

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 010



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**The SMIT – FEMCO operated TALAGY seen anchored of Singapore yesterday
Photo : Piet Sinke ©**

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EVENTS, INCIDENTS & OPERATIONS



Kotug's **SD Seal**, **SD Shark** and **RT Spirit** working at the **Stena Don**, turning the rig at the Mississippi haven.
Photo : Jacco van Nieuwenhuyzen ©

Robert Mansell begraven in Engeland

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Vrienden en familieleden dragen de kist van de overleden Divi Divi Air piloot Robert Mansell bij zijn begrafenis in zijn voormalige woonplaats Solihull in Engeland.



De overleden Divi Divi Air piloot Robert Mansell is vrijdagmiddag om half twee (plaatselijke tijd) begraven in zijn voormalige woonplaats Solihull in Engeland. Familieleden, vrienden en kennissen namen afscheid van Mansell in de kerk Knowle Parish Church, Saint Lawrence House in Solihull.

De minister van Verkeer en Vervoer, Maurice Adriaens, heeft een condoleancebrief naar de familie van Mansell gestuurd. In zijn brief betuigt Adriaens zijn diepste medeleven en hij hoopt dat Mansell een waardig afscheid zal krijgen en in vrede moge rusten.

De minister heeft de afgelopen maanden alles in het werk gesteld om het toestel van Divi Divi Air, dat vlak voor de kust van Bonaire in zee belandde, boven water te krijgen. Daarna kon de overleden piloot eindelijk naar zijn familie in Engeland overgevlogen worden om daar zijn laatste rustplaats te vinden. **Source : Amigoe**



The **LAMNALCO EIDER** seen arriving in Cape Town - **Photo : Aad Noorland ©**

Dutch cargo shipping affected as canal freezes

The Dutch Transport Ministry has ordered an icebreaker to clear the Twente shipping canal between the cities of Zutphen and Enschede. The harbours of Almelo and Enschede, both frequently used by local industries, also need to be freed of ice.

The canal is gradually freezing over as the severe winter weather continues to hold the Netherlands in its grip. Icebreakers have been clearing shipping routes on the inland IJsselmeer lake since Monday. Elsewhere, canals have been closed to allow a safe icefloor to develop for skating races on natural ice. The first endurance race of the year over 40 kms was held on Wednesday on the Henschoter lake. Some 1400 people had registered for the official race, but in all 5000 skaters turned up to join the race for a couple of rounds. Another race on the same lake was planned for Saturday. **Source : Wereldomroep**



Above seen the frozen port of Drachten with the cargo vessel **NOEST** seen loading 2 offshore cranes bound for France. Drachten is located 11 kilometers from the Prinses Margriet canal, the connection with the open sea, the authorities closed the frozen canal for shipping, but the departure of the **NOEST** is scheduled for Monday.

Photo : Willem Wilstra ©

Yemen Navy rents out antipiracy services

The next time you read a report on the Yemen Navy disrupting a Somali pirate attack, it could just be that there's a little more to the story than meets the eye.

The Yemen military, it seems, is available for hire to protect vessels transiting the Gulf of Aden. Its franchisee is U.K. based Gulf of Aden Group Transits (GoAGT). Among companies that have used its services is Stolt Tankers. "We have worked closely with Gulf of Aden Group Transits Ltd. and Lotus Projects for over a year now to arrange safe transit of Stolt Tankers ships through the Gulf of Aden," says Mark Martecchini, Managing Director Shipowning, Stolt Tankers BV in a statement on the GoAGT web site.

"GoAGT and Lotus have coordinated protective services with Yemeni military forces, both escort patrol boats and security personnel aboard ship, on 40 ship transits. We are pleased with the services provided. They show flexibility in working with us on uncertain ship schedules. Security personnel aboard ship have handled themselves professionally. Most importantly, our ship staff are always happy to see these escort boats or security personnel -- their fears in this turbulent region are markedly reduced when they come on the scene."

Lotus Projects is GoAGT's Yemeni associate. It describes itself as being "established in the early months of 1999 as a result of the increase in demand in various sectors of the economy for the type of services the company provides." It adds that it was established "based on the demand of various official bodies for professional intermediaries to act between government bodies and private or public entities overseas" and says it has "a close relationship with most enterprises and especially with government bodies in the Republic of Yemen."

GoAGT recommends its armed escort services for vessels transiting below 14 knots, or with a low freeboard, or unaccustomed to the Gulf of Aden, transporting hazardous cargo, or simply looking for safe and professional armed protection. All armed services are available for vessels transiting in either direction between Nishtun and Hodeidah.

GoAGT will supply the customer's vessel with a dedicated escort by what it describes as a "heavily armored 37.5 meter Yemen Navy Austal patrol boat" transiting 500 m from the escorted vessel throughout the entire journey.

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Prices for the service range from \$45,000 to \$55,000 based on a three day transit. For \$35,000 for a three day transit, GoAGT will supply an armed team of six serving Yemen military or coastguard personnel to embark on and protect a vessel between the GoAGT transit coordinates. It says the teams have "extensive experience in dealing with Somali pirates" and "follow rules of engagement as directed by the Yemen military, who will also provide immediate assistance in the event of an incident." Each armed team has at least one English-speaking member, and will also be able, should an attempted attack take place, to communicate with the pirates in local language via loud hailer devices.

Source : MarineLog



The **APOSTOLOS A** seen enroute Rotterdam – Photo : Frits Janse ©

Watchkeeper: Who makes the rules?

Regulation keeps ships and those aboard them safe and secure and the sea clean. But who makes the regulation and is it always "fit for purpose"? Just as one often hears complaints that laws are made by politicians and lawyers without much practical knowledge of their likely effect, how often are maritime regulations impractical because there has been insufficient input into them? The ultimate test of any regulation is how much it takes notice of the human element – the people who, at the "coal face", will have the job of implementing what the regulation demands. And indeed, how much input did those people who will be the ultimate "users" of the regulation manage to insert into what was eventually decided by the lawmakers?

