

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 012



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The TSHD SHOREWAY seen working at Scheveningen
Photo : Arie Verheij (c)

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Capsized M/V OCEAN LARK wreck will be lifted

Search and rescue (SAR) operations continued for the fifth day for missing persons from tugboat M/V "Ocean Lark" which sank off Singapore, as divers completed their underwater search of safely accessible areas of with no further discoveries. The capsized tugboat will be lifted out of the water for a thorough search to ascertain the absence of the four remaining missing persons.

The Maritime and Port Authority of Singapore says the sea search for the missing persons will continue. So far, seven bodies have been recovered. Nine crew have been accounted for, including two plucked out of the sea late on Wednesday..

All crew members are Indonesians. The vessel sank early on Wednesday while on its way from Batam to Tarempa Natuna in the Riau archipelago in the South China Sea. Singapore and Indonesia's navies will continue scouring the seas. MPA also said it would continue to remind all vessels passing through the vicinity to be on the lookout for the missing men. **Bron: BluePulz**

Key northern China port faces worst ice threat in 30 years, as ships work to keep lanes open

A northern China port that is one of the world's largest was facing the worst ice conditions in 30 years Saturday, and icebreaking ships were working to keep the path to it open.

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Some ships were having trouble reaching the port at Tianjin — the port for China's capital, Beijing, and the third largest in the country, China Central Television said. Footage showed ships on the Bohai Gulf working to keep shipping lanes open. About 40 people had already been saved from ships in danger from the ice, the state-run Xinhua News Agency cited maritime officials as saying.

The region has been hit by its worst winter weather in decades over the past week, including Beijing's coldest morning in almost 40 years and its biggest snowfall since 1951. Temperatures over the next week in Beijing are forecast to remain below freezing.

The sea ice along the coast of the Bohai Gulf was the most serious in 30 years, China National Radio reported Saturday afternoon. **Bron: Hartford Courant**



The **GAS DREAM** seen arriving in Devonport, Tasmania on a glorious summers day to unload LPG at DP5W.

Photo : Cody Williams (c)

Call to end Freemantle dredging

ABC News reports that Greens MP Adele Carles wants the dredging of Fremantle Harbour to be stopped immediately. Dredging at the site began recently as part of an expansion of the port at Rous Head. There are concerns the dredging has dislodged sediment and poisonous chemicals which are spreading to the Swan River.

Adele Carles says the Environmental Protection Authority needs to take immediate action. "I want to see the EPA use its powers to call in this proposal so the full impact of the dredging on our interconnected waterways can actually be assessed," she was quoted as saying. **Source : Dredging News Online**

UK navy chief says navies won't eradicate piracy

Efforts by foreign navies to combat Somali piracy off the Horn of Africa country's coast have made a difference but they will not be able to eradicate attacks by seaborne gangs, Britain's navy chief said on Friday. Somali pirates have stepped up attacks in recent months, making millions of dollars in ransom by hijacking ships in the Indian Ocean and the Gulf of Aden, which links Europe to Asia. Admiral Mark Stanhope said navies were dealing with 1.1 million square miles of water to monitor. "We are not going to eradicate piracy -- it's still a very very large area," he told Reuters in an interview.

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Foreign navies have been deployed off the Gulf of Aden since the start of 2009 and have operated convoys, as well as setting up and monitoring a transit corridor for ships to pass through vulnerable points. But their forces have been stretched over the vast expanses of water including the Indian Ocean, leaving vessels vulnerable.

British Foreign Secretary David Miliband said last month ships using the Indian Ocean would not receive the same level of naval protection from pirates as those in the Gulf of Aden because military resources are tight.

"We have made a considerable difference in terms of the amount of successful pirating attempts -- that is by virtue of the number of navies that are there," Stanhope said. "While navies will do their very best in what is a huge area to address the problems of piracy, we will never solve the problem that is causing it," he said referring to Somalia's lawlessness.

Britain's Royal Navy had deployed ships last year as part of the European Union anti-piracy force off Somalia's coast. The EU mission numbers seven ships at present.

CHINESE NAVY

The Royal Navy has no vessels participating in the EU mission right now but has one frigate and a tanker stationed in the Indian Ocean available for counter-piracy operations if required, the navy said. The Royal Navy also provided much of the leadership for setting up the EU mission. Stanhope said the Indian Ocean was a main focus for Europe owing to its importance as a transit route for goods from Asia to European countries. In addition, he said China was growing in economic importance and its navy was expanding. A Chinese rear admiral last month urged the country to set up navy supply bases overseas after China paid a ransom to free a ship held for nine weeks by Somali pirates.

Stanhope said that being part of the international anti-piracy efforts, China's navy was "learning the ropes".

"They want stability in that area (the Indian Ocean) to ensure their exports and indeed their imports," he said.

"Therefore the growth in their navy is entirely predictable." Asked if China would overtake Britain's navy, Stanhope said: "China in scale is almost inevitably going to get bigger than we are if you count ship for ship, submarine for submarine." But he said Britain's navy measures up very highly in quality. **Source: Reuters**

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Algeciras ups investment in port facilities

The Port of Algeciras will invest a record E131m in new infrastructure this year to counter tougher competition as a result of growing port capacity in the Strait of Gibraltar. Most of the funds will be channelled toward completion of the port's Isla Verde Exterior expansion, which will accommodate new container and oil terminals.

Private companies including Hanjin Shipping-subsidiary Total Terminal International Algeciras and Alpetrol, among others, will together spend a further E400m on the port. The investments come at a time when Morocco is pushing ahead with development of the Tangier Mediterranean port complex and ancillary free trade zones on the African shore of the Strait. The Moroccan port is building infrastructure to accommodate a range of trades from containers to oil and ferry services, much of which is already operational.

