

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 009



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**AVRA towage SOUTH seen arriving at Shipyard de Schroef in Sluiskil**  
**Photo : Richard Wisse – [www.richard-photography-nl](http://www.richard-photography-nl) (c)**

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Above seen the **EUROPEAN CAUSEWAY** one of the two P&O ships on the Cairn Ryan to Larne service they are in direct competition to Stena, Stranraer to Belfast service, got to try and keep the balance right and get the opposition ship posted.

**Photo : Iain Forsyth ©**

## **Bisso Marine achieves ISO 9000 certification**

New Orleans headquartered Bisso Marine has achieved ISO 9001:2008 certification of its Quality Management System.

Maintained by the International Organization for Standardization, the ISO 9000 is a family of standards for quality management systems. Specifically, ISO 9001:2008 certification requires a company to demonstrate its ability to consistently provide product and services that meet customer and applicable statutory and regulatory requirements; and enhance customer satisfaction through the effective application of the quality management system, including processes for continual improvement of the system and the assurance of conformity to customer and applicable

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 009

statutory and regulatory requirements. Bisso Marine received the ISO 9001:2008 certification after being assessed by ABS Quality Evaluations, Inc. The certification is the first piece of an expanding certification program for the company.

The Bisso Marine scope of certification includes dive services, heavy lift services and additional support activities for the river, inshore, offshore and international operations relating to construction, salvage, diving, heavy lift, survey and transportation.

"The ABS ISO 9001:2008 certification is a very important step for Bisso Marine. We strive daily to achieve the highest possible standards with safety being our top standards priority," said President and Chief Executive Officer W.A. "Beau" Bisso IV.

## INDONESIAN UNION URGES ACTION OVER HIJACK

The Indonesian seafarers' union Kesatuan Pelaut Indonesia (KPI) is urging its government to press the Singaporean authorities for intervention to secure the release of the 17 Indonesian seafarers onboard a hijacked vessel.

The 20,000 dwt Singapore-flag chemical tanker *Pramoni* was hijacked on 1 January 2010 off the coast of Somalia. International Transport Worker's Federation (ITF)-affiliated KPI says that as the tanker was flying a Singapore flag, it is the Singapore government's responsibility to settle the case and secure the release of the seafarers.

The ITF says that, although said by the the ITF to be ultimately Norwegian-owned and managed and operated by Jakarta, Indonesia-based company Berlian Laju Tanker the 22 crew – 17 of whom are Indonesian - are protected by the Singapore Maritime Officers' Union, also an ITF affiliate. KPI president Hanafi Rustandi says: "The Singapore government's active role is very crucial, because the oil tanker of a Norwegian company was flying the Singaporean colours."

It is understood that the seafarers are safe; meanwhile the KPI says it is monitoring developments in the case. **Source : Maritime Global Net**



The guided-missile cruiser **USS Chosin (CG 65)** patrols the Gulf of Aden in support of counter-piracy operations. Chosin is the flagship for Combined Joint Task Force 151, a multinational task force established to conduct counter-piracy operations off the coast of Somalia.

**Photo : US Navy**

## Recent ship mishaps caused by human error, says DoTC chief

Transportation and Communications Secretary Leandro Mendoza yesterday blamed the series of sea tragedies, eight of which were recorded in the past two years, to “human error.” Mendoza said such cause was traceable to lack of competent seafarers and ship maintenance crew. It is known that most veteran and experienced seamen do not like to serve on board local ships because of the low pay. This leaves those who did not undergo any formal schooling in a maritime institute to man local ships.

Some 300,000 Filipino seamen are manning foreign ships. A mere apprentice in a foreign vessel gets \$430 a month.

It was reported that many local ships are being piloted by mere major and minor patrons, like in the case of the M/V **Baleno 9**, which sank off Isla Verde last Dec. 26. Patrons are given licenses based on their supposed experience, but many are suspected to have faked their credentials. Paul Rodriguez, the president and chief operating officer of the Super Shuttle Ferry, backed Mendoza’s statement that human error was the main reason for the maritime disasters.

“Ninety-nine percent of the sea mishaps were caused by human error. Seafarers on board the domestic fleet are substandard and a lot of them are incompetent,” he said. Earlier, Sen. Richard Gordon, the chairman of the Senate blue ribbon committee, formed a technical working group headed by Maritime Industry Authority (Marina) Administrator Ma. Elena Bautista to recommend how to increase the pay of local seamen to attract the more competent ones.

The United Seafarers Group said many of their members were willing to work in the Philippines and be near their families if their pay is competitive. Mendoza said there was a need to develop a “culture of safety” in the shipping industry that includes the improvement of domestic maritime transportation. The Department of Transportation and Communications (DoTC) and the Marina have recommended an age ceiling for passenger vessel that would be imported for domestic use. They are also seeking a ban on major alterations on imported passenger vessels, especially when the original tonnage of the vessel would be affected.

The DoTC also wants to implement the phase out of wooden-hulled passenger vessels, like the M/V **Catalyn B** which sank on Christmas Eve after colliding with a bigger, sturdier fishing vessel. The agency also proposed for the institution of rigid safety and inspection measures for all vessels. The DoTC also wants shipping companies to adopt the airline system of passenger boarding of ships to ensure proper accounting and documentation of passengers. The proposal came after it was established that the M/V **Baleno** issued two more passenger manifests hours after the ship had sunk. The total number of passengers on board the vessel still has to be established.