This important issue forms the focus of the latest Nautical Institute Alert! Bulletin, which suggests that regulators need to be super-sensitive to the human element and the effect their rules will have on the practical operation of ships. There are some 160 flag states represented at the International Maritime Organization, but exactly how many of the distinguished delegates reflect the views of practical shipping people, mariners and the like, as they devise regulation and see into the various conventions? Some member nations are notably effective in this respect, with mariners and operators on their delegations. But others may receive practical input only indirectly, and have little relevant expertise to hand.

It is one reason why the attendance of BIMCO at the IMO, International Labour Organisation and other fora is so important. BIMCO brings with its observers a great deal of practical, up to date, operating experience, and is able to transmit this through its interventions. It is helping to keep regulators on the right path. Three years ago, as there seemed some concern about whether human element matters were being properly considered in regulation, there was an important development at IMO, when the organisation introduced its "Checklist for considering Human Element issues by IMO bodies". It is a useful and significant breakthrough, although it is only a recommendation, and the test must surely be whether it is making any difference in the various IMO committees, sub-committees and working parties. Alert! suggests that it should be "the benchmark for addressing the human element in the development and implementation of all international, regional and national maritime conventions and instruments, and for the development of company rules and regulations". It is difficult, surely, to argue with this assertion.

But if those making regulations are to make the right decisions, they themselves need to have the right knowledge and skills, or at least easy access to somebody with the practical experience. Several years ago at one of the IMO Navigation sub-committee meetings, important work was being done on electronic charts. On this particular occasion, the delegates' deliberations were greatly assisted by a group of practising shipmasters, who were on hand with various displays in the delegate's lounge, and were able to explain their views as practising navigators. That was direct input from the human element, and very useful it was too. It may not be possible to have such expertise readily available on all occasions, but it is important that an effort is made to reconcile upcoming legislation with the human element checklist. The result will be so much better! **Source: WatchKeeper**



The **PRIMUS** arrived with the **VIKING BARGE 7** at the river Tyne with a module for McNulty's yard, South Shields.

Photo : Kevin Blair ©

Balu master drunk

A Russian master pleaded guilty in Southampton Friday after being caught with nearly three times the legal limit for alcohol.

Valery Semenov, 52, was in charge of the 8,050-dwt general cargoship **Balu C** (built 2008) when police found him to have 94 microgrammes of alcohol to every 100 millilitres of breath, the UK Maritime and Coastguard Agency (MCA) said Friday. The legal limit is 35 microgrammes. At Southampton Magistrates Court, Semenov was fined £2,000 (\$3,210) plus £100 and was remanded into custody for 45 days or until he pays the fine. He also lost his £50,000-per-year job, the MCA says. The agency says it was notified that the Antiguan-flagged **Balu C** was "not being managed correctly" during its passage into berth at the port. It was headed from Amsterdam with a crew of 12 and a cargo of grain.

"The master of a ship bears a heavy responsibility. To carry out this responsibility whilst under the influence of alcohol is grossly irresponsible. It is fortunate that on this occasion the vessel berthed safely," said Capt Jeremy Smart, who heads the MCA's enforcement unit. The **Balu C** is controlled by of Isle of Wight-based Carisbrooke Shipping, which has a fleet of 50 small general cargo and multipurpose ships. **Source : Tradewinds**

Hijacked ship carries 2,388 Hyundai, Kia cars bound for Saudi Arabia

A vessel carrying vehicles from Hyundai and its sister company Kia was hijacked by Somali pirates last week. The ship, known as **Asian Glory** and operated by EUKOR Car Carriers, was approximately 620 miles off the coast of Somalia when the hijacking occurred, the South Korean Ministry of Land, Transport and Maritimes Affairs said on Wednesday.

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The commercial ship was hijacked on New Years day while on its way to Saudi Arabia after departing from Ulsan. The South Korean ministry said the vessel was carrying a total of 2,405 vehicles including 2,388 from Hyundai and Kia

According to Hyundai, it will not take any financial loss even if the cargo ship is not recovered. "As soon as the vessel embarks, all risks related to the vessel are the responsibility of the distributor," Hyundai said. "All payments for the cars have been made, while the cars are also insured." The hijacking of the vessel was among the first successful attacks on merchant ships in the 500-mile security corridor since July. Hyundai Motor and Kia have asked for a quick and safe return of the crew, the Korean automaker said. Since July, 20 warships have been patrolling the region in an attempt to protect over 30,000 cargo ships per year. The area of interest to pirates and thus allied forces is the Gulf of Aden, somewhat of a funnel into the Suez Canal.

Nearly 10 percent of world trade travels through the Gulf annually. Currently Somali pirates have control of 12 cargo ships in the region. Hyundai Motor and Kia are seeking the safe return of the 25 crew members aboard the **Asian Glory**. Somali pirates view their acts as retaliation for the poaching of fish within Somali waters. Reportedly \$300 million in fish are poached annually from the region. Pirates are able to reclaim approximately \$100 million annually in ransom money. Pirating is a huge issue affecting several aspects of international trade. **Source: The Saudi Gazette**



As reported in the newsclippings from yesterday the port of Felixstowe was closed due to strong wind en snow, But unless that the **Stena Britannica** is just doing her job and leaving for Hoek van Holland and also the dredging works for the Felixstowe port extension keep on going.