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Manuel Moron, chairman of the Algeciras port authority, has always advocated close relations with Morocco aimed at boosting the Strait as a key global maritime cluster. Algeciras and Tangier cooperate on joint marketing and technical initiatives but the two ports are also rivals, particularly in the container sector.

That competition is getting tougher in a weak market. "The challenges this year will come from mounting competition that is affecting container and ro-ro traffic in the Strait," Mr Moron said. "Weak freight markets and overcapacity in the Strait, which will continue to increase in the coming years as new infrastructure comes into operation, has intensified competition between terminals." "This will oblige us to find ways of reducing costs and reaching global agreements with shipowners, as is already happening in other ports." During the course of the year, Spain will finalise and implement a new national port law which will overhaul the existing framework. Officials including Mr Moron are confident that the new structure will provide increased pricing flexibility for state owned port authorities.

For ports including Algeciras, the ability to offer discounts and incentives on key trades such as container transshipment could prove vital in order to maintain and grow volumes.

As for cross-Strait traffic, Mr Moron said Algeciras will have to "double its efforts" to foster close links with Tangier Mediterranean in order to fight off competition from direct services linking the Moroccan port with other European cities. So far Algeciras has managed to weather the downturn better than most other Spanish ports, with throughput dropping 7% to 70m tonnes last year when the national average was a 14% drop. Container traffic dropped 7% to just over 3m boxes, in line with trends at other major transshipment ports around the globe. In the cross-Strait market, passenger numbers dipped 3% to 4.9m while the number of trucks also fell 3% to 205,000. **Source: Gibraltar Chronicle**



The **HOKUETSU ACE II** seen departing from Amsterdam
Photo : Marcel Coster ©

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Expedition ship in Antarctica damaged in accident; cruises cancelled

One of the most elegant expedition ships operating in Antarctica, the **Clelia II**, has been withdrawn from service this month for repairs following an accident that occurred over Christmas week but is only now coming to light. New York-based Travel Dynamics International, which operates the 100-passenger vessel, has canceled the ship's voyages through Jan. 18 following the incident, which left one of the ship's propellers damaged. In a statement released this week, the International Association of Antarctica Tour Operators says the five-deck ship had arrived at Antarctica's famed Petermann Island on Dec. 26 for a passenger landing when a stronger-than-anticipated current pushed it toward the rocky shoreline.

"Efforts by the officer of the watch to correct the situation failed, and the starboard propeller struck some rocks," the statement says. "The impact ... resulted in the shutdown of the starboard engine and the loss of electrical power aboard ship."



The association says the **Clelia II's** port engine never lost power and was used to drive Clelia II off the rocks to a safe position about one mile from shore. Another expedition ship sailing just eight miles away, the Corinthian II, arrived on the scene within an hour to assist as the **Clelia II's** crew examined the vessel for further damage. The **Corinthian II**, also operated by Travel Dynamics, then escorted the damaged ship on the multi-day journey across the Drake Passage back to its home port of Ushuaia, Argentina.

The ships arrived in Ushuaia on Dec. 30. It's not uncommon for news of incidents on ships in Antarctica to take several days to reach the outside world due to the remote location. "At no time during this incident was there a threat to human life," the association says in its statement. A trace amount of oil leaked into the water but dissipated quickly, it adds. **Source : usatoday**

Box Rebound on the Far Horizon

Drewry's latest Container Forecaster indicates that the momentum of the industry has entered a new phase as financial aspects and implications seem to have become even more important than poor global demand and over-supply of ships, although clearly all are very inter-related. Neil Dekker, editor of the Drewry Container Forecaster, stated: "Several large container operators would have gone to the wall in 2009 if major benefactors or governments had not stepped in to bail them out. There is a strong argument for thinking that if a major carrier had been allowed to fail, the market would have had a much better opportunity to correct itself and lay the foundations for a more profitable industry in the long-term. A fairly large chunk of capacity would have been taken out of the market, allowing load factors and freight rates to improve."

Drewry understands that at least ten one-ship KG owners have gone under recently and vessels have been sold, indicating that non-operating owners will continue to have an extremely tough time in 2010 given the propensity for carriers to return as much chartered tonnage as possible.

Many large banks are highly exposed to the containership sector and this is why they are taking so much interest in the financial re-structuring of CMA CGM which may eventually set new standards for how some companies are run in the future. While a \$500m credit line will address the short term issues, the company still needs to resolve the financial overhang of its enormous orderbook. A number of companies have raised much-needed funds through rights issues, but how much longer will this persist?

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Neil Dekker added: " Even if the industry can secure the same amount of fresh cash in 2010 as it received from shareholders in 2009, it will not be sufficient cash to cover its needs. Another estimated \$1.4 billion of cash may need to be found from other sources to keep the carriers trading. This may then prove to be the catalyst that leads operators to start selling assets – such as their terminals.

"What would happen if the banks or the shareholders refuse to inject more cash? There seem to be three scenarios: either the carriers are liquidated, causing financial harm to shareholders, suppliers and banks or carriers walk away from vessel orders with shipyards, causing damage to the shipyards or governments are forced again to rescue the carriers." Drewry believes that the industry has seen the worst of the global recession, but we are forecasting a very cautious recovery in 2010 with global container traffic expected to increase by 3.4%.