Meanwhile, the operations to retrieve the bodies still trapped inside the M/V **Catalyn B** is set to resume today after it was suspended for a day, an official of the Philippine Coast Guard (PCG) said yesterday. “Our divers have to replenish today,” Coast Guard spokesman, Lt. Commander Arman Balilo told the Tribune by phone. He was referring to the replenishing of the oxygen used by the PCG divers who have been scouring the waters since last week after the Mindoro-bound passenger boat sank near Limbones island off Maragondon town, Cavite province on Dec. 24.

The divers also needed a day’s rest as continuous diving could be harmful to their bodies, Balilio added. The wreck was found 221 feet under water. Meantime, the four bodies recovered on Wednesday were brought to the Ambassador Funeral Homes in Caloocan City.

The victims, who were identified by their relatives, were as follows: Mario Redublo, 62, who was identified through his senior citizen identification card; Ester Quiñones, 54; Aileen Gasmen, 38, who was wearing a keychain that bore her granddaughter’s name; and seven months old Rhein Shanel Abelada. The baby’s parents were also listed among the missing passengers. Their remains could still be inside the ship’s wreck.

At least 17 passengers and crew of the sunken vessel are still unaccounted for. **Source : Tribune.net**





The **MSC BARBARA** seen off Cape Town - Photo : Aad Noorland ©

## Dismantling of ship off Gujarat coast inevitable

**Platinum II**, a ship allegedly carrying toxic material near Bhavnagar in Saurashtra region of Gujarat has virtually run aground. Now, dismantling it is a foregone conclusion. According to sources in the Gujarat Maritime Board it is now left with no option but to permit the breaking of the ship.

"The bottom of the ship is almost touching land," a source said. The ship anchored off Alang is a virtual wreck reduced to this state because of a tug of war between the government and activists. Since the second week of October **Platinum II** has been awaiting central sanction for dismantling even as voluntary organisations campaigned for it to be turned back alleging that it was carrying over 200 tonnes of toxic asbestos and polychloride biphenyl. The state government said it had the facilities for dealing with such a problem if it existed.

Originally a US luxury liner under the name **SS Oceanic**, the ship was first renamed **SS Independence** and then **Platinum II**. Source : Samachar

## DOTC orders safety review of shipping lines

The Department of Transportation and Communications has ordered a sweeping review of the safety standards of local shipping companies to prevent a repeat of several sea mishaps that occurred over the holidays.

Transport Secretary Leandro Mendoza on Wednesday said he would form a task force that would scrutinize the safety procedures of individual shipping companies. Among other things, the task force will be authorized to make random safety checks on the companies' shipping operations and immediately ground ships found not complying with minimum safety standards.

"Carelessness, neglect, that's where most accidents start. That's why we really have to develop a new culture of safety," Mendoza told reporters. The task force will be made up of representatives from the Maritime Industry Authority (Marina), the Philippine Coast Guard and the Philippine Merchant Marine Academy.

Lack of competent seafarers, Marina Administrator Elena Bautista said eight ships have sunk in the past eight years, each one of them caused by human error. This indicates that there has been a scarcity of competent seafarers in the country, said Mendoza. "Accidents in the country are always caused by miscalculations and the lack of competence of the crew and the staff maintaining the ships," he said.

Most of the country's competent seafarers are now abroad, working for foreign companies, Mendoza said. Those left behind lack the skills and training necessary to run ships properly and safely, he said.

Mendoza said the government aims to create a culture of safety among shipping industry stakeholders, and this will start with a comprehensive retraining of local seafarers.

Thompson Lantion, the undersecretary for maritime transport, said the task force will make random checks on sea vessels. "If these ships do not pass the minimum guidelines, they'll be given notice to either shape up or stop sailing," Lantion said. At a meeting with shipowners on Wednesday, the DOTC released a set of recommendations aimed at promoting higher safety standards that conform to international shipping norms.

These include the phase-out of wooden hull passenger vessels, the stricter regulation of small boats and the implementation age caps on vessels. The DOTC also wants the shipping industry to adopt passenger boarding system of airlines to ensure proper accounting and documentation of passengers **Source : Philippine Daily Inquirer**

## **Anti-whalers vow 'no surrender' as superboat sinks**

Defiant anti-whaling activists on Friday vowed to fight on after their high-tech superboat sank in Antarctic seas following a collision with a Japanese ship. Peter Hammarstedt, first officer of the Sea Shepherd group's "**Bob Barker**" ship, said the celebrated "**Ady Gil**" was abandoned in the Southern Ocean after a tow line snapped. "At this point unfortunately the **Ady Gil** is on the bottom of the Southern Ocean," he told AFP. "It leaves us with no other option but to re-take up the pursuit of the whaling fleet," Hammarstedt said. "We have no intention of backing down. We will never surrender."



The futuristic trimaran, which held the round-the-world record, had several metres (yards) of its front end sheared off in the collision with a Japanese security vessel on Wednesday. Footage of the incident showed the "**Shonan Maru 2**" ploughing across the New Zealand-registered **Ady Gil's** bow and firing water cannon while its crew dived for safety.

