

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 013



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**Louis Dreyfus 162 mtr long NORMAN LEADER seen fitting out in Singapore – Tuas, the ferry which is capable to carry 1215 passengers with a speed of 21 knots will be delivered this year and is scheduled to serve the route Le Havre <> Portsmouth
Photo : Piet Sinke (c)**

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

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EVENTS, INCIDENTS & OPERATIONS



Above seen Dockwise **Blue Marlin** loaded with the semi-sub **Ocean Star** offshore Fourchon LA.

Photo : Andre Korver ©

Vessels off-limits to Ctg port at night, shippers count loss

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Shipping companies are losing about \$0.1 million every day as ships are not allowed to enter or leave the Chittagong port at night. It takes two to three days for a ship to anchor at the port, unload and load products, but if the night navigation facility is available the time could be lowered to one to two days. The operational expense of a ship a day is about \$15,000, that virtually turns into a loss in the context of Chittagong port. Presently, seven to eight ships arrive and leave the port every day.

"The port cannot allow night navigation facility as some buoy lights at the channel of Karnaphuli river are not functioning," Chittagong Port Authority chairman Riaz Uddin Ahmed told the FE. Chittagong Port, the country's largest seaport, is located on the bank of the Karnaphuli river. The port is a natural harbour and movement of the ships depends on tide, he said. He admitted that as the ships cannot leave at night, they occupy the berths at the port sitting idle. "We are looking into the matter and trying to solve the problem soon," he added. Port sources said lack of the night navigation facility not only hampers the port operation, but also affects international trade.

President of Bangladesh Shipping Agents Association Ahsanul Haq Chowdhury said the early the ships leave the port, the early they reach the destinations with export consignments. A feeder vessel must unload export consignments at the Singapore port eight hours before they are again loaded in the mother vessel bound for Europe or North America, he said. "If loading of a ship is completed by the evening, it has to wait 12 to 16 hours for the next tide and that means it will reach the Singapore Port late," he explained. In most of the cases, export consignments bound for the US or Europe are sent to Singapore port, where the big mother vessels can berth. Mr Chowdhury suggested that the government should take initiatives immediately to dredge the channel of the Karnaphuli river, so that ships can move to and from the port easily. Bangladesh is a poor country and, if necessary, the government should assign coast guards, so that the ships can enter or leave the port at night, said a senior official of a multinational shipping line. "It is a huge loss not only for the shipping companies, but also for the economy," he said. In the present situation, the efficiency of the port is decreasing and connectivity with mother vessels at the Singapore port is also becoming difficult, he said. The RMG exporters usually ship their products at the last minute, and if the consignments miss the mother vessel at the Singapore port, it will put heavy pressure on the traders, he explained. "The depth of the Karnaphuli channel must be increased and the port authority must install latest equipment for night-time navigation," he added.

The Chittagong port is the country's major port handling about 92 per cent of its total export-import trade.

Source: Financial Express



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Baltic index drops, capesize market pressured

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The Baltic Exchange's main sea-freight index, which tracks rates to ship dry commodities, fell further on Thursday pressured by slower interest for the larger capesize vessels. The index, which gauges the cost of shipping resources including iron ore, cement, grain, coal and fertiliser, dropped 3.38% or 110 points to 3,149 in a second session of falls. "It's a story of the capesize market being weaker at the moment and some of the confidence going there," said Derek Langston, a director with SSY Consultancy and Research. Brokers said freight derivatives contract selling had also weighed on the overall index. Nevertheless, physical interest still remained firm especially for the smaller panamax and supramax ships.

Freight rates had mostly drifted lower in December following the end of a three-week rally on Nov 20, which had been driven by Chinese appetite for iron ore and coal, growing port congestion in China and Australia and tight ship availability. The current demand for capesize vessels, which typically haul 150,000-tonne cargoes, was light but analysts expect the sector to still dominate activity this year. The Baltic's capesize index fell 10.09% on Thursday and was at its lowest since Oct 14, 2008 with average capesize earnings dropping US\$5,083 to US\$35,523.