Photo : Jan Gossen Roos (o/b Barent Zanen)

Captain Paul Watson of Sunken Anti-Whaling Vessel Subject of Documentary About Heroic Efforts to Save Marine Life From Illegal Slaughter

The world's attention was drawn this week to the shocking action of a Japanese whaling vessel, which rammed the *Ady Gil*, a sleek and speedy trimaran owned and operated by the Sea Shepherd Conservation Society, putting its crew

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members in danger of drowning and ultimately causing the craft to sink. The incident, which occurred January 5th in the Antarctic Marine Whale Sanctuary, brought up the subject of international agreements to limit the slaughter of marine life, which have been widely ignored by whalers and other large scale fishing operations.

One of the heroes in the fight against these illegal operations is Captain Paul Watson, founder of the Sea Shepherd Conservation Society, whose life and work has been brilliantly captured and recorded in the riveting documentary, "Pirate for the Sea." The film has been shown and has won awards at film festivals around the world since premiering at the Telluride Film Festival in 2008. Producer/writer/director Ron Colby calls Watson "the most daring, effective, and controversial marine environmental activist ever." A worthy subject for his film!

Despite its timeliness, "Pirate for the Sea" has not been shown theatrically outside of film festivals. A public increasingly aware of the dire conditions of the world's oceans, however, would undoubtedly consider it a "must see," just as they did Al Gore's "An Inconvenient Truth" a few years ago. Meanwhile, there is a good deal of information about Watson's Sea Shepherd Conservation Society on the web, where his efforts and accomplishments can be admired and applauded.

For film-goers within driving range of Sonoma or Nevada City, "Pirate for the Sea" will be showing at film festivals in both those locations later this month. For more information about "Pirate for the Sea" email co-producer Patricia van Ryker at pv@artistsconfederacy.com or log on to <http://www.pirateforthesea.com/>

Ady Gil rammed by Shonan Maru No. 2, see the dramatic views as seen from MV Bob Barker

http://www.youtube.com/watch?v=Bbuq0YEIPNU&feature=player_embedded

or

<http://www.youtube.com/watch?v=LxYT0CNq6x0&NR=1>



Once built as the **SMIT-LLOYD 71** during 1980 now in the Vroon Offshore colours named **VOS CHAMPION** seen at the Singapore Eastern anchorage yesterday

Photo : Piet Sinke ©



Gulf states warned of attacks on shipping

Western intelligence has warned Gulf states that Al Qaeda is on the verge of launching attacks mainly on ships after regrouping in the past few months, security sources revealed. Al Qaeda has trained operatives in the region to carry out attacks on war, commercial and passenger vessels in the Gulf and Arabian Sea, said the sources. Western intelligence has urged Gulf states to boost security measures to provide protection for ships, especially oil and gas tankers.

The Al Qaeda network has been able to regroup over the past few months, taking advantage of deteriorating security in Somalia and Yemen, and has successfully established command and control bases in the two countries. The security sources added that Al Qaeda operatives in Somalia have in recent weeks captured advanced weapons from government forces and transferred them to their counterparts in Yemen. Western intelligence also provided Gulf states with names and locations of new Al Qaeda command posts in Somalia and names of field commanders and members in Gulf states most of them unknown previously. **Source: Gulf-Daily-News**



The newbuilding **FLINTERCORAL** spotted off Batam Island (Indonesia)

Raad wil duidelijkheid over asbest ss Rotterdam

De Rotterdamse gemeenteraad wil absolute duidelijkheid over de veiligheid aan boord van het stoomschip Rotterdam. In bepaalde ruimtes van het gerenoveerde schip is nog asbest aanwezig. De PvdA vraagt aan het college om nader onderzoek te doen, zodat zeker is dat bezoekers zonder risico's aan boord kunnen gaan. Volgens D66 zou de Milieudienst Rijnmond moeten nagaan of de Rotterdam asbestveilig is. De directie van Rederij Rotterdam zegt dat er al onderzoek is gedaan en dat daaruit blijkt dat er geen enkel gevaar is. Maar twee deskundigen trekken die conclusie in twijfel. Zij denken dat het beter is bepaalde delen van het stoomschip niet te betreden. Donderdag werden al kamervragen gesteld over de asbestkwestie door de VVD en de SP. Beide partijen willen van minister Van der Laan van Wonen, Wijken en Integratie weten of bezoekers echt geen enkel gevaar lopen. Leefbaar Rotterdam zegt de beantwoording van die vragen te willen afwachten, voordat zij met een reactie komt.

D66 en de PvdA in Rotterdam zeggen geschokt te zijn over de berichtgeving op RTV Rijnmond over de onveilige situatie aan boord van de **Rotterdam**, toen het schip nog in Gibraltar lag. Uit metingen is gebleken dat de toegestane norm voor asbest met een factor 10 tot 15 is overschreden. Een groot deel van het personeel droeg geen beschermende kleding. Salima Belhaj (D66): "Ik vind het opvallend dat geen van de betrokkenen nog officieel is geïnformeerd over eventuele schade aan de gezondheid of rechtsbijstand. Juridisch gezien kan de huidige eigenaar, woningcorporatie Woonbron, niet aansprakelijk worden gesteld. Maar uit menselijk oogpunt vind ik dat zij wel iets kunnen doen. Het gaat tenslotte om mensen die hebben meegebouwd aan het schip dat het nu is". Nieuwe wetgeving kan betekenen dat de asbestnormen aanzienlijk worden aangescherpt. In dat geval heeft dat ook consequenties voor het stoomschip Rotterdam. Duco Hoogland (PvdA): "Dit project is al een financieel drama, maar als het nog duurder gaat worden mag dat in ieder geval niet ten koste gaan van de huurders van Woonbron". Het Rotterdamse College van B&W wil nog niet reageren, omdat het eerst de schriftelijke vragen van de PvdA wil beantwoorden. **Source : Rijnmond Nieuws**

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NAVY NEWS

USS Missouri Back in Pearl Harbor



The **USS Missouri** left dry dock Thursday, spruced up and ready for visitors. The "**Mighty Mo**" is a World War II museum and has been undergoing maintenance and repairs. On Thursday tug boats pulled the historic battleship from Pearl Harbor naval shipyard to Battleship Row.