Hammarstedt said the powerboat, bankrolled by Hollywood businessman **Ady Gil**, was being towed to an Antarctic port when the line broke overnight. Last time we saw the **Ady Gil**, the entire engine room was fully submerged in water as well as the fuel tanks," he said. "It was going down pretty quickly. Captain Pete Bethune estimated two to three

hours before being fully submerged. At that point we decided to take up the hunt for the whaling fleet again." New Zealand and Australian authorities are investigating the incident, while Japan lodged a strong protest with the Wellington government. Both the whalers and the protesters blame each other for the crash.

After abandoning the trimaran, the "**Bob Barker**", financed by a former US talk show host, resumed its pursuit of the Japanese fleet along with the "**Steve Irwin**", another ship operated by the Sea Shepherd conservation group. Sea Shepherd claims to have saved hundreds of whales by chasing the Japanese fleet over a six-year campaign backed by Hollywood A-listers including Sean Penn, Martin Sheen and Pierce Brosnan. Japan hunts the animals using a loophole in a 1986 international moratorium which allows "lethal research", defying regular protests from Australia, New Zealand and the Netherlands. The skirmishes have grown increasingly sophisticated with the activists deploying laser-like devices and stink bombs, and the Japanese fleet operating military-style acoustic weapons and water cannon. Australia is also investigating claims that the whalers chartered flights to spy on the Sea Shepherd ships and harass them using the **Shonan Maru 2** security vessel. The **Ady Gil** was stricken after its very first engagement with the whalers after finally catching up with them before dawn on Wednesday.

The sleek, carbon-and-kevlar trimaran was capable of speeds up to 50 knots and claimed the circumnavigation record in 2008 under its former name, "**Earthrace**".

## Sea Shepherd doet aangifte in Nederland

Antiwalvisvaartgroep Sea Shepherd heeft vrijdag bij het Openbaar Ministerie in Nederland aangifte gedaan van piraterij door de bemanning van de **Shonan Maru-2**. Dat heeft advocate Liesbeth Zegveld van Sea Shepherd vrijdag laten weten. Op 5 januari voer het Japanse schip **Shonan Maru-2** over de **Ady Gil**, het paradepaardje van Sea Shepherd, heen. Het kleine grijze, futuristisch gevormde schip dat meer dan 950.000 euro kostte, zonk daardoor op woensdag. Het incident gebeurde 2500 kilometer ten zuiden van Tasmanië. Alle zes opvarenden van de **Ady Gil**, vijf Nieuw-Zeelanders en een Nederlander, konden worden gered.

Het Japanse schip is betrokken bij de jacht op walvissen. Bij een protestactie woensdag van Sea Shepherd, waarbij de organisatie de walvisvaart van een Japanse vloot probeerde te verhinderen, kwam het op volle zee tot een aanvaring tussen het Japanse schip en de **Ady Gil**. Daarbij raakte de **Ady Gil** zwaar beschadigd. De boeg werd weggeslagen. De partijen verwijten elkaar verantwoordelijk voor de aanvaring te zijn. Voor Zegveld is het echter glashelder dat de aanvaring een bewuste aanslag van het Japanse schip is geweest.

Ze constateert dat de Japanse walvisvloot **Shonan Maru-2** expliciet heeft ingezet om Sea Shepherd te verhinderen haar protestacties uit te voeren. „Hierbij is bewust geweld gebruikt“, meent de advocate. De raadvrouw stelt dat het misdrijf zeeroof is gepleegd, omdat de bemanning van het Japanse schip op een vaartuig voer dat was bestemd voor het plegen van geweld. Piraterij valt onder artikel 381 van het Wetboek van Strafrecht. Daarin staat dat het personeel van een schip dat wordt ingezet om in open zee gewelddadige acties uit te voeren zonder dat er een oorlogssituatie is, zich schuldig maakt aan zeeroof.

Zegveld benadrukt dat Nederland wel degelijk rechtsmacht heeft om de bemanning van de **Shonan Maru-2** te vervolgen voor piraterij. Er is volgens haar namelijk een Nederlands belang in deze kwestie. „Een van de slachtoffers op de **Ady Gil** was de Nederlander Laurens de Groot“, legt ze uit. „In de tweede plaats is het moederschip van de vloot van Sea Shepherd, de **Steve Irwin**, in Nederland geregistreerd. De Nederlandse advocate vindt dat de vervolging moet uitmonden in een veroordeling. „Er is genoeg bewijs“, concludeert ze. „De aanvaring is vastgelegd op beeld.“



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The **IRENE SL** seen in the Lombok Straits - Photo : Sam Newington ©

## Paris MOU concerned by poor boat drills

Port state control inspectors of member states of the Paris MOU and the Tokyo MOU carried out a Concentrated Inspection Campaign (CIC) on lifeboat launching arrangements between September 1 and November 30, 2009.

The 27 member authorities of the Paris MoU carried out 5,749 inspections. During each inspection vital points of SOLAS Chapter III, ISM and the LSA Code requirements were verified. Preliminary results from the Paris MoU inspections show that one out of every five inspections revealed CIC-related deficiencies.