Freight rate recovery in the core Asia-Europe trade also needs to be put clearly into perspective. Late 2009 westbound rates were in the region of \$1,700 per 20 ft all in, but this is only just about reaching a break-even scenario. It is important to fully appreciate that this has only happened because carriers have pulled so much capacity in the last 12 months – by the beginning of 2010, headhaul capacity on this trade will be 11.6% less than one year ago. In the long-term, carriers still have to successfully deal with a large increase in supply and slow-steaming strategies are only one part of the solution package.

Carriers have to substantially improve revenues in 2010 and this means that the transpacific rate negotiations with shippers this year are the most crucial ever. There are no real signs yet of US consumers changing their spending habits and it will be very much a case of shippers bailing out the carriers. The big question is how much will they acquiesce to the rate demands of carriers against a backdrop of tight supply? Drewry is forecasting that all-in rates in the key east-west headhaul routes will improve by as much as 14.1% this year, but this also has to be set against a 2009 decline of 26.2%. Our overriding message is that the industry still has a long way to go before it can be considered to have reached any kind of stability despite the fact that there are some encouraging signs to be found.

Source : drewry.co.uk

The Chauncy Maples project



The **Chauncy Maples project** on Lake Malawi combines:

- health service delivery
- preservation of Malawi's marine heritage
- green engineering

The project will be run by the Government of Malawi with support from donors in Malawi and Britain. Malawi in Central Africa is a quiet, peaceful country of immense beauty. However, it is one of the ten poorest nations in the world, with high rates of malaria, HIV-AIDS and tuberculosis. Healthy life expectancy at birth is 35 years. Lake Malawi makes up a fifth of the country. For most of the thousand miles of shoreline there is no road and no access to health services for

about four million lake dwellers. When desperate for healthcare, many travel by dug-out canoe, risking the dangerous currents, storms and crocodiles.

Marine History

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Moored on Lake Malawi is the steamer **Chauncy Maples**. Built in Glasgow in 1898, she is the oldest ship in Africa still afloat. Divided into 3,481 parts she was shipped to the East coast of Africa, transported up the Zambezi and then carried across 350 miles of uncharted land. It took two years to assemble her there.



The **Chauncy Maples** was a hospital ship but she has not sailed for a decade. She is owned by the Government of Malawi, which plans to renovate her as a floating clinic.

Free health care

Lake-side villagers will receive free treatment for common diseases, maternity care, simple operations, dentistry, immunisation for their babies, family planning and information on hygiene and safe sex.

Green engineering

The fuel used to run the Chauncy Maples' diesel engine will contain a proportion of bio-diesel made from jatropha – a non-edible tropical plant growing in Malawi. This will also create employment and reduce fossil-fuel imports.

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CASUALTY REPORTING



China hunts for 11 missing after boat collision

China has launched a major search operation for 11 people missing after two vessels collided off the country's southeastern coast, state-run Xinhua news agency said Monday. The accident occurred Saturday when a freighter and a fishing boat collided off Fujian province, causing the latter vessel to sink. Two of the fishing boat's 14 crew were rescued after the accident, while one was confirmed dead, Xinhua said. Xinhua quoted one of the surviving fishermen as saying the freighter struck their vessel, which quickly capsized and sank.

A helicopter and 17 vessels have been mobilised for the rescue effort, the agency said, quoting a maritime official in the city of Putian, located near the scene of the accident. We have 230 people involved in the search at sea and 500 people combing the sea and small islets," the official, identified only by his surname Chen, was quoted as

saying. Those missing were not wearing life jackets at the time of the accident, Xinhua said. It quoted police as saying there was little chance the missing were still alive unless they made it to one of the small islands on the coast.

NAVY NEWS

Defense of nation prime responsibility of Pak Navy: Naval chief

Chief of the Naval Staff, Admiral Noman Bashir reaffirmed Pakistan Navy's commitment to fight terrorism in all its forms and manifestations. "Defence of the nation remains our prime responsibility, which will be ensured at all costs", he said while addressing the Annual Efficiency Competition Parade and Awards Ceremony of Pakistan Navy for the year 2009 held at PN Dockyard on Saturday.

Chief of the Naval Staff, Admiral Noman Bashir, was the Chief Guest on the occasion. The Efficiency Parade is held every year, wherein the units achieving excellence in various categories during a calendar year are awarded shields to enhance competitive spirit within commands. During year 2009, PN Ships, Submarines and Aviation units were assessed for various operational assignments which include participation in Coalition Maritime Campaign Plan and anti piracy operations, maritime exercises with foreign navies and training cruises.

Addressing the ceremony, Admiral Noman reaffirmed Pakistan Navy's commitment to fight terrorism in all its forms and manifestations. He said that Pakistan Navy is vigorously pursuing a comprehensive development and induction strategy for building a balanced fleet comprising modern frigates, submarines and air assets to meet its peace and war time requirements.

The Naval Chief expressed complete satisfaction over the performance of PN Fleet and lauded its efforts for successfully accomplishing the operational tasks and objectives. He also extended his felicitations to the winning units.

Later, the Chief Guest gave away the prizes. In Destroyer Squadron Command, **PNS Tippu Sultan** claimed first position. PN Tanker **Nasr** and Mine Counter Measure Vessel **PNS Munsif** were proclaimed winner in Auxiliary units. In Patrol Craft and Submarine Squadrons, PNS Quwwat and Submarine **Hamza** were awarded prizes whereas in PN Aviation, Allouette Squadron was declared winner. **Source : OnlineNews**

What Air Craft Carriers are homeported in Norfolk ?