During November's rally, capesize earnings reached close to their June 2009 peak of US\$93,197. "Although our forecast remains for freight rates to fall across the board in the near term, as a result of increased net fleet growth and more subdued ore trade to China, we forecast a period of strength at the end of the first quarter when China imports return, leveraged by port congestion," consultancy Maritime Strategies International (MSI) said in a report.

Brokers said the cold weather in Europe and China was bolstering demand for coal, while India sought supplies due to insufficient stocks. Panamax vessels are also used to transport coal. The Baltic's panamax index rose 1.6% on Thursday, while the exchange's supramax index rose 2.41% helped by iron-ore exports from India.

"We are seeing that the other main route for seaborne iron-ore trade is the supramax route from east India to China and is maintaining its strength," SSY's Langston said. "So it does look like there is more spot (cargoes) being moved from India to China. Whereas the capesize routes are quiet at the moment." Analysts and brokers expect the main index to remain erratic this year as it did in 2009 due to swings in demand from China for iron ore, the primary material in the manufacture of steel. Brokers said the freight market could weaken further without stronger global demand for commodities. Analysts said freight rates could come under pressure due to worries over the rising number of new ships set to hit the market this year, despite indications of some vessel cancellations and delays. "The accumulation of net fleet growth by mid-year will see freight rates across all segments fall even further by June, however, losing between 15% and 30% of their March value," MSI said. **Source : The Star**

Leden CNV Vakmensen verwerpen eindbod berger Smit

Cao-onderhandelingen Smit in zwaar weer



De onderhandelingen over een nieuwe cao bij **Smit Salvage** en **Smit Heavy Lift** zijn per direct in zwaar weer beland. Het eindbod van het bergingsbedrijf is maandagavond door de leden van CNV Vakmensen unaniem verworpen. Volgens havens-bestuurder Albert van Damme van de vakbond vallen acties nu niet uit te sluiten. "Ergens ook logisch, als je hoort dat de werkgever een cao een ouderwets en zwaar achterhaald instrument noemt."

De leden van CNV Vakmensen konden maandagavond hun zegje doen over het eindbod van Smit. Tijdens een druk bezochte ledenvergadering werd daar een resoluut 'njet' over uitgesproken, zo maakt onderhandelaar Albert van Damme duidelijk. "Smit wil niet meer dan een



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tweejarige cao met twee keer een eenmalige uitkering. Over zaken van sociaal vernieuwende aard – denk bijvoorbeeld aan opleidingsmogelijkheden intern en extern - valt totaal niet te praten. Smit noemt de cao een ouderwets vehikel. Tja, als je dan vervolgens zelf niet bereid bent om dat instrument samen met ons te moderniseren, dan houdt het al snel op."

Van Damme weet op dit moment nog niet wanneer er acties zullen komen. "Uiteraard wordt de werkgever op de hoogte gebracht van dit signaal van de mensen bij Smit. Dat is dan tegelijk de laatste mogelijkheid om er actief op te reageren. Komt die inkeer niet, dan wordt het hommeles."



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Coal ships go via Cape to avoid pirates - traders



Dry bulk ship owners are insisting vessels go via the Cape of Good Hope on voyages from South Africa to Mediterranean ports to avoid pirates in the Gulf of Aden - adding 10 days to shipping times, traders said.

The **DIANA C** seen in Cape Town
Photo : Ian Shiffman ©

Utilities in Italy, Greece and Israel which use coal shipped from Indonesia and South Africa are having to pay higher shipping costs for the longer voyages, utility sources said. Around 60 percent of South Africa's 60 million tonnes a year

of coal exports goes to Europe and the balance to Asia, mostly India. "I would say over 80 percent of the owners I deal with are refusing to allow vessels to go from South Africa through the Gulf of Aden," said a shipping source at a large international trader. They have a standard clause in freight contracts now which gives the master the freedom to choose whichever route he thinks is the safest, even if it doubles the voyage time," he said. Utilities in the Mediterranean have ample coal stockpiles left from 2009 and are unlikely to face generation problems as a result of the increased voyage times, utility sources said. "As long as you know the route the ship is going to take, and the time it will take, as a receiver you can manage the situation. There's no need for a strategy change in terms of buying, at this point," one utility source said.