During the three month period 246 ships were detained and 30% of these detentions were CIC related. This means that in 80 cases the lifeboat launching appliances had deficiencies which were serious enough to detain the ship.

During the campaign 2,136 CIC-related deficiencies were found. The campaign revealed that one out of every eight drills, when conducted, was not performed satisfactorily. This is an issue of serious concern to the Paris MoU Member States, and is often caused by lack of training.

Of the procedures or instructions and identification of hazards associated with launching and recovery of lifeboats one out of 6 was found unsatisfactory. These deficiencies are related to the safety management system on board the ship.

All other items inspected showed good overall compliance. A total of 32 flags had one or more CIC related detention. These flags account for 76 percent of the inspections. The flags, which were subject to 10 or more inspections, with the highest CIC related detention record were:

Switzerland with 12 inspections and two detentions (17 percent),

Sierra Leone with 47 inspections and five detentions (11 percent),

Togo with 10 inspections and one detention (10 percent)

Cambodia with 62 inspections and six detentions (10 percent).

A total of 67 flags, accounting for 24 percent of the inspections, had no CIC related detentions at all.



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Most CIC inspections took place on general dry cargo ships (38 percent), followed by Ro-Ro containerships (15 percent) and bulk carriers (13 percent). Bulk carriers had the highest detention rate of (3 percent), followed by general dry cargo ships (2 percent) and refrigerated cargo ships (1.2 percent).

The Port State Control Committee will consider final analysis of the results of the campaign at its meeting in May 2010 and more detailed results will be presented to IMO. **Source : MarineLog**

# Sri Lanka likely to see war risk surcharge overturned

Sri Lanka is anticipating a de-listing from the war risk surcharge with an expected visit by the Lloyd's inspection team in February. The Sri Lankan delegation that visited London recently invited the Lloyd's team to look at the ground situation to conduct an assessment. The decision will be known by March.

A number of port upgrades and new terminals are under construction on the island and there is a groundswell of opinion that now is the time for the nation to tout its port credentials more loudly on the international stage.

**Source : Seatrade Asia**



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# LORAN SWITCH-OFF STARTS NEXT MONTH

Hopes that the Loran C navigation system could be developed into an automated electronic back-up to GPS have received a blow as the US Coast Guard has issued formal notices allowing to decommission the system start on 8 February. The decommissioning was ordered by President Barack Obama shortly after taking office. The Coast Guard says there are other ways to back up GPS but there is likely to be widespread concern within the shipping community.

One of the notices states: "US Coast Guard will, commencing on or about February 8, 2010, implement plans to terminate the transmission of the Loran-C signal and commence a phased decommissioning of the Loran-C infrastructure. These plans include ending transmissions at 18 Loran stations located in the contiguous United States and six Loran stations in Alaska. The Department of Homeland Security anticipates that all Loran stations will cease transmitting the Loran-C signal by October 1, 2010."

A notice signed by Rear Admiral Kevin Cook says: "The Loran-C system was not established as, nor was it intended to be, a viable systemic backup for GPS. Backups to GPS for safety-of-life navigation applications, or other critical applications, can be other radio navigation systems, or operational procedures, or a combination of these systems and procedures. Backups to GPS for timing applications can be a highly accurate crystal oscillator or atomic clock and a communications link to a timing source that is traceable to Coordinated Universal Time."

He continues: "With respect to transportation to include aviation, commercial maritime, rail, and highway, the Department of Transportation has determined that sufficient alternative navigation aids currently exist in the event of

a loss of GPS-based services, and therefore Loran currently is not needed as a back-up navigation aid for transportation safety-of-life users.”



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## **NAVY NEWS**

### **TITAN to handle salvage efforts for the Monongahela, a decommissioned tanker ship, on the James River in Virginia**



TITAN Salvage has been retained to handle salvage of the **Monongahela**, a decommissioned USN tanker ship that broke loose from its moorings on the night of Nov. 12. The tanker ship, which is part of the James River Reserve Fleet (JRRF), was affected by a severe storm and unusually high water surges in the James River and nearby vicinity when it was wind driven aground on soft soil, approximately one-half mile

downstream of the JRRF near the western bank of the river. TITAN has completed hydrographic surveys for use in the finite salvage calculations required for a salvage plan. The salvage team is now preparing to execute a test pull using one TITAN hydraulic puller to verify holding power of the anchors being used and help in determining refloating calculations relative to onsite conditions.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 009

TITAN has completed the first phase of mobilization for the "test pull" with mobilization and installation of additional scheduled to be completed next week for a planned refloat of the vessel in mid-January. TITAN Salvage will work alongside the U.S. Maritime Administration (MARAD), U.S. Coast Guard and other state and local authorities, to ensure a safe recovery operation.

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The M/V "**Fairchem Charger**" belonging to FAIRFIELD JAPAN LTD., Japan, under steel works, in **CERNAVAL Shipyard**, in Algeciras, Spain. - **Photo: Nicolai Vikre ©**

## Hanjin workers to strike against lay off scheme

Members of Hanjin Heavy Industry's shipbuilding union have announced their intention to strike following the company's plans to implement a compulsory lay off programme.