Naval Station Norfolk is the largest Navy base in the world. As of December 2009, the aircraft carriers that were homeported here were:

USS Enterprise (CVN-65)
USS Dwight D. Eisenhower (CVN-69)
USS Carl Vinson (CVN-70)
USS Theodore Roosevelt (CVN-71)
USS Harry S. Truman (CVN-75)
USS George H.W. Bush (CVN-77)

A homeport change for the USS Carl Vinson is taking place and the ship is set to deploy to San Diego, California on January 12, 2009. The USS George H. W. Bush is supposed to be changing homeports from Naval Station Norfolk to Mayport, Florida. **Source : Examiner**

Mighty Mo Returns from Drydock



"We are grateful to have the expertise and resources to drydock the Missouri in Hawaii, thanks to BAE systems and Pearl Harbor Naval Shipyard," said Michael A. Carr, president and chief operating officer of the non-profit USS Missouri Memorial Association, which owns and operates the ship as the **Battleship Missouri Memorial**. "We enlisted a dream team worthy of a national treasure like the Mighty Mo. Now, we look forward to doing what we do best as a memorial — welcoming visitors — beginning Jan. 30."

Shipyard commander Capt. Greg R. Thomas highlighted the pride, humility and emotion shipyard workers experienced supporting the **Missouri** drydocking.

Ship-shape following 12 weeks and \$18m worth of maintenance and preservation work in Pearl Harbor Naval Shipyard's largest drydock facility, the Battleship **Mo.** returned Jan. 7 to her home pier near the USS Arizona Memorial along Pearl Harbor's Battleship Row.

The **Mighty Mo's** return once again brings full circle the story that begins with the day of infamy that saw the sinking of USS Arizona in Pearl Harbor and ends with Imperial Japan's unconditional surrender aboard **USS Missouri** in Tokyo Bay.



"Pearl Harbor Naval Shipyard played a key role in winning World War II, so shipyard workers have tremendous appreciation for the **Missouri's** historical significance," Thomas said. "Accordingly, we are proud of our role in helping to preserve this vital symbol of victory over oppression in that war. But we are also humbled: we are in awe of the great men and women who served on the **Missouri** over five decades and in three wars. It was particularly moving for our workers to look upon the Missouri, sitting proudly in our drydock as we went to work the morning of Dec. 7, 2009."

Like her entry into drydock on Oct. 14, the two-mile return journey was a daylong process, including the flooding of Drydock four, refloating the ship, its careful



extraction from drydock, and the towing to Pier Foxtrot-5 on Battleship Row.

Source : **MarineLink**

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Visa delays hit Pipavav yard LRF

PIPAVAV Shipyard in India has reported the cancellation of a 74,500 dwt dry bulk carrier from Setaf SAS of France after failing to hit the delivery deadline.

The vessel, valued at \$36M, was scheduled to be handed over last year, but work was held up because of delays in installation of a crane, Pipavav said in a filing to the Bombay stock exchange. The shipyard is located in the western state of Gujarat close to Pipavav Port operated by A.P. Moller Maersk.

The delays have been attributed to new visa regulations that have held up the arrival of Chinese workmen contracted to hoist and commission equipment including cranes.

Orders for six Panamax bulk carriers from another owner with aggregate contract value of \$213M have been referred to arbitration though both parties have decided to explore the option of resolving the issues bilaterally. Execution of orders of 12 offshore supply vessels for Indian government controlled ONGC is said to be proceeding on schedule.

The yard is in the process of completing an integrated shipbuilding facility. PIPAVAV Shipyard in India has reported the cancellation of a 74,500 dwt dry bulk carrier from Setaf SAS of France after failing to hit the delivery deadline.

Source : Fairplay

Hanjin launches largest oil tanker ever built in the country

Korean shipbuilder Hanjin Heavy Industries and Construction Co.-Philippines on Friday launched the first and biggest crude oil tanker ever built in the country. The \$68-million oil tanker named M/T **Leyla K** is owned by Turkish shipping company Kaptanoglu, and was one of the 36 remaining vessels ordered by different international shipping companies to be constructed by Hanjin until 2012. The 114,000-metric-ton M/T **Leyla K** was named after the daughter of Engin Kaptanoglu, chairman of the Turkish shipping firm.

M/T **Leyla K** has a length of 250 meters, breadth of 44 meter, gross tonnage of 63,304 tons, and speed of 15 knots. Subic Bay Metropolitan Authority (SBMA) chairman Feliciano Salonga said the production of the first oil tanker marked a new era for Subic. "Subic Bay Freeport is now in the big league of shipbuilding," he said. "I won't be surprised if [Hanjin] will start constructing several oil tankers at the same time. Our Filipino workers are getting the hang of shipbuilding, and it won't be long before Filipino shipbuilders will be famous in this industry," Mr. Salonga added. Hanjin Senior Executive Vice-President Hyun Soo Bong said the launching was a meaningful event for the shipyard, indicating a "good and prosperous" start for 2010.

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Mr. Bong said Hanjin has already delivered eight vessels -- one in 2008 and seven vessels last year -- and is expected to complete the construction of a total 36 vessels in the next two years. The M/T **Leyla K** will be manned by 21 crew members composed of 18 Filipinos who are mostly graduates of the Philippine Merchant Marine Academy in San Narciso, Zambales. In July 2008, President Gloria Macapagal-Arroyo launched MV **Argolikos**, the first ship to be built in this free port by Hanjin, calling it "a milestone achievement in shipbuilding" and a showcase of excellence for Filipino ship workers. The \$60 million MV **Argolikos**, which was also the first container ship to be built in the country, was delivered to Dioryx, a Greek shipping firm that had placed the first six orders for ships to be built by Hanjin in Subic.