Agencies distance themselves from ferry inspections

Doubts are being raised over how the government can enforce industry-wide codes of practice that relate to ferry securing rings after at least two agencies appear to have distanced themselves from inspections. Following an incident in which a Turners (Soham) lorry crashed through the stern doors of a Stena ferry and fell into port water, the Marine Accident Investigation Branch (MAIB) recommended that VOSA and the Maritime and Coastguard Agency (MCA) launch a programme of lorry inspections in order to identify vehicles not complying with ferry securing arrangements

MAIB's report into the **Stena Voyager** accident found that "the majority of freight vehicles arriving for embarkation on ferries in UK and other European ports do not have the recommended number of ferry securing rings fitted, and a significant percentage has no securing rings". But the Freight Transport Association's head of engineering policy, Andy Mair, says this is a sea issue and not a roadworthiness issue, and, therefore, beyond VOSA's remit. VOSA says it has responded to MAIB with regard to what recommendations it will "implement, action plan, partially accept or reject".

A VOSA spokeswoman says it will inform transport operators about the safety issues, but adds: "VOSA does not currently have any legal powers to enter ports without the permission of the relevant port authority. Should VOSA examiners identify roadworthiness defects during vehicle inspections they will apply an appropriate sanction level in line with VOSA's Categorisation of Defects."

Mair adds: "As the current Categorisation of Defects does not stray into the area of ferry rings, I cannot see how enforcement action can be taken for lack of the required number of lashings; the only action which can be taken is if lashing rings are found to be insecure and likely to detach from the vehicle." An MCA source tells CM it "partially accepts" the MAIB recommendation and will also issue guidance, but it cannot confirm it will conduct any inspections.

Source : roadtransport.com

Japan coast guard searches for 10 fishermen

Japan's coast guard Tuesday launched a search for a fishing boat with 10 crew that lost radio contact early in the morning in choppy waters in the East China Sea, a local official said. The 113-ton **Yamada Maru No. 2** was carrying four Japanese and six Chinese fishermen. "The coast guard has dispatched six patrol boats and two helicopters to search for the missing fishermen," the official said. Another ship had found an empty rescue raft in the area, about 85 kilometres (53 miles) northwest of Fukuejima island in southwestern Nagasaki prefecture, where strong winds were whipping up the sea, the official said.

Royal Caribbean and R-R settle pod lawsuit

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Royal Caribbean Cruises Ltd. and Rolls-Royce have reached "a suitable and amicable resolution" to the lawsuit regarding the Mermaid pod-propulsion system on Celebrity Cruises' Millennium-class ships. "When they were first designed and implemented, podded propulsion was a significant technological advance over traditional shaft propulsion, but it experienced a number of technical issues in the early years of use," says a statement issued today. "However, working together, Royal Caribbean and Rolls-Royce have been successful in improving the reliability of the design."

Mermaid pods are installed on four Celebrity ships - **Millennium, Summit, Infinity** and **Constellation**.

"We look forward to continuing our alliance with Rolls-Royce for many years to come," said Daniel J. Hanrahan, president and chief executive officer, Celebrity Cruises. "Rolls-Royce has one of the best reputations for reliability, and guests and travel agents should feel confident in Rolls-Royce's assurances of the reliability of the Mermaid pods."

"We are not only satisfied to have reached a solution with Celebrity Cruises, but that we have been able to improve and enhance the Mermaid pod's reliability," said John Paterson, President-Marine, Rolls-Royce. "We look forward to the opportunity to continue contributing to Celebrity's high operating standards now, and in the future."