According a report by Asiasis, the workers are being forced to return their salaries under condition of sustained employment. Union members told Asiasis that the present business plight was "simply absurd".

In December 2009, Hanjin announced that 2,500 workers were required to volunteer for resignation. Only 350 workers stepped down. The management said that it would pay out up to 15 months of salary to those who retired voluntarily.

Union members and employees said that they would "intensely oppose" the lay off scheme. **Source : Baird**





Hull 890 seen at the Jaya shipyard Tuas, Singapore

Photo : Richard Qualm ©

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## Amsterdam Containers Fell 53 Percent in 2009

Container traffic in the port of Amsterdam crashed by more than half in 2009 compared with the previous year as the port lost two of its three deep-sea liner services to neighboring Rotterdam. But the second largest Dutch port boosted its market share in the Le Havre-Hamburg port range as overall cargo shrunk a mere 3 percent to 73 million metric tons, well below the rate of decline at its northwest European rivals.





Container traffic tumbled 53 percent to 200,000 20-foot equivalent units in 2009 from 425,000 TEUs the previous year as four ocean carriers grouped in the Grand Alliance terminated calls by two Asia-Europe services at Amsterdam Container Terminal in response to falling cargo volume and the introduction of bigger vessels that can't pass through the port's lock system.

The **HANSA CLOPPENBURG** seen departing from Amsterdam  
**Photo : Marcel Coster ©**

The Grand Alliance is shuttering a third service this month which will effectively

wipe out Amsterdam's box traffic. The port, which aimed to break through 500,000 TEUs in 2008, is now mulling whether to mothball the container terminal until 2015 when its lock system will be deepened to allow the largest ships to navigate the canal linking it to the North Sea. Oil products traffic surged 15 percent last year to 39 million metric tons offsetting a 13 percent slide in dry bulk shipments to 31 million metric tons and limiting the decline in overall cargo to 3 percent. By contrast, Rotterdam traffic fell 8.5 percent in 2009 and Antwerp was down 16.7 percent. "Compared to other ports, we are still doing very well. Our market share is expected to increase to 8.2 percent," said Port of Amsterdam Chief Executive Officer Dertje Meijer. "This means that after Rotterdam, Antwerp and Hamburg, we are the fourth largest port of northwest Europe." The port said it expects traffic to stabilize in 2010 and might benefit from a slight economic growth forecast for the year. **Source: Journal of Commerce**



The **MARINER A** seen enroute Amsterdam – **Photo : Lourens Visser ©**

## Busy for Norilsk Nickel's fleet

In course of the year, Norilsk Nickel's own fleet transported nearly 1 million tons of goods, including 449.000 tons of metal products and 156.000 tons of nickel matte. Norilsk Nickel has over the last years developed its own fleet of vessels capable of handling the lion's share of the major shipping operations from Norilsk and Dudinka to Murmansk and abroad.

The company's ice-class cargo vessels "**Norilski Nikel**", "**Monchegorsk**", "**Zapolyarny**", "**Talnakh**" and "**Nadezhda**" in 2009 conducted 57 voyages to Murmansk, Arkhangelsk and Rotterdam, a press release from the company reads. In December the company opened a logistics office in Rotterdam to serve the company's cargo

transport between Europe and the Arctic port of Dudinka. The direct route from Dudinka to Rotterdam was opened in 2009, as reported by BarentsObserver.

The company is now preparing a new contract on building of an ice-class tanker, the press release reads. The tanker is planned to be used both for the company's own needs, and for transport of gas condensate to Europe from the Petlyatkin gas condensate field on the Taymyr Peninsula. **Source : BarentsObserver**

## **Warm welkom voor missionarisschip**



Tientallen belangstellenden verwelkomende in de haven van Oranjestad de ruim 400 internationale opvarenden van missionarisschip Logos Hope. Onder het welkomstcomité leden van christelijke organisaties als Awana Club en Oansa. Randolph Croes (37) van Oansa laat weten dat hun organisatie het doel van het schip, de boodschap van Jezus Christus te verspreiden, van harte ondersteunt. Oansa is onderdeel van een internationale organisatie die op sociaal, cultureel, sportief en spiritueel gebied werkt met jongeren van vier tot twintig jaar oud.

**Source : Amigoe**

**Photo : Kees Bustraan - [community.webshots.com/user/cornelis224](http://community.webshots.com/user/cornelis224) (c)**

## **GOOD YEAR FOR SHARJAH**

Sharjah-based terminal and logistics company Gultainer bucked the global trend with increased throughput in 2009. Traffic at its UAE facilities – Khorfakkan Container Terminal (KCT) and Sharjah Container Terminal (SCT) – increased by nearly 10% to 2,750,285 TEU in 2009. Gultainer Group Director and General Manager Peter Richards commented, "We always knew that 2009 would not be an easy year and so it proved – but interestingly we were less impacted than many other terminal operators. Our strategy in 2009 was to continue to work even harder at ensuring that our shipping line customers had the best, fastest and most cost-effective performance that we could provide, in a year when they needed us to help them save time and money." Mr Richards continued: "We continued to expand the terminals – KCT received six new shore gantry cranes in 2009 – to ensure that performance was maintained, and all Gultainer staff and their colleagues in the Sharjah Port Authority are to be congratulated for their efforts in keeping quality and efficiency standards high. **Source : Maritime Global Net**

## **High winds and snow close Felixstowe container port**

THE Hutchison container port of Felixstowe has been shut down because of high winds and snow with trucks parked along A14 highway approaches to the harbour, reports BBC News.