Five months after, Hanjin delivered its second container ship, the **CMA CGM Turquoise**. Two more 4,300-TEU (twenty-foot equivalent units) container vessels -- the **CMA CGM Opal** and the **CMA CGM Topaz** were launched a month later. Hanjin's Busan headquarters announced last year that the company had signed for the Subic facility a \$2.2-billion order for some of the biggest box ships and Cape-size carriers ever to be built. These include eight 12,800-TEU container carriers worth \$1.27 billion for Germany's NSC Schiffartsgesellschaft; 10 3,600-TEU carriers worth \$690 million for France's CMA CGM; and three 175,000-DWT (deadweight ton) capsized bulkers worth \$240 million, with two going to India's Adani Group and the other to Turkey's Eregli. **Source: BusinessWorld Online**

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Port of Antwerp converts dredgers to low sulphur fuel

Portworld.com reports that Belgium's Antwerp Port Authority says its fleet of tugs and dredgers have switched to low-sulphur gasoil as of January 2010 in order to reduce sulphur dioxide (SO₂) emissions.

"This type of fuel contains 100 times less sulphur than normal gasoil. The measure will bring an estimated additional cost of 7.8 per cent, but will avoid some 13,860 kg of emissions annually," the port authority said in a newsletter.

The move is part of the port's Particulates Action Plan. In December 2008 an agreement was made between the Port Authority, the Flemish government and Antwerp City Council to further reduce the level of particulate emissions.

"The Port Authority has selected a number of 'quick wins' as the first steps towards this," it said. Environmental initiatives include calculation of emissions from shipping traffic using live vessel tracking over the past year.

Portworld.com said Antwerp Port Authority has also supported the use of shore power for ships and barges at berth. **Source : Dredging News Online**



Sealion's **TOISA DEFIANT** seen anchored at Singapore Eastern Anchorage
Photo : Piet Sinke (c)

Harvey Gulf orders six from Eastern

Harvey Gulf International Marine, LLC, New Orleans, La., has awarded Eastern Shipbuilding Group, Inc. a contract for the construction and delivery of six 292 ft x 64 ft x 24 ft 6 in offshore support vessels.



Delivery of the first vessel is planned in nineteen months, with the additional vessels following at five month intervals.

The six 5,650 dwt "Tiger Shark" series vessels are designed for world-wide operations, meeting all the latest MARPOL and IMO regulations. They will be classed by American Bureau of Shipping (ABS) including FIFI 1, DP2, and ENVIRO notations. Each

vessel will offer 11,000 sq. ft of clear deck space and cargo capacities of: 19,500 bbl liquid mud, 14,350 cu. ft dry bulk, and 1,700 bbl methanol.

They will have a Converteam-supplied diesel electric propulsion system, powered by four Cummins QSK60M diesel generators rated at 1,825 kW and with Schottel Z-drives rated for a total propulsion output of 5,000 kW.

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These vessels follow a series of three 260 ft x 60 ft x 19 ft 6 in DP2 Offshore Support Vessels ordered at Eastern by Harvey Gulf. The third of these, the **Harvey Carrier**, is scheduled for delivery in June. The two sister vessels, **Harvey Spirit** and **Harvey Supplier**, are already in service.

The engineering and design work for all of these vessels have been produced through the efforts of Harvey Gulf and Eastern, as well as Eastern's design agent, STX Marine. **Source : MarineLog**

Haven Rotterdam krijgt nieuwe dienst

De Rotterdamse haven krijgt er een nieuwe lijndienst bij vanuit Zuid-Afrika. De Mediterranean Shipping Company (MSC), de op een na grootste rederij ter wereld, vaart vanaf februari weer wekelijks op en neer tussen Rotterdam en Kaapstad. Dat maakte de reder vrijdag bekend. MSC voer deze route voor het laatst in de jaren tachtig.



De **MSC BARBARA** arriveerde gisteren in Durban - **Photo : Trevor Jones (c)**

De containerschepen van MSC doen naast Rotterdam verschillende havens in Europa aan: het Britse Felixstowe, Antwerpen en Hamburg. Onderdeel van de route zijn ook de Canarische Eilanden, waarmee Las Palmas en Santa Cruz bereikbaar worden.

De stap is opmerkelijk omdat de laatste tijd alleen maar lijndiensten werden opgeheven. „Waar anderen rechtsaf gaan, gaat MSC vaak linksaf", aldus directeur Theo van Ravesteyn van MSC Nederland. Nederlandse ontvangers en verladers hadden MSC om de nieuwe dienst gevraagd.

History repeating as Queen Elizabeth (the third) takes to the seas

Cunard's newest cruise liner, the **MS Queen Elizabeth**, hit the seas for the first time January 5.

The **Queen Elizabeth** is the third Cunard vessel to bear the name, following the original **Queen Elizabeth**, retired in 1969, and the **Queen Elizabeth II** (QE2), the world's most iconic cruise liner, which retired in 2008. She will be the second-largest Cunard liner ever built (following the **Queen Mary 2**), and is due to depart on her maiden voyage, now sold out, on October 12, 2010.

"Of our 170 years of history, there has been an 'Elizabeth' in the fleet for more than 70 and this ship will take the name far into the 21st Century," said Peter Shanks, managing director of the Cunard Line at the float-out near Trieste, Italy. ""Even in her present unfinished state, devoid of the carpets and curtains, furnishings and facilities, paintings and porcelain that we associate with a Cunard luxury liner, she is awesome."

