique service options for our clients, from the Shetland Isles to Bournemouth and all stops in between." Cole says the linkage to GAC's global shipping and logistic networks gives the company added strength and financial resources to develop local operations for international clients.

"Previously in the UK we spoke with several voices to our international clients," he says. "Now we speak to them with one voice and I expect this to bring both immediate and long term benefits in how we respond to specific client needs." GAC UK combines an extensive suite of shipping services at all UK ports with an equally broad portfolio of clearing, forwarding, airfreight and seafreight services provided by ten logistics offices - double the previous number. GAC's Group Vice President for Europe, Mediterranean & Africa, Erland Ebbersten, says the integration of its UK operations further strengthens GAC's global strategy to support the offshore energy sector: "Our shipping services to the energy sector in the UK have always been comprehensive and have expanded in 2009 with the opening of new offices in Ramsgate and Harwich in support of the wind farm industry, and in Plymouth to meet the specific needs of our road fuels [gasoline and diesel] clients," he says. "This latest integration adds significant muscle to the upstream and downstream logistics side of the industry. It also links in well with the continued northward march of our offshore support services, which have recently extended to the Arctic Circle." **Source: GAC**



The **SALVAMAR ALPHERATZ** resting at her berth on Los Christianos, Tenerife.

Photo :Tommy Bryceland, SCOTLAND ©

Cosco to levy two-way CAF-BAF on Far East to Europe, Med, Africa

COSCO Container Lines has announced it will charge a Currency Adjustment Factor (CAF) and a Bunker Adjustment Factor both from February 1. The CAF will be 15.24 per cent of ocean freight from February 1 for both east and westbound shipments in Far East including Japan and the Indian subcontinent to north west Europe and Lebanon, Syria, Black Sea ports as well as west and north Africa, but not Israel. The BAF will be applied for Europe and the Med on east and westbound shipments in Far East including Japan and the Indian subcontinent to Europe and the Mediterranean from February 1. The BAF will be applied to shipments between Far East and north west Europe and the Mediterranean, including Israel, Lebanon, Syria, Black Sea ports, west and north Africa and will be US\$500 per TEU and \$1,000 per FEU. Between the Indian subcontinent and northwest Europe and the Med, which includes Israel, Lebanon, Syria, Black Sea ports, west and north Africa the charge will be \$300 per TEU and \$600 per FEU. **Source : Schednet**

Havenbedrijf raadde Woonbron koop De Rotterdam af

Het Gemeentelijk Havenbedrijf heeft in 2005 woningcorporatie Woonbron afgeraden het stoomschip de Rotterdam te kopen. Volgens Arenso Bakker van het Havenbedrijf zou het rendabel maken onbetaalbaar worden vanwege het vele asbest aan boord. Dat het asbest een belangrijke kostenfactor zou worden, bleek al uit het onderzoek dat Search en TNO in het voorjaar van 2005 hadden gedaan. "We hebben Woonbron inderdaad afgeraden om het schip te kopen", aldus Bakker. De enige optie was om het schip volledig van het asbest te ontdoen. Maar als dat zou gebeuren, gingen de karakteristieke kenmerken van het schip verloren."

Desondanks stapte woningcorporatie Woonbron, toen nog met partner Eurobalance, in het schip. De Rotterdam werd destijds voor 1,8 miljoen euro aangekocht. Anderhalf jaar later haakte Eurobalance alsnog af. De investeringsmaatschappij oordeelde dat de kosten van het project te hoog zouden worden.

Het Havenbedrijf was in 2003 mede-eigenaar van het schip geworden – via de Rotterdam BV - door het verstrekken van de lening van 5 miljoen euro voor de aankoop van de Rotterdam. Na het faillissement van RDM en de Rotterdam BV in december 2004, zat het Havenbedrijf met het schip in haar maag. **Source : Rijnmond Nieuws**

.... PHOTO OF THE DAY



The THSD **ROTTERDAM** seen dredging in Sohar (Oman)

Photo : Jan Marten Molenaar ©

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