Suffolk County Council is rationing road grit to priority routes, A and B roads only and is conserving road salt. Rail services were running in the county, but 30 schools have been closed, mostly in the Felixstowe area. **Source : Schednet**



The **LIBRA IPANEMA** seen in Cape Town - Photo : Ian Shiffman (c)

## MSC levies US\$505/TEU Asia-Europe bunker charge February 1

GENEVA's Mediterranean Shipping Company (MSC) has announced a bunker surcharge on westbound Asian exports from February 1. A charge of US\$505 per TEU will be applied all cargo from Asia bound for Red Sea, Mediterranean, Black Sea ports, northern Africa, northern Europe, Scandinavia and the Baltic. Source : Schednet



Seatrade's **ATLANTIC REEFER** seen in Rotterdam – Photo : Ruud Zegwaard (c)



## Pertamina mulling bunkering facilities in Java

Indonesia's state-owned oil firm PT Pertamina and port operator PT Pelabuhan Indonesia II are planning to develop bunkering facilities in Java. The bunkering facilities would be at Jakarta's Tanjung Priok port and at a proposed refinery at Bojanegara Harbor in Banten Province in the west of Java. The plans were outlined in a statement from Pertamina on Tuesday.

There are also plans to develop LPG terminals at other ports in Java managed by Pelabuhan Indonesia II. The two state-run firms have signed an agreement to look into building the facilities in an effort to "overcome problems with the national energy supply chain", the statement said. The cooperation will also include buying and selling fuel and lubricants and sharing of port facilities managed by Pelabuhan Indonesia II. When contacted by Bunkerworld on Thursday, sources from Pertamina could not provide further details of the planned bunkering facilities.

Source: Portworld

## Maersk inaugurates freight station at Chennai

Maersk India inaugurated its state-of-the-art container freight station at Ponneri, Chennai, close to the Ennore port this month, Apparel Online reported. The facility will provide storage and stripping of laden import container and consolidation of export cargo. It also has a warehousing capacity of 3000 sq metre with over 6000 sq metre of dedicated trailer parking facility. The new CFS is a state-of-the-art facility spread across 30 acres with the first phase of operations in 12 acres. The facility is CTPAT security compliant and fully equipped with modern, owned equipment. The facility is open for use by all container shipping lines, customs house agents and cargo owners. Source:

CargoneewsAsia



The **OLYMPIA** seen moored at the MOT in Rotterdam-Europoort - Photo : Tom Staneke (c)

## OK for Hallin sale

Hallin Marine's shareholders on Thursday voted overwhelmingly in favour of the \$170m takeover bid by Superior Energy Services. At a court meeting, all but one of the shareholders in a scheme of arrangement voted in favour of the deal. About 64.9% of Hallin's shareholders are in the scheme.

Then at Thursday's shareholders meeting to consider the deal, 99.99% of shares were cast in favour of the takeover. Some 1,500 shares opposed the deal, cast presumably by the same shareholder that voted against it in the scheme of



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arrangement. In a filing with the London Stock Exchange, Hallin said the “requisite majority” voted in favour of the deal.

As TradeWinds has reported last month, Superior Energy bid £2.33 (\$3.80)-per-share in cash to take over the London-listed subsea vessel owner, which has a fleet of four subsea operations vessels, as well as three ROV and survey vessels. Superior, which owns a fleet of 28 liftboats, has touted the acquisition effort as a way to expand its international reach in subsea field development and installation. Company management has not been shy about interest in owning rather than chartering-in its offshore vessels.

Shares in Superior Energy slipped by 1.1% on the New York Stock Exchange Thursday, reaching \$25.95 in mid-afternoon trading. **Source : Tradewinds**



The trawler **MAARTJE THEADORA (ROS 171)** seen enroute from Shipdock to IJmuiden, the **Maartje Theadora** is the first trawler equipped with SKYSAIL to reduce the fuel consumption enroute the fishing grounds off South America and Africa, the owner of the trawler is Westbank Hochseefischerei which is a 100% daughter company of Parlevliet & Van der Plas

**Photo : Marcel Coster ©**

## Polsteam acquires XXL bulk carrier

Polsteam (Polska Żegluga Morska), the largest Polish shipowner and one of the largest in Europe, has acquired its newest and largest bulk carrier, TVN24 reports. The **Giewont** built in New Times Shipyard near Shanghai was launched on September 26th. The ship - 230 metres long, over 32 metres wide and 80,000 DWT capacity – is the largest bulk carrier ever owned by the Polish Merchant Navy. It is also among the largest ships which are allowed to cross the Panama Canal, known as the panamax. The vessel is to carry coal, grains, iron etc.