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The first **Queen Elizabeth** was the largest passenger liner in the world, a title she held for 56 years. Cunard promises that the new Queen Elizabeth will reflect her predecessor in "interior grandeur, décor and style, but with a modern twist." Public rooms will include wood paneling, mosaics, hand-woven carpets, marble and elaborate chandeliers, as well as an art deco collection dedicated to the original liner. In total, the ship will carry around 2,000 passengers.

The Queen Elizabeth is due to sail from Southampton, UK on October 12, on a 13-night Mediterranean maiden voyage calling at Vigo, Lisbon, Cadiz, Las Palmas, Santa Cruz de Tenerife and Funchal. Tickets for her maiden voyage went on sale on April 1, 2009 and sold out in 29 minutes. On January 13 2011, all three Cunard Queen ships - the Queen Mary 2, Queen Victoria and Queen Elizabeth, will meet in New York.

2009 was a successful year for cruise liners. In December, the world's largest and most expensive liner the Oasis of the Seas embarked on her maiden voyage, whilst luxury brand Yachts of Seabourne launched its largest ship the **Seabourn Odyssey** in June. Source : Independent.co.uk

DAMEN ANCHOR & CHAIN DELIVERS ANCHORS



Recently Damen Anchor & Chain delivered to GRUP SERVICII PETROLIERE SA 9 pcs 6000 kg HYD-14 SHHP anchors, destined for the Bigfoot 1 project.

Three tankers have called at the Port Kozmino (Maritime Territory) in these New Year holidays for loading

In the New Year and Christmas holidays, Russia's new port Kozmino (Primorsky Territory) has taken three tankers for loading, "Vesti" TV reports. On January 5, Liberia-flagged "**Libya**" ship (the port of Tripoli) called to begin this year oil transshipment from Kozmino port. The following day another Malta-flagged tanker "**Achada**" called at the port. Now Pacific Energy (Liberia-flagged) ship has being loaded at the port.

In 2010, the Kozmino authorities have scheduled 15 million tons of oil to be handled. The first oil laden tanker - "**Moscow University**" (OJSC "Novoship") left Kozmino on December 30, 2009. The port started operating since December 28, last year.

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Special marine oil port Kozmino in Primorsky Territory is designed for receiving oil by rail to the railway station "Gruzovaya" (Cargo), to discharge oil from the tank cars at the site of railway viaducts near Hmylovka, then pumping oil to storage depot near the village of Kozmino, for further crude oil storage and loading marine tankers for onward shipment to customers.

The capacity of the first stage of the port is said to be 15 million tons of oil a year, expandable to 30 million tons a year; tank farm - 7 vertical steel tank with a floating roof of the unit capacity at 50 thousand m3 and 2 vertical steel tanks, 10 thousand m3; oil tankers deadweight - from 80 to 150 thousand tons. The first oil was transhipped from the terminal to tankers on Dec. 28, 2009.



The latest fleet addition to the KRVE (Boatmen) in Rotterdam is the above seen **KRVE 59**

Photo : Marijn van Hoorn (c)

Pakistan adds two oil tankers to its fleet

Pakistan National Shipping Corporation (PNSC) has bought two new oil tankers that will arrive in the last week of January, TheNation has learnt. Both the oil tankers have been bought from a Greek company and their year of making is 2003, while they are going to be named as Lahore and Karachi, but it is not yet confirmed which tanker would arrive first.

Sources informed that the teams of the corporation are waiting for their visas and are ready to go for the official signing of the papers, which would hardly take one week. The sources also informed that both the oil tankers are ready and due to arrive in the last week of this month, and an inspection team had cleared the tankers in its visit some months back.

The corporation after the induction of these two oil tankers will have a total of five tankers namely **Sawat, Johar, Quetta, Lahore** and **Karachi**, while the total strength of the PNSC would be 11 ships. The PNSC is also to buy 5 more vessels this year and the only hindrance in the plan is the current volatile situation of the country, however, the financial help in this regard is also sought by the corporation, sources informed. The sources said that the financial position of the corporation would become weaker after this current buying of the oil tankers and it is more likely that the PNSC would ask the Government and private banks for financial aid to buy the other 5 ships. Chairman PNSC Brigadier Rashid Siddiqui, when contacted, confirmed the news and hoped for the growth of the fleet of the corporation as five more ships are to be bought this year. "I have devised a policy through which five more ships of 5 to 8 years age are to be bought in the coming months, and we are seeking funds in this regard both from public and private sector," he said. **Source: Nation**



TSHD **HAM 310** moored at Schiedam for maintenance. Almost ready to continue their work in the North Sea
Photo : Erik van Rijsbergen (c)

HEBO Maritiemservice BV NEEMT OLIEBESTRIJDING OVER VAN HAVENBEDRIJF ROTTERDAM

HEBO Maritiemservice heeft vanaf nieuwjaar de oliebestrijding in de Rotterdamse haven overgenomen van het Havenbedrijf Rotterdam. De overname kwam tot stand na een Europese aanbesteding en past in het beleid van het Havenbedrijf om zich te richten op de kernactiviteiten.

In 2009 werden in de Rotterdamse haven 219 oliemorsingen geconstateerd. In 95 procent van de gevallen gaat het om morsingen van minder dan 250 liter. Tien jaar geleden was er nog sprake van jaarlijks ruim 500 oliemorsingen.

De afgelopen vijf jaar professionaliseerde het Havenbedrijf de oliebestrijding in de Rotterdamse haven. "Havenbedrijf is blij met de komst van HEBO in de Rotterdamse haven. Het is een waarborg voor de continuïteit van de oliebestrijding. HEBO is ervaren en beschikt over de juiste uitrusting. Het heeft ook in het verleden bewezen in Rotterdam zijn mannetje te staan", aldus directeur André Toet.