The settlement will generate a net increase of approximately \$65 million in Other Income/(expense) in Royal Caribbean's 2010 first quarter results. **Source : MarineLog**



The stranded **ELLI** seen off the South African coast January 7th - **Photo : Ian Shiffman (c)**

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Search for remaining missing of "Ocean Lark" ends

The Maritime and Port Authority of Singapore (MPA) and Indonesia's Rescue Sub-Centre Tanjung Pinang have terminated the search and rescue (SAR) operation for missing persons from tugboat "**Ocean Lark**". This comes after seven days of search efforts involving more than 75 vessels and aircraft covering an area larger than 1,000 square kilometres. MPA will continue to inform vessels passing the vicinity of the incident site to keep a lookout for the 4 persons that remain unaccounted for. Of the 13 persons reported to be on board "**Ocean Lark**" when the incident happened Jan 6 2010, two persons were rescued and 7 bodies were recovered in the course of the SAR operation, which involved the Republic of Singapore Navy, Republic of Singapore Air Force, Indonesia's Rescue Sub-Centre Tanjung Pinang, Tentara Nasional Indonesia - Angkatan Laut, Kepolisian Negara Republik Indonesia and 64 commercial vessels, among others.

MPA extends its deepest condolences to the families who have lost their loved ones in this unfortunate incident. MPA is still investigating the incident. **Source : Asia One News**

NAVY NEWS

Modernized nuclear sub to be delivered in January

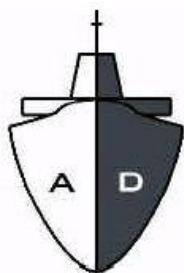


The modernized Russian strategic nuclear Delta-IV class submarine **K-18 "Kareliya"** will be delivered to the Northern Fleet January 22. The submarine will leave Zvezdochka shipyard and head to its base on January 12-14, news agency Interfax reports. The submarine has been at the Zvezdochka shipyard since October 2004. The modernization has prolonged the submarine's lifetime with approximately ten years and improved its tactical and technical performance considerably.

According to Wikipedia, "**Kareliya**" is one of seven Delta-IV class nuclear submarines built from 1985 to 1992. All are still in service in the Russian navy today. Five submarines have already gone through modernization at the Zvezdochka shipyard. After the modernization the submarine's main weapon system is the Sineva ballistic missile. According to Wikipedia, it can carry ten 100kT warheads. In a test launch on 11 October 2008, an R-29RMU travelled 11,547 kilometers downrange. **Source : BarentsObserver**

SHIPYARD NEWS

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First View – ORCA



Last week saw the launching of the second of seven new tugs for Transnet National Ports Authority at the Durban Southern African Shipyards. Given the name **ORCA**, the latest tug, Hull number T307 is destined for the new port of Ngqura where she will join Hull T306 named **SHASA** which has already entered service. Because of a lack of tug basin facilities at Ngqura the tugs will initially be stationed at the nearby Port Elizabeth harbour.

In the image above **ORCA** leaves the construction hangar for the first time under tow to the floating dock **SASDOCK 1**, which will be used to lower the vessel into the water. Propelled on a special rig, ORCA is loaded onto the floating dock named SASDOCK 1 which was acquired from Japan last year by Southern African Shipyards to handle the launching of ships built at the Durban shipyard.

On the following morning, Wednesday 6 January **ORCA** entered the waters of Durban Bay after a successful launch that went off like clockwork. The new tug, which has a designed bollard pull of 70 tons, is due to be handed over the TNPA in Port Elizabeth on 15 March 2010. **Pictures by Jurgen Cobarg**



The **GREATSHIP MAMTA** seen under construction at Keppel-Singmarine shipyard in Singapore

Photo : Piet Sinke ©

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

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Shanghai Container Volume Falls as China Trade Slumps

Shanghai's annual cargo box traffic fell for the first time in more than three decades on slumping demand for Chinese exports, undermining the port's bid to surpass Singapore as the world's busiest container harbor. Shanghai's container volume fell 11 percent to 25 million 20-foot-equivalent boxes in 2009, Shanghai International Port (Group) Co. said on its Web site today. It was the first annual decline since China's government started the container port facility in the city in 1978, Du Qidong, deputy secretary general of the China Ports & Harbors Association, said by phone yesterday. Overseas shipments from China, the world's second-biggest exporting nation, fell 16 percent last year as the global recession cut demand. Asian container lines have parked vessels and slashed sailings as consumers in the U.S. and Europe buy fewer textiles, computers and furniture. "Container traffic is due to rebound this year, helped by increasing exports," said Zhu Anping, an analyst at Shenyin Wanguo Securities Co. in Shanghai. China's ports may report a 10 percent increase in container volume this year, Zhu said. Singapore handled 25.9 million TEUs last year, a 14 percent decline from a year earlier, according to the Web site of the country's Maritime & Port Authority. The city-state overtook Hong Kong as the world's biggest container port in 2005. Shanghai's container volumes rose 7.1 percent to 2.4 million TEUs in December. It was the first increase in a year. Overall cargo volume fell 1.1 percent to 365 million tons for the full year, the port operator said. **Source: Bloomberg**