**Giewont** is the tenth ship acquired within the Polsteam fleet upgrade programme carried out since 2008. The company currently owns 34 bulk carriers. Four of them, with capacity of 38,000 tonnes each, were purchased in 2008 from Xingang shipyard, and five more units were acquired in 2009. The **Giewont** is the first out of four bulk carriers ordered at the New Times Shipyard and the first of eleven ships which Polsteam expects to have delivered in 2010, TVN24 informs. **Source: Polish Market Online**

## OOCL christens latest 4,500-TEU from Samsung Heavy Industries

HONG KONG's Orient Overseas Container Line (OOCL) has named its 12th 4,500-TEU newbuilding in a series of 16 containerships to be built and delivered by Samsung Heavy Industries, the **OOCL Charleston**, at the Geoje Shipyard in South Korea.

"The **OOCL Charleston** is named after the vibrant Port of Charleston in the United States," said Mr CC Tung, chairman and chief executive officer of Orient Overseas (International) Limited (OOIL), in a company statement.

"With such vessels, OOCL can improve the service, offering greater economies of scale, increased capacity and higher frequency of sailings," Mr Tung said.

The **OOCL Charleston** will be deployed on the China Pakistan Express (CPX) service. The port rotation for this service is: Shanghai, Ningbo, Shenzhen (Shekou), Singapore, Karachi, Mundra, Nhava Sheva, Penang, Port Kelang, Singapore, Hong Kong, and back to Shanghai on a 35-day round trip.

## Sydney Harbour could dredge up business from Suez



There are still a lot of "ifs" surrounding the plan to turn Sydney Harbour into a container terminal that could capitalize on trade coming through the Suez Canal. If the proposed dredging of the harbour takes place, the biggest of the megaships, measuring more than 8,000 20-foot equivalent units (TEUs), can dock in the port.

**Photo : Gary Luxton ©**

If the group overseeing the project can secure funding for the \$200-million container terminal, the Sydney Marine Group says it would become the closest mainland port of call in North America for ships using the Suez Canal.

And if the container terminal gets built and those ships arrive, the partnership announced Thursday between the Sydney Marine Group and the Ports of Philadelphia and Delaware means the Nova Scotia port could share access to about 65 per cent of the North American consumer market, the partners said.

But the proposed partnership relies on being able to berth the larger ships in Sydney Harbour. Once in Sydney, the 8,000 TEU ships would be unloaded and their cargo would be put onto smaller ships that would then make their way to the shallower American ports. The Port of Philadelphia is the only port on the Eastern Seaboard connected to three Class 1 railroads, said Jim Paylor, an American executive with the International Longshoremen's Assoc. If the vision for Sydney Harbour comes to fruition, the partners would also connect to a Class 1 railroad in Cape Breton.

There were no specific details outlining the financial benefits for Sydney Harbour.

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The economic downturn recently caused the lead investor for the development of Sydney Harbour to retreat as the project's exclusive backer. Jim Wooder, chairman of the Sydney Marine Group, said the decision by the French firm, Galaxy SARL, has not been a setback. "Galaxy has lost their opportunity to be the lead (investor) on the container terminal and it's their loss," he said during the press conference.

"We're already well engaged with other players talking about alternative arrangements." The dredging of Sydney Harbour should go ahead with or without the funding required to build the container terminal, Mr. Wooder said.

The plan to deepen the harbour opens up business opportunities independent of container traffic, he said, adding that a shipbuilder has shown interest in using the port as a manufacturing site if it were deeper. The dredging contract is expected to be awarded in the spring. Mayor John Morgan said the announced partnership gives the Sydney port the chance to be a major competitor in the North American market.

"We (do) need to get the harbour dredged . . . and we need to get the container terminal constructed," he said. "(Those are) very legitimate points, but none of those things can happen without a working business model as a starting point. That's what you have here. You have a working viable business model that's going to give us instant access to the Eastern Seaboard of the United States." **Source : Chronicle Herald.ca**

## ENCHANTER LOADED STINGER IN ROTTERDAM



In Rotterdam Waalhaven Big Lift's **ENCHANTER** loaded a large stinger for Allseas for transportation to Trinidad  
**Photo's : Ruud Breur ©**

## PSA suffers first ever full year box decline

For the first time in its history PSA International, a leading global container terminal operator, has reported full year negative box figures. Volumes slid across the company's 28 terminals by 9.9% last year to 56.93m teu, while the flagship, PSA Singapore suffered a 13.1% decline to report full year figures of 25.14m teu, dashing hopes of crossing the 30m teu mark.

'This first-ever decline in PSA's global container throughput was brought on by the sharp contraction in world trade last year,' the company said in a statement.

Eddie Teh, group ceo, PSA International, said, '2009 was a year of unprecedented hardship and challenges for the port and shipping industries. The global economic downturn and massive slump in global trade caused a drastic drop in demand for container shipping. PSA took urgent measures in 2009 to reset its capacity needs and reduce operating



costs without compromising on the quality reliable services we provide to our shipping line customers; and we will continue to work very closely with all our customers through these difficult times.' Teh warned that the slump was not over yet, predicting 'another challenging year ahead'. **Source : Seatrade Asia**



The **ACERGY FALCON** seen resting on the blocks in the Sobrena drydock in Brest - **Photo : Jan Plug (c)**

## **Hyundai Heavy Industries newbuilding orders slide 61pc**

THE world's top shipbuilder Hyundai Heavy Industries (HHI) suffered a 61 per cent decline in new ship orders in 2009 worth a total of US\$10.6 billion for ships, marine engines, offshore plants and wind power equipment.