HEBO Maritiemservice is een maritieme dienstverlener uit Zwartsluis, Overijssel. De onderneming heeft ervaring in oliebestrijding, met name op het IJsselmeer en de rivieren. Ook in Dordrecht heeft het familiebedrijf van He(nk) Bo(nsink) en zijn zonen een vestiging (steunpunt). HEBO is opgericht in 1989. Het bedrijf houdt zich onder andere bezig met speciaal transport, pontonverhuur, calamiteitenbestrijding, het leveren van producten voor de maritieme sector. Het bedrijf beschikt over 22 werknemers en 30 vaartuigen en pontons (Dit is inclusief de over te nemen vaartuigen van HBR, zie ook www.hebo-maritiemservice.nl)

Falklands stepping up oil drilling preparations

As the semi-submersible drilling rig "**Ocean Guardian**", contracted by Desire Petroleum from Diamond Drilling, continues to make its way south, a number of oil operators are scheduled to visit the Falklands to meet with government officials this month. Desire Petroleum's Chairman Stephen Phipps, Chief Executive Officer Dr Ian Duncan and Finance Director Eddie Wisniewski are due to arrive next week for a round of meetings with government officials and others.

Three representatives from Rockhopper Exploration are also scheduled to arrive next weekend.

The "**Ocean Guardian**", under tow by the M/V "**Maersk Traveller**", is still on schedule to arrive in early February; Desire's Falklands representative Lewis Clifton confirmed this week.

A second Maersk anchor handling tug supply vessel is due to arrive late this month, and the third rig support ship, a platform supply vessel, will complete the offshore drilling support package, he said.

The pace dockside is about to pick up with the first of two cargo ships, M/V "**Thor Leader**", carrying oil equipment from UK, arriving next week. The second cargo ship, M/V "**Honest Rays**", arrives on January 15. Mr Clifton said discharge operations would be undertaken 24 hours a day until the 14,000 tons of equipment onboard were sorted and stored, pending the arrival of the rig "**Ocean Guardian**".

Onshore specialised support personnel will begin arriving in Stanley during the next few days. Mr Clifton said up to 12 personnel would be based in Stanley for the duration of the drilling programme. As with oil rig workers, these personnel will rotate 28 days on and 28 days off.

The shore support personnel will be largely based out of the integrated pipe yard and laydown facility being constructed at Coastel Road by Byron McKay Port Services, of which Mr Clifton is a director. The facility will include modularised office and warehouse accommodation, and the silo plants (muds and cement bulk storage), although other private sector facilities will also be utilised.

Mr Clifton said Byron McKay Port Services had secured an on-shore services support contract, and were working with AGR Petroleum Services - the oil operator's contractor - to provide the ship-shore-ship logistics support interface.

A number of local appointments have been made to support the contract terms. These include an aviation coordinator and a number of operatives, slings men, labourers and stevedores. A two week training programme for operatives was undertaken during early December under training guidance brought in from Aberdeen, said Mr Clifton, adding that security personnel would also be appointed for the duration of the drilling programme.

Helicopter support operations are to be provided by British International with an airframe due to arrive on the Ministry of Defence freighter next week. Mr Clifton said work was also progressing towards bringing back on line the helicopter refuelling facility at Cape Dolphin on East Falkland, which was set up during the last drilling round in 1998. However, unlike in 1998 when the "**Borgny Dolphin**" oil rig was visible off Cape Pembroke, the "**Ocean Guardian**" is unlikely to come into sight on arrival, said Mr Clifton. **Source : BluePulz**



BULGARE NAVIGATION's Bulk Carrier **SAKAR** [IMO 9104811] 13,957gt, 21,591 dwt, built 1995, being towed astern through thin ice by Targe Towage's **DALMENY** [IMO 9067271, normally based at BP's Hound Point terminal, with Forth Estuary Towage's **BEAMER** [IMO 8208830] in support. This all seen in Leith 10th Jan 2010.

Photo : Iain McGeachy ©

Maritime sector sees 10.1% growth in shipping tonnage in 2009

Singapore has maintained its position as a leading port despite the global economic slowdown. The country's maritime sector recorded a 10.1 per cent growth in shipping tonnage in 2009. According to the latest numbers from the Maritime and Port Authority of Singapore (MPA) on Thursday, vessel arrivals in terms of shipping tonnage reached 1.78 billion gross tonnes last year.

Container ships were the top contributor, accounting for 31.4 per cent of the total vessel arrival tonnage. That was followed by tankers, which contributed 29.6 per cent to the total figure.

MPA said container and cargo throughput hit 25.9 million standard containers or 20-foot equivalent units last year, down 13.5 per cent from 2008. The total cargo tonnage handled by the Port of Singapore last year dipped 8.9 per cent to 469.6 million tonnes. Meanwhile, bunker sales rose 4.2 per cent to 36.4 million tonnes in 2009.

MPA added that Singapore's ship registry grew 4.4 per cent or 1.9 million gross tonnes. The total tonnage of ships under the Singapore flag stands at 45.6 million gross tonnes as of end-2009. **Source : channelnewsasia**

UK. Burnham on Crouch lifeboat crews take London Boat Show by storm

The lifeboat station at Burnham On Crouch is making waves at the Tullett Prebon London International Boat Show where members of the crew are really pushing the boat out in a bid to raise money for their floating boathouse appeal.

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The RNLI station has secured a prime position next to the main stage at the 10-day show at the ExCel centre and on the opening day the station was invited to give a presentation in front of the audience about a novel way of raising money for the appeal.