The **USS Missouri** fought in three wars and hosted Japan's surrender at the end of WWII. The deck of the ship is now named **Battleship Missouri Memorial** and will be open to visitors starting January 30. **Source : Ozarks**

Tunisian navy to build new patrol boat

Mr. Kamel Morjane, Minister of Building Defense, gave the launch on Thursday for the building of a 14 meter long navy patrol boat at the Bizerta ship yard. The boat, whose estimated cost amounts to 500,000 dinars, will be achieved by May 2011. The building of the ship in a Tunisian ship yard will enable considerable savings, knowing that the price tag for a similar patrol boat abroad amounts to 3 million dinars. In a related event, Mr Morjane was also briefed on the refurbishing of an old patrol boat by the same boat building and repair unit within the Tunisian navy. **Source :** **TunesiaOnlineNews**

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Macao Dragon's 65 mtr long **TIAN LONG** (sister of the **SHEN LONG**) seen moored at the Marinteknik Shipbuilders for a long time whilst the construction of 2 smaller sisters ships of 63 mtr in length named **HUANG LONG** and **PAN LONG** (seen behind the ferry) is suspended some time ago.

Photo : Piet Sinke ©

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MACAO Dragon, planned early 2009 a new high-speed ferry service between Hong Kong and Macau using 1,152-seat catamarans, was forced to delay the launch of the service after a wrangle involving existing operators and the Macau government. The Hong Kong government had already given its permission to Macao Dragon to begin the service using four of the high-speed ferries.

But sources said at least one of the existing operators had objected to the Macau authorities about the plan on the grounds that there was a lack of berthing capacity in Macau and the Hong Kong-Macau route was already saturated with ferries. The catamarans have capacity for over twice as many passengers as existing high-speed ferries operated by Turbojet, controlled by local gaming mogul Stanley Ho, and Cotai Waterjet, an offshoot of the US-based Sands gambling outfit.

"The existing high-speed craft carry between 240 and 415 passengers and the Macao Dragon vessels threaten to overwhelm these two operators in what has become an extremely competitive market," said one source. He said visa restrictions and the economic downturn had put pressure on Turbojet and Cotai Waterjet to the extent that the latter had started to offer free ferry tickets. "[Competition] is cut-throat, which is why objections against the Macao Dragon service have been made to the Macau government," he added.

He said the wrangle was similar to the dispute between Mr Ho and the Sands group when Mr Ho tried to prevent the launch of the Cotai Waterjet services in November 2007. Macao Dragon has taken delivery of **Shen Long**, the first of four 65 m catamarans being built by Singapore's Marinteknik Shipbuilders. And have delayed delivery of the three others, the 65 m **Tian Long** and two 63 m ships, **Huang Long** and **Pan Long**, which were all scheduled to arrive early 2009 in Hong Kong. The vessels are to be flagged in Hong Kong and classed by Lloyd's Register.

Macao Dragon installed a pontoon at Hong Kong's Macau ferry terminal to facilitate berthing but it was towed away because of the continuing delays. Marine Department senior marine officer Newton Chan told Lloyd's List that the pontoon had been moored at the terminal for several months but the ferry operator had been told to remove it because it was not ready to implement the service.

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Bohai launches China's largest VLCC

China's Bohai Shipbuilding Heavy Industry launched a 320,000DWT VLCC on January 4. The vessel is the largest VLCC ever built in China. The vessel has an overall length of 331.93 metres on a beam of 60 metres. It has a design draught of 21 metres and a structure draught of 22.6 metres. The vessel can maintain a speed of 16.1 knots. Meanwhile, the shipyard has floated a further two 49,000DWT product oil tankers. **Source : Baird Online**

Sri Lanka ship yard mulls expansion options

The building of new ports in Sri Lanka has given several expansion options for Colombo Dockyard, a listed ship builder which faces space constraints at Colombo port, an official said. Colombo Dockyard managing director Mangala Yapa said the firm is looking for expansion opportunities as it seeks to increase business and handle bigger vessels. Colombo Dockyard would consider a government request for proposals (RFP) for investments, including ship building, in a new port in southern Hambantota although no definite investments plans have been drawn up yet, he said. "Yes, we're interested. We'll look at the RFP and see what the options are, but we don't have any concrete plans yet." The government recently approved calling for investment proposals in the new port in Hambantota, close to the main shipping route across the Indian Ocean. It has called for investments for fertiliser, cement bagging, warehousing, and vehicle transshipment businesses to take advantage of the port's location.

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Colombo Dockyard, which is majority owned by Japan's Onomichi Dockyard, has four dry docks in Colombo port but cannot expand there for lack of space. With tankers, one of the mainstays of Colombo Dockyard's repair business, now being built with double hulls for added safety, the vessels are becoming too big to handle in its existing docks. Yapa said the construction of the port in Hambantota and another deep-water port next to Colombo gives the firm more options. A smaller harbour is also being built at Oluvil, on the east coast. Trincomalee, one of Asia's largest natural harbours also on the east coast, is also available for commercial activity now with the end of the island's 30-year north-eastern ethnic war. But Yapa said the appetite for the kind of large investments needed for building shipyards may not be there right now given the downturn in the cyclical shipping industry. "Shipping activity is low at the moment. So it is too premature to talk of large investments right now because of the slump. Investment will come only when signs of a turnaround are evident.