This has prompted the company to forecast that the effects from over capacity in the container shipping sector will linger in the year.

"The global economic recovery is set to continue in 2010, but the shipbuilding industry will see the downturn lasting a considerable time due to overcapacity and weakness in shipbuilding financing," said HHI chief executive Keh Sik.

"New orders are depressed as containership owners such as CMA CGM and China Ocean Shipping Company cancelled orders and sought delays in delivery of ships already ordered," he said according to Newark's Journal of Commerce. "After five years of record highs, orders sank last year because the global economic crisis squeezed carriers with less cargo to carry for lower fees into significant losses."

Nonetheless, 2009 sales increased 6.9 per cent to a record \$18 billion and may rise again in 2010 as the company works through its backlog. "However, the downturn is likely to catch up to Hyundai and other shipbuilders in the next two years," the report added. **Source : Schednet**





The **HENRY HUDSON BRIDGE** seen enroute Rotterdam - Photo : Huib Hoek ©

## Evergreen hikes Asia-Europe rate US\$250/TEU from February 1

TAIWAN's Evergreen Marine has announced a rate increase on its Far East Indian subcontinent to Europe-Mediterranean services. Westbound rates on these services will rise US\$250 per TEU from February 1 and apply to all cargo including reefer containers. **Source : Schednet**



"Boskalis' 100% Subsidiary Dragamex and Mammoet preparing the land-crossing of the **CSD Mercurius** in Cuyutlán, Mexico. **CSD Mercurius** will be deployed for the dredging of an access channel and turning basin at the Cuyutlán LNG import terminal on the west coast of Mexico."

**Picture: A. Loya ©**

## Investments can turn Paranaguá into a cargo major port

The government of Paraná and the Paranaguá and Antonina Port Administration (Appa) are investing hugely in port infrastructure in order to enhance the capacity of cargo handling. The goal is to make of Paranaguá a valuable logistic option for Brazilian exporters. Together, the investment in works already done and in those planned for 2010 will total 325 million reals.

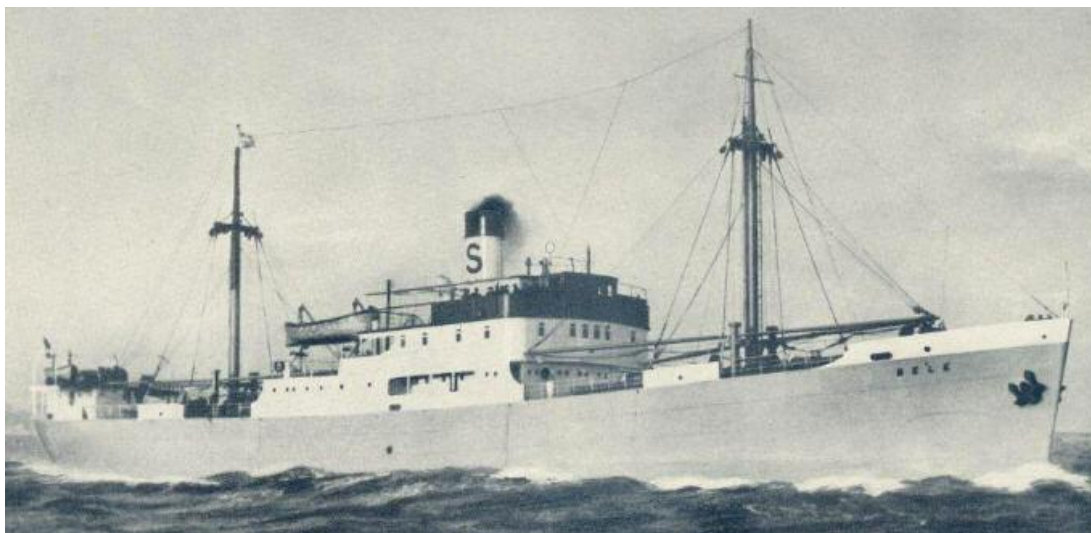
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Appa's superintendent Daniel Souza believes that the Port of Paranaguá can become a hub port. "It's a world trend. We want offer conditions to all kinds of container ships to come here and we want to be a major cargo center", said Mr. Souza. Ninety five million reals will be spent in 2010 to deepen the moor down to 14.5 meters and to modernize and enlarge the docks. This will enhance in 30% the present capacity of the port and in 80% the grain shipping in Paranagua. Besides, larger ships (over 310 meters) will be able to come to the port.

The programmed works include a new 107-ton horizontal grain silo and a 12-ton frozen meat terminal at the cost of 65 million reals.

"Agriculture is Brazil's chief industry so it needs good logistics to flow off the production. In this sense Paraná is working hard to become a national and international reference", said the superintendent. **Source : Idredge**

## OLDIE – FROM THE SHOEBOX



Seen in 1937 the **BELE** (sistership of the **BRAGE**) of SVEA lines which vessels served the route Stockholm > London > Rotterdam > Stockholm - **Photo : Coll. Kees van Huisstede ©**

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

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The **EGBERT WAGENBORG** seen enroute Dordrecht - **Photo : Marijn van Hoorn ©**

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