The added bonus was that the volunteers had a brilliant position to watch X Factor finalists Olly Murs and Stacey Solomon. The lifeboat station had battled through the severe weather to bring a refurbished boat to the stand inside the centre. £800, donated by the Marine Trading Association, was spent on buying the Hunter 19 Barangoola and the aim was to make the boat look as good as new on a £5,000 budget and show that boating is an affordable hobby for most people.

Every day of the boat show the lifeboat station has a team of helpers who are selling £5 raffle tickets and the winner, who will be drawn on 17 January, will receive the boat and several other prizes.

David Lewin, a Burnham resident, told the show: 'I had a dream and that dream was that anybody could go boating without spending a lot of money. It just takes some dedication.' The lifeboat station has raised £37,000 towards the £130,000 appeal in only a few months and Roger Noble, Burnham's chairman, said: 'I am so proud of what has been achieved so far at the lifeboat station and we hope to raise a lot of money through the raffle at this boat show.' Dick Rycroft, Lifeboat Operations Manager, added: 'Burnham is buzzing at the moment and this boathouse appeal has brought everybody together.' The RNLI also has a stand (N19D) at the show. **Source : BYM Marine & Maritime News**



The **REM MERMAID** seen in Ijmuiden - **Photo : Joop Marechal (c)**

Kenya gets new ferries from Germany

Two long awaited ferries procured by the Kenya Ferry Services (KFS) will arrive in the country on March 25 this year from Germany where they have been assembled. Kenya Ferry Services board chairman Mr. Joseph Kingi announced that the two marine vessels which have already been christened **Mv Kwale** and **Mv Likoni** have already been commissioned by an advance party of top Transport ministry officials which travelled to Germany last November and will be shipped from the German shipyard from February 27 this year.

Mr. Kingi who was addressing the press at the KFS headquarters in Mombasa allayed fears by a section of the ferry users that the current fleet of the vessels in operation was a 'disaster in the offing' due to persistent mechanical breakdowns by announcing that the two new ferries will give the company breathing space to undertake major mechanical repairs on the aging ones which have caused frequent panic among users.

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The board chairman who was accompanied by the acting Managing Director Mr. Issack Kamau and fellow board members Khamis Nyundo and Mwalimu Dingore also disclosed that the KFS has received shs.11 million from the ministry of Transport to enable it procure spare parts and commence major operations on one of its grounded ferries, the Mv Kilindini.

Mr. Kingi revealed that the new vessels have been procured at a cost of Euros 5,904,964 each and will transform operations of the company at the **Likoni** crossing channel which had been bogged down by complaints of inefficiency and ineptitude for a long time. The chairman said four mechanical staff, four electrical staff and two coxswains have been dispatched to Germany to be trained on how to Mann the new 1550 passenger capacity ferries which will also be able to carry 60 cars each in one trip.

The chairman attributed frequent breakdowns and mishaps on the existing ferries to obsolescence of their engines which he said were no longer in the market and spare parts had to be sourced from different continents to keep them afloat.

He also attributed the delay in the procurement of the new ferries to legal tussles between international bidders for the manufacture and supply of the vessels which dragged on over four years until 2006. The MD said KFS receives shs.300 million annually from the treasury to procure spare parts for the ferries which carries over 300,000 people daily across the Likoni channel free of charge to supplement the meager earnings got from vehicles ferried across the same channel.

He said since the KFS was purely a public service the government has always honored its obligation to keep it afloat with subsidies running into billions of shillings. **Source : kbc.co.ke**



HAL's **NOORDAM** seen moored in Bonaire - **Photo : Henk Ram (c)**

Mother Theresa said :
" Let us not be satisfied with just giving money.
Money is not enough, money can be got, but they need your hearts to love them.
So, spread your love everywhere you go."

<http://www.directaidperu.org/>



SMIT latest, the **SMIT TIGER** showed last Sunday her capabilities in the port of Rotterdam



Photo's : Leen van der Meijden (c)

Stolt's back

Stolt-Nielsen has jumped on a quartet of parcel tankers it previously cancelled at SLS Shipbuilding. Oslo-listed Stolt will take on the 44,000-dwt ships at a price in line with current newbuilding values. SLS will deliver the vessels, which Stolt previously chopped due to severe construction delays, between mid-February and mid-July 2010. Stolt paid \$57.5 each for the ships in 2005, but it has not revealed how much the revised deal is worth.

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Attempts to contact Stolt for further details were unsuccessful at the time of writing Monday. It has been locked in an arbitration battle with the shipbuilder after culling some of the vessels in the series. TradeWinds reported last year SLS sister company, KCL Marine, was ready to take on the newbuildings should the shipbuilder lose the arbitration case.

Three of the vessels were originally set to hit the water in 2008, with the final unit planned for delivery last year. Stolt lost patience with SLS and cancelled the first ship in the series in March 2009, with the others following throughout last year. **Source : Tradewinds**

OLDIE – FROM THE SHOEBOX



Above seen the LBR flag yacht **SPALMATOPI** anchored at Mellieha Bay, Malta on the 26th August 1993 engulfed by flames of fire with 2 of the seven crew were practically unconscious from smoke inhalation. Yacht radioed for help at 0525hrs with an AFM Patrol Craft **P25** with Master Lance Bombardier Robert Zammit AFM went alongside within 15 minutes to the distress.

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

.... PHOTO OF THE DAY

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Above seen Dockwise "**Treasure**" loaded with drilling rig "**Ocean Scepter**", in Angra dos Reis, ready for departure to the US Gulf.

Photo : Cor Duijvestijn (c)

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