"But on the positive side, with the war now over there's more opportunity for investments." The yard's repair business was also down, Yapa said, adding however that it was temporary. Shipping markets had plunged to historic lows in the last two years with global recession and the collapse of the commodities bubble, along with a huge increase in new ships being built. Experts have said there are signs of a recovery in charter and freight rates but that it would take another couple of years for the oversupply of ships to sort itself out. "For ship repair to come up, charter rates must come up," Yapa said. "It depends how fast international shipping rates will improve." **Source: LBO**

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LAURA VAN BARNEVELD WINT "REDWISE" REIS



Van dinsdag 3 tot en met vrijdag 6 november vond Europort 2009 plaats in Ahoy Rotterdam waar op onze stand een wintersportreis voor 2 personen gewonnen kon worden door het inleveren van een relevant CV.

De gelukkige winnares is Laura van Barneveld uit Den Haag welke, na terugkomst van haar eerste reis voor ons, op 29 december 2009 haar prijs in ontvangst nam. De prijs werd uitgereikt door Marjan van Vliet van ATP op het kantoor van Redwise te Bunschoten-Spakenburg samen met Jaap Smit van **Redwise Maritime Services BV** en Wilfred Leseman van onze nieuwe vestiging; Redwise-DPO.

Diana Shipping Inc. Announces Time Charter Contracts for m/v Nirefs and m/v Erato

Diana Shipping Inc. a global shipping company specializing in the transportation of dry bulk cargoes, today announced that it has entered into a time charter contract with Louis Dreyfus Commodities Suisse S.A., for one of its Panamax dry bulk carriers, the m/v **Nirefs**, at a gross charter rate of US\$21,000 per day for a period of about twenty-three (23) to about twenty-five (25) months. The charter is expected to commence in the middle of February 2010.

The Company also announced today that it has entered into a time charter contract with C Transport Panamax Ltd., Isle of Man, for one of its Panamax dry bulk carriers, the m/v **Erato**, at a gross charter rate of US\$20,500 per day for a period of minimum twenty-one (21) to maximum twenty-four (24) months. The charter is expected to commence in the middle of March 2010.

These employments are anticipated to generate approximately US\$27.5 million of gross revenue for the minimum scheduled period of the charters.

The m/v **Nirefs** is a 75,311 dwt Panamax dry bulk carrier built in 2001 and the m/v **Erato** is a 74,444 dwt Panamax dry bulk carrier built in 2004. **Source : Diana Shipping Inc.**



Above seen the 1984 built CYP flag bulker **ERMIS** entering Grand Harbour, Malta for the first time on Thursday 7th January 2010.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Nantucket Sound wind farm setback

A plan to build the United States' largest offshore wind farm in Nantucket Sound, Mass., has suffered another setback after nine years of environmental and political arguments.

Energy Management Inc.'s proposed Cape Wind \$1 billion wind farm would cover 24 square miles -- an area roughly the size of Manhattan -- in the sound.

But the National Park Service Monday announced that the 560-square-mile Nantucket Sound is eligible for the National Register of Historic Places.

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The decision follows a request from two American Indian tribes, the Mashpee Wampanoag of Cape Cod and the Aquinnah Wampanoag of Martha's Vineyard, who claim the proposed 130 turbines would stand in the way of their spiritual ritual of greeting the sunrise. They say it would also disturb ancestral burial grounds, now underwater.

The late U.S. Sen. Ted Kennedy, D-Mass., whose family compound overlooks Nantucket Sound, was among Cape Cod residents who argued that the turbines would adversely affect the area's tourism industry and spoil its natural beauty, the Independent reports. The turbines would be visible from the islands of Nantucket and Martha's Vineyard, both magnets for summer visitors.

Oil and coal magnate and Cape Cod property owner Bill Koch also opposes Cape Wind. Cape Cod Today newspaper last month said Koch, founder and president of the Oxbow Group, is best known on the cape as chairman of the Alliance to Protect Nantucket Sound, an organization it says was formed to fight the Cape Wind proposal.

The newspaper cited a 2006 Forbes magazine profile on Koch, which described his fight against Cape Wind: "Koch has pumped in \$1.5 million to an anti-windmill group of which he is now chairman, commissioned several economic studies undermining the idea and assigned his lobbyists to torpedo the plan in Washington."

Environmental group Natural Resources Defense Council had high marks for Cape Wind, saying the project is "the largest single source of supply-side reductions in CO2 currently proposed in the United States," Cape Cod Today reports.

U.S. Secretary of Interior Ken Salazar has called all parties involved in the debate to meet in Washington next week with the aim of settling the issue by March 1, the Independent reports. "After several years of review, it is now time to move the Cape Wind proposal to a final decision point," Salazar said in a statement.

"While we found the National Park Service decision disappointing, far more important is that Secretary Salazar has signaled the beginning of his personal involvement in bringing the Cape Wind permitting process to a speedy conclusion," said Mark Rodgers, spokesman for Cape Wind. **Source : UPI**

Nehru Containers Fell 8 Percent in 2009

Container throughput at India's Port of Jawaharlal Nehru dropped by 8 percent in 2009 compared with the previous year as the slump in trade hit cargo volume moving through the country's largest container gateway. The west coast hub handled 3.8 million 20-foot equivalent units during the year, down from 4.17 million TEUs in 2008, the port authority said in a statement. Gateway Terminals, Nehru's third terminal operated by A.P. Moller-Maersk, topped volume at 1.55 million TEUs, followed by DP World-managed Nhava Sheva International Container Terminal, 1.49 million TEUs, and the state-owned terminal, 0.8 million TEUs.