Cargo transshipment at SCPI of Ukraine fell 13,8% - to 16.3 million tons last year

Cargo transshipment at the state-run Illichevsk Commercial Seaport "(SCPI, Odessa region, Ukraine) decreased over 12 months, 2009 by 13,8% compared with 2008 - to 16.286 million tones. According to port authorities, cargo handling for December amounted to 1 million 198 thousand tons, while in comparison with the previous year, turnover of SCPI for December of this year decreased by 7.8%, including the handling of general cargo that was down 23,1%; handling of tanker cargo up 5,2%, as well as bulked cargo at 7,5%.

The highest growth rates for December of this year compared with the same period in 2008 yielded: vegetable oil (10.3%), wheat (17.6%), ore (6.8%), as well as cargo ferry (+31.1%).

The largest decrease compared to the same period of last year, the port said, came in transshipments of automobiles - by 83.3%.

The volume of containers handled at the port in weight equivalents for December, 2009 decreased by 4.5%, or at 22.000 TEU, 28.2% lower of the figures in December 2008. **Source: PortNews**

ODFJELL SCRAPS PARCEL TANKER



Norwegian-based shipowner Odfjell is selling its Singapore-flag coated parcel tanker **Bow Maasslot** for recycling in India by the end this month. Odfjell does not reveal the sale price in its statement but says it is close to the book value.

Photo : Piet Sinke (c)

The company also says: "The vessel has Green Passport and Buyers

undertake that the recycling yard shall submit a working plan corresponding to IMO guidelines for ship recycling." Odfjell runs a fleet of over 90 tankers and tank terminal division consists of eight fully or partially owned tank terminals and nine associated tank terminals worldwide. **Source : Maritime Global Net**

Suez Canal revenue down 0.5 percent in December

Revenue from Egypt's Suez Canal fell 0.5 percent to \$390 million in December, for the smallest year-on-year fall since November 2008 when faltering global trade began to hit shipping traffic. Some 1,452 vessels passed through the canal in December, up from 1,418 in November but down from 1,560 in December 2008, the Egyptian cabinet's information website said on Sunday.



Photo : I. Broere ©

"It shows that trade volumes and revenues have stabilised since the first half of the year, but it will be some time before revenues and volumes approach levels seen in early 2008," EFG-Hermes economist Simon Kitchen said on Sunday. He had forecast December revenue of \$380 million. Revenue in November was \$365.5 million. The canal is a vital source of foreign currency in Egypt, along with tourism, oil and gas exports and remittances from Egyptians living abroad. **Source: Reuters**

Giant shipping line starts operation in Bushehr

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The third-largest container shipping company in the world started its operations in Bushehr port, southern Iran. The Islamic Republic of Iran Broadcasting (IRIB) reported that France's CMA-CGM firm chose the port of Bushehr due to its reasonable infrastructure established in the past few years. CMA-CGM announced that it will increase its activities in the port 10 times more than present.

The deputy director of Bushehr Ports and Maritime Organization said that with the berthing of Simba container ship in Bushehr, the third-largest container shipping firm started its activity in this port. Siavash Arjmand added that CMA-CGM, which is a French container shipping company, announced its readiness to work with Bushehr port after months of studying and gaining assurance about the Iranian port's capability in exporting, importing and transiting containers. He said that CMA-CGM has over 300 ships and has operations in over 400 ports around the world. **Source: Tehran Times**



Van Oord to deepen harbour at Norrköping in Sweden

Van Oord has been awarded a contract for the deepening of the harbour at Norrköping in Sweden. The contract has a value of some Euros 19 million and the client is the Swedish Maritime Authority. Execution of the project will start in April 2010 and the work will take approximately six months to complete. The project involves widening and deepening the access channel and the port basin, from an existing depth of 12.5m to a depth of 15m.