"We have initiated a number of steps to improve infrastructure and boost capacity. These include the acquisition of four rail-mounted quay cranes, and development of a 4-million-TEU fourth container terminal and 330-meter berth extension project," said S.S. Hussain, port chairman. Officials said of the four new cranes, one is expected to be delivered in November and the remainder by February next year. Port management is also awaiting approval from the ministry for the purchase of three additional gantry cranes costing around \$26 million. Nehru handled 3.95 million TEUs in fiscal 2008-09 ended March 31, and the management is hoping that the gradual recovery in the country's foreign trade will help it perform better in the last quarter of fiscal 2009-10. In November, India's exports rose for the first time in 14 months, by 18.3 percent to \$13.2 billion from \$11.16 billion a year earlier. The Indian Ports Association said all major ports handled 412 million tons of cargo during April-December, the first nine months of fiscal 2009-10, up from 392 million tons in the year-ago period. Total cargo volume in December increased to 49 million tons from 45 million tons on a year-on-year basis. **Source: Journal of Commerce**

Bibby Offshore opens office in Singapore

Bibby Offshore, the UK-based provider of subsea construction, IMR and offshore management services, has opened an office in Singapore. This latest move further internationalises the business following the recent relocation of the company's dive support vessel (DSV), the Bibby Aquamarine, to the Asia Pacific region.

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The company has signed a three year lease for office space in Prudential Tower, in Singapore's financial district, totaling 3,300 square foot. A small team will be established to work from the new premises, under the leadership of Alan Reid who has been appointed regional manager.

Mr Reid, who has 25 years experience in the subsea construction, has worked in Asia for the last four years. Reporting to chief executive, Howard Woodcock, he will be responsible for managing the company's activities in the region, in support of its international growth strategy. Mike Watson, who currently occupies the position of commercial manager in Aberdeen, has been seconded to Singapore, to assist Alan in the creation of a fully functioning business unit.

Source : Offshore Shipping Online

Oil storage in Singapore faces rivalry from Johor

The oil storage business in Singapore faces tougher competition from neighbouring Johor, where 8-12 very large crude carriers (VLCCs) are being used as floating storage, and plans for a second onshore terminal have been announced. The new terminal — for oil trader Vitol and MISC — will compete for the same pie as Singapore, a terminal official here said yesterday.



The **BRITISH GANNET** seen arriving in Singapore-Jurong
Photo : Piet Sinke ©

He was responding to an announcement on Wednesday by Singapore engineering group PEC that it had won a S\$245 million

(RM588 million) deal to build an 841,000-cu m terminal at Tanjung Bin, Johor, to store fuel oil and middle and light distillates. The terminal is scheduled for completion by March 2012. Another operator here said: "The issue is that Singapore is always saying there is no more space to build onshore oil storage. Even though JTC is studying offshore floating structures, it doesn't stop people looking outside Singapore for alternative sites." The Tanjung Bin terminal will supplement an existing terminal at Tanjung Langsat that started operating last September with 130,000 cu m of storage. A second phase with a further 270,000 cu m is slated to be ready in March. Tanjung Langsat is operated by MISC with oil trader Trafigura. This doesn't include an estimated two million cu m of oil stored by Singapore traders aboard VLCCs anchored off Johor. International traders operating in Singapore, such as Vitol and Trafigura, have had to resort to using Johor for storage because of the shortage of tank space here.

Trafigura, for instance, has about 250,000 cu m of storage in Singapore but is using VLCCs moored off Johor, as well as Tanjung Langsat's joint venture terminal.

Vitol, similarly, has tanks in several locations here, including Tuas and Senoko. "But given the volumes it trades, even the new 841,000 cu m Tanjung Bin terminal may not be enough for its own needs," the Singapore terminal official said. "So, whether the Tanjung Bin terminal spells competition for Singapore depends on whether it is for the owners' own needs or for third-party use." Recent JTC estimates show that even though 3.5 million cu m of new oil storage space will be added to the existing 4.6 million cu m, Singapore still faces a shortfall of at least three million cu m. This is why JTC is building underground storage such as the first phase S\$890 million Jurong Rock Cavern, and will decide by March whether to build very large floating structures for oil storage, once it completes feasibility studies. "Still, it remains to be seen whether the current strong demand for storage space here is sustainable," said the Singapore terminal official.

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The 2000 built 332 mtr long **ELSE MAERSK** is above seen as the **MARINA-M** at the Singapore Jurong anchorage
Photo : Piet Sinke ©

"Vitol, for instance, is not building the Tanjung Bin terminal in Johor because terminalling is good business, but rather because it needs the storage capacity." The terminalling business in the past 12 months has been supported by contango in the oil market — delivery prices for futures exceed current spot prices — which encourages traders to store oil. "Should demand for storage fall in future, most traders would likely not give up their Singapore storage capacity because of the good logistics and lower political risk here," the terminal official said. "Will they give up Johor storage then? The question is how much discount the terminals there will give." **Source: Business Times Singapore**



Above seen a copy of a watercolour made by **Ronald van Rikxoort** of 2 Shell tankers during yesteryears

OPLOSSING TIJDELIJKE ARBEID MAASVLAKTE



Donderdag
14 januari 14.00 uur
in Futureland,

Europaweg 902
3199 LC Rotterdam MV
Havennummer 8213



Port Project Services wordt gevormd door:

- Randstad Nederland voor het leveren van tijdelijk personeel,
 - Vipre voor het regelen van vervoer over de weg,
 - Koninklijke Doeksen Transportgroep voor vervoer over water en
 - United Homes voor tijdelijke huisvesting, kantoorruimtes en catering.
- Dit alles onder het motto dat zonder een compleet pakket aan dienstverlening de bouwers hun werk niet kunnen doen.



In het platform **Port Project Services** hebben **United Homes** (tijdelijke huisvesting), **Uitzendbureau Randstad**, **Vipre** (bedrijfsvervoer) en **Aqualiner** (personenvervoer over water) zich verenigd om vervoer en huisvesting van tijdelijke arbeidskrachten op de Maasvlakte te regelen.

Door de ontwikkeling van dit havengebied in het westen van Rotterdam komen hier ongeveer 8.000 arbeiders tijdelijk te werken. **Havenbedrijf** en **De Verkeersonderneming** – die het initiatief van **Port Project Services** van harte ondersteunen – streven ernaar dat een belangrijk deel van die arbeiders niet gebruik maken van de havensnelweg A15 voor hun woon-werkverkeer. Dit jaar begint de verbouwing van deze weg. Die gaat zes jaar duren en zal voor de nodige filevorming leiden.

Bouwactiviteiten

In het westelijk deel van de haven wordt de komende jaren flink gebouwd aan de Maasvlakte 2. Bovendien verrijzen elektriciteitscentrales van E.ON en Enecogen, LNG-terminals van GATE en Liongas, en een aantal minder grote projecten. Daarvoor moeten dagelijks duizenden werklieden in dit deel van de haven zijn. Veel van de werkers aan deze bouwprojecten komen uit het buitenland.

Werkwijze

Port Project Services, geleid door **United Homes**, wil vanaf nu fungeren als centraal aanspreekpunt. Een organisatie waar bedrijven met al hun vragen over het vinden van tijdelijk personeel, huisvesting en vervoer terecht kunnen. Daarnaast is het een platform voor lokale overheden aanspreekpunt en coördinatiecentrum voor vragen en oplossing van knelpunten. De vier partners willen met hun kennis en expertise een totaaloplossing bieden voor huisvesting, personeel en vervoer. Het gaat om goed bereikbare locaties in een normale woonomgeving. Naast het aanbieden van huisvesting en tijdelijk personeel gaat het ook om vervoer over water of collectief vervoer tussen huis en haven.

Dit soort totaaloplossingen moet een positieve bijdrage leveren aan het beperken van reistijden/reiskosten, ontlasten van de verkeersdruk op de A15 en prettige sociale woon- en leefomstandigheden voor het tijdelijk ondergebrachte personeel.

Programma:

De presentatie vindt plaats in **Futureland**, het informatiecentrum over de Maasvlakte 2.

De uitnodiging geldt zowel voor genodigden als hun relaties.

12.45-13.00 uur: Genodigden stappen op in Vlaardingen aan de Maasboulevard op een waterbus van Aqualiner. Zowel aan boord van de Aqualiner als in Futureland wordt gezorgd voor een hapje en een drankje.

13.45 uur: Aankomst in de Yangtzehaven met overstap op bus naar Futureland. Aankomst 14.00 uur.

14.00 uur: Aanvang presentatie Port Project Services in de zaal op de eerste verdieping met uitzicht op Maasvlakte 2. Naast de presentatie zijn een tweetal gastsprekers uitgenodigd.

15.15 uur: Vertrek per bus terug naar de Yangtzehaven voor afvaart Aqualiner om 15.30 uur

15.30 uur: Aankomst in Vlaardingen om 16.15 uur.

Vriendelijk verzoek per mail via info@portprojectservices.nl aan te geven of en met hoeveel relaties u komt en of u gebruik maakt van de Aqualiner dan wel rechtstreeks per eigen vervoer naar Futureland komt.



Deze samenwerking wordt ondersteund door De Port of Rotterdam en De Verkeersonderneming

Berge Stahl weer in Rotterdam

Maandag 11 januari arriveert de **Berge Stahl** – de grootste bulkcarrier ter wereld – weer in de Rotterdamse haven. Het vaartuig is afkomstig van Tubarao, Brazilië. Het is voor het eerst sinds november 2008 dat het schip weer arriveert in Rotterdam.



Thyssenkrupp heeft het schip voor het gehele jaar gecharterd om tussen Rotterdam en Noord-Brazilië te varen. Na een desastreus eerste halfjaar, trekt de overslag van ijzererts weer aan in de Rotterdamse haven. De **Berge Stahl** vaart sinds 1986 op en neer tussen Ponta da Madeira, Noord-Brazilië, en de Ertsoverslagbedrijf Europoort te Rotterdam. In die tijd vervoerde het 73 miljoen ton ijzererts voor de Duitse staalindustrie.

IJzerertsoverslag

De overslag van erts en schroot halveerde vorig jaar 2009 bijna, -47%, tot 23 mln. ton. De wegvallende vraag naar staal leidde tot tijdelijke sluiting van vele Noordwest-Europese hoogovens en een dramatische teruggang van de ertsoverslag. Inmiddels zijn de meeste hoogovens weer in gebruik, maar draaien nog onder de capaciteit. In 2010 kan de benuttinggraad oplopen tot 80%. Hierdoor trekt de ertsaanvoer aan tot mogelijk 30 mln. ton.

Berge Stahl

- Draagvermogen: 365.000 ton (ongeveer 120 conventionele duwbakken)
- Lengte: 343 meter
- Breedte: 63,5 meter
- Toegestane diepgang: 22,5 meter (74 voet)
- In de vaart genomen: 6 december 1986
- Eigenaar: Bergeson Worldwide Gas
- Agent en charteraar: ThyssenKrupp Veerhaven

Jaarlijks vaart het schip tien keer op en neer, een tocht duurt circa vijf weken.

Ocean Mainport back in operation

Sartor Offshore in Norway says its vessel **Ocean Mainport** is back in operation. **Ocean Mainport** was laid up towards the end of 2009 because of market conditions.

However, Saipem has recently awarded Sartor Offshore a contract for the vessel, which was due to mobilise in mid-January and head for the Mediterranean. **Source : Offshore News Online**

OLDIE – FROM THE SHOEBOX



Palva is seen approaching Grangemouth Lock, 27/11/1979, she is seen being pulled hard to Port as she has got out of position on her final approach, the tug in **Laggan**, the last vessel built by Scott & Sons Bowling, Yrd No 459 before the yard ceased building vessels.

Photo : Iain Forsyth ©

MARITIME MUSEUM OF THE WEEK

Koninklijk Museum van het Leger en de Krijgsgeschiedenis.