Van Oord will dredge about 3 million m3 of clay and silt, a large part of which will be dredged by a trailing suction hopper dredger and the remaining part by large backhoe dredger. The work also includes some 200,000 m3 of drilling and blasting of granite, work which will be carried out by Van Oord's subsidiary Wicks. **Source : Dredging News Online**

NORTH CLUB STAYS STABLE

Leading ratings agency Standard and Poor's (S&P) has confirmed North of England P&I club's 'A' financial strength rating and stable outlook for a sixth consecutive year.

According to the agency, the rating reflects the club's continued "strong competitive position", "very strong financial flexibility", "strong capitalisation" and "long-term track record of outperforming most of its peers". S&P analysts Ali Karakuyu and David Laxton say the stable outlook reflects their view that North will maintain its strength in the foreseeable future. "We believe the club's competitive position will continue to benefit from not having made a supplementary call in the run-up to the February 2009 renewal, unlike some of its peers." They also predict the club is

unlikely to make an unplanned call over their rating horizon of the next two years due to its strong capitalisation. North's continuing out-performance of the market is attributed by S&P to its firmer underwriting of risks, including maintaining premium levels and tightening terms and conditions, as well as its low expense base. 'This is best illustrated by the club's 12-year average combined ratio over 1998–2009, which stood at 105% compared with the International Group of P&I Clubs' weighted average (excluding the impact of unbudgeted supplementary calls) of 116% over the same period,' says the agency. The agency confirms North is now the fourth-largest member of the International Group by total tonnage, which stood at 100m GT at November 2009 (including 20 million GT chartered) – spread across 3750 ships and 360 members – compared with 61 million GT at February 2006. **Source : Maritime Global Net**

COMBIDOCK's LATEST ARRIVED IN ROTTERDAM



The brandnew **COMBI DOCK IV** seen during seatrails prior her maiden voyage to Rotterdam
Photo : Combi Dock ©

Last Sunday did see the arrival of the **COMBIDOCK 4** in Rotterdam at the **RHB terminal** in the Waalhaven, the brandnew vessel which was christened recently as reported in the newsclippings is on her maiden voyage, in Rotterdam the agents **MARITIME TRANSPORT SERVICES BV** arranged the loading of the river Rhine passengervessel named **AVALON CREATIVITY**, the destination of the 110 x 11.4 mtr river cruiser is Le Havre, for the spotters around Rotterdam who missed the **COMBIDOCK 4**, you have another chance to see this new vessel, because after delivery of the river vessel in Le Havre the **COMBIDOCK 4** will return to Rotterdam to load again, but now for the Far East **Source : Maritime Transport Services BV**

Mixed views on shorter container storage period

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Industry players have mixed views on the reduction of free storage period for full-container load at Port Klang to three days from five that came into effect on Jan 1. It now means that containers, regardless of whether they are for export or import, are only given three days without charge at Northport and Westports. The idea, mooted by the Transport Ministry in 2002, had seen numerous postponements and deferments. The last deferment was made in June last year by the Port Klang Authority (PKA) due to the global economic downturn. However, for the implementation this year, PKA had taken into consideration some of the concerns raised by the port users.

For example, it has directed the two terminals to calculate the free storage period based on hours (72) instead of days, and to waive the storage charges if delays are caused by Customs, other government agencies, or the terminals themselves. The terminals were also told to maintain the five-day free storage period until Dec 31 for shipments from Asean ports.

MultiCargo Express Sdn Bhd chief operating officer Robin Hoh said the reduction in the free storage period was good as it would enable Port Klang to function more efficiently. "This has been practised in most European countries for quite some time now whereas certain countries only give consignees a day to clear their cargo," he told StarBiz. "Also, the turnover will be faster, thus profiting not only the carriers, but the ports and depots as well." "But, if we want this implementation to be successful, all related bodies for the clearance and delivery of cargo must be more focused and committed," Hoh added. On the expected challenges of the new ruling, he said that on festive holidays, all departments and authorities from the points of entry to exit must be highly efficient to run things smoothly.

"In this case, pre-submission of documents for cargo clearance should be practised," he said. Transways Logistics (M) Sdn Bhd president and chief executive officer Edward Chan supported the shorter free storage period but thought the timing of the implementation was wrong. "We are still recovering from the global economic downturn. Furthermore, some types of cargo need more than three working days to be cleared.

"For example, for import cargo, before we can pay the duty, we have to calculate and confirm with our clients. And sometimes cargo needs approval from some government agencies that may take more than three days," he said, adding that about 30% of the cargoes handled by Transways were cleared in two to three days.

Another logistics player also said the implementation at this point of time was inappropriate as it would hurt the businesses and their clients. Meanwhile, Wilhelmsen Ships Service managing director Winston Loo said shortening the free storage time was a positive move. "It should make the entire logistics chain more efficient. And, in doing so, would further improve Port Klang's competitiveness in the region," he said.

Loo also believed that sufficient time had been given to all stakeholders to re-engineer their processes to meet the new ruling. "Thus, while we do expect some hiccups, I believe all the stakeholders will be able to overcome the shortcomings," he said. **Source : The Star**

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Above and below seen the tug **WOLF** towing the new building **STOLT BRELAND** out of the drydock on the STX shipyard in Florø, Norway. **WOLF** is a Bugsier tug on bareboat contract to Stadt Sjøtransport AS. It has two Voith propellers and BP 46 tonnes. **Photo's : Egil Knutsen ©**



MSC adds three 8,000-TEU ships to Asia-US east coast run via Suez

Mediterranean Shipping Co (MSC) plans to temporarily assign three ships in the 8,000 TEU class on its Golden Gate Service (GGS) between Asia and US east coast via Suez. The Port Authority of New York and New Jersey (PANY-NJ) said the additional ships will set a record for container vessels calling the port, reported American Shipper. MSC (USA) vice president Allen Clifford said the company will use three ships of 8,000 TEU on the round-the world GGS for one round trip voyage.

The GGS service rotation is Shanghai, Ningbo, Shenzhen (Chiwan and Yantian), Singapore, Salalah, Suez Canal transit, New York, Baltimore, Norfolk, Charleston, Freeport (Bahamas), Suez Canal transit, Jeddah, Colombo, Singapore, Shenzhen (Chiwan), Hong Kong and back to Shanghai. **Source: schednet**



The tug **LONDON** seen moored alongside the casualty **AEGEAN WIND** at Curacao.

Photo : John Smit (c)

Swiber secures LoA for IMR services

Swiber Holdings Limited has announced a Letter of Award (LOA) from a major oil company in Southeast Asia to provide underwater IMR services of major offshore facilities. The LOA, worth approximately US\$75.0 million is awarded on day-rate basis and is expected to commence in the second quarter of 2010. It will be for a five-year period with an annual renewal option of two years and is Swiber's fifth win in the past month. This will bring the total contract wins for the past month to over US\$315.0 million. The contract value of US\$75.0 million relates only to the first five-year period and does not include the two-year annual renewal option. **Source : Offshore Shipping Online**



The **IYZCO SUPPLIER** seen moored in Singapore-Tuas

Photo : Piet Sinke (c)

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

'K' Line to restructure box shipping in 2010

Japanese shipping company "K" Line is forecasting an ordinary loss of JPY71 billion (US\$766.24 million) and net deficit of JPY79 billion for fiscal 2010 on operating revenues of JPY810 billion. This comes amid projections that the worldwide container shipping industry will record a maximum annual deficit of JPY2 trillion in 2010. "In view of the adverse circumstances and in the absence of a clear road map for overcoming this unprecedented global economic crisis, it is necessary to be realistic and pragmatic," said president and CEO Hiroyuki Maekawa in his New Year's message.

"We should not expect much improvement in the business environment for the next several years, and as such, it is imperative that we concentrate our efforts on paving our own new way for the future of the company." Henceforth, the group will focus on earnings improvement, business restructuring, and the pursuit of "aggressive" reform across the entire organisation in a bid "to rebuild the company and reinforce its strong competitive standing," the group's president said. "In the short term, we have held back