Jubelpark 3
1000 Brussel



Sinds 10 jaar heeft de sectie Marine de opdracht de verschillende verzamelingen betreffende onze maritieme geschiedenis uit te breiden, te bewaren en tentoon te stellen.

Links : het jacht **AVILA**

Photo : Jasper van Raemdonck ©

Op de « driehoekige » koer bevinden zich het koninklijk jacht « **Avila** » van wijlen Zijne Majesteit Koning Boudewijn en de riviernielboot « **P903 Meuse** ». Een bijzondere aandacht wordt besteed aan diverse collectiestukken, zoals het telegeleide mijnenbestrijdingstuig (PAP) dat dienst deed aan boord van onze mijnenjagers, aan de

documentatie en de uniformen. Het geheel wordt verrijkt door een fotografische en multimedia-ondersteuning om de geschiedenis en de evolutie van de Marine te tonen in haar opdrachten van escorte van de koopvaardij, de mijnenbestrijding en de hulp aan de Natie.

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Het doel van de sectie Marine bestaat in eerste instantie uit het tonen van de opdrachten en taken van de Marine en haar materieel. Tevens krijgt het publiek de gelegenheid uitgebreider kennis te maken met de gewoontes en het reilen en zeilen van de zeeman, aan de hand van een uitstalraam onder het motto "De Marine tot Uw dienst", die de aandacht van elke voorbijganger trekt op de bestaansreden van een marine. Ons land is, door de centrale ligging in het hart van Europa, een centrum van uitwisseling voor talrijke ondernemingen. De Noordzee vormt onze poort op de wereld, 75% van de handelsgoederen lopen via het water, 75 % van de wereldbol wordt ingenomen door de zeeën en oceanen, men kan vanuit Oostende per schip de wereld rondvaren zonder één enkele grens te overschrijden, zonder toelating te moeten vragen, zonder het betalen van één of andere doorvaarttol.

Voor het verzekeren van deze tentoonstelling, het dagelijks onderhoud en de restauratie, telt de sectie Marine actueel drie personeelsleden (2 technische verantwoordelijken en 1 beheerder van de verzamelingen), die, vanzelfsprekend, kunnen rekenen op de steun van de vrijwilligers van de VZW « KLM –Marine ».



De sectie Marine doet echter meer. Zij geeft ook raad aan onze wetenschappelijke medewerkers in het kader van hun historisch onderzoek en levert steun aan organisaties van intra- of extra-muros tentoonstellingen. Zij is eveneens historisch raadgever van de Marinecomponente van Defensie voor wat betreft de maritieme tradities, de marineheraldiek, en de geschiedenis van de verschillende eenheden die bestaan hebben.

The P 903 MEUSE

Photo : Jasper van Raemdock ©

Zij beantwoordt diverse vragen om inlichtingen vanwege het publiek, modelbouwers of oudgedienden van de Marine over schepen, biografische opzoekingen of heldendaden van onze zeelui. Voor wat betreft de archivering en het beheer van de documenten, de

zeekaarten, de scheepsplannen, foto's, en zomeer werkt de sectie Marine nauw samen met het documentatiecentrum van de marine "NAVIDOC-MARINES", waar specialisten U graag, elke dinsdag, helpen en leiden in Uw opzoekingen.

Ook al bevindt de zee zich op ± 100 km van Brussel, toch blijft de sectie Marine actief in alles wat te maken heeft met het maritieme milieu. Onze ploeg van specialisten blijft te Uwer beschikking zo U vragen betreffende de Marine of haar geschiedenis mocht hebben.

Click for more photo's of the museum at :

<http://www.klm-mra.be/klm-new/nederlands/collecties/main.php?id=marine/tento#>

<http://www.klm-mra.be> - <http://www.legermuseum.be> - infocom@klm-mra.be

Toegang : Gratis

Open : van 9 tot 12 en van 13 tot 16u45 van dinsdag tot en met zondag

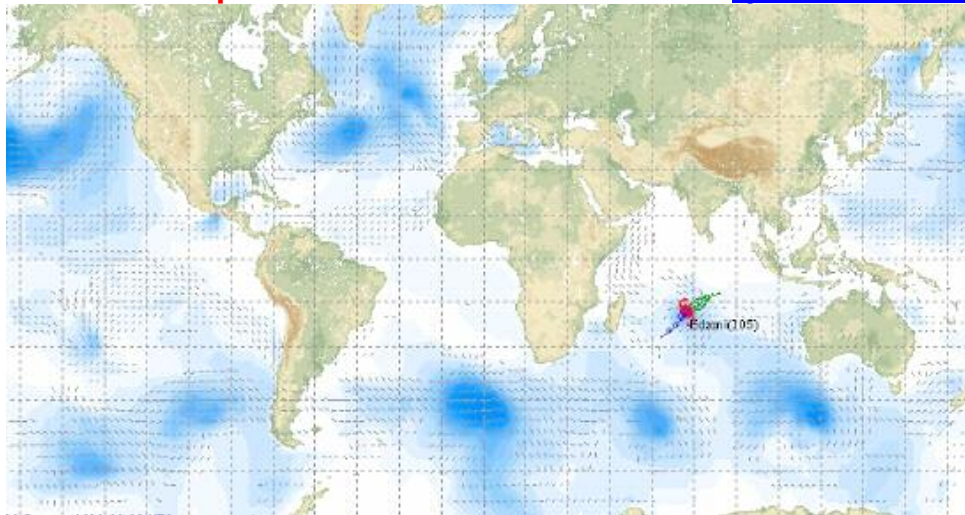
Gesloten : elke maandag, 1 januari, 1 mei, 1 november, 25 december en op verkiezingsdagen.

MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY

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The multicat **Lesley M** seen in "Arctic conditions" working in the Port of Felixstowe

Photo : Jan Gossen Roos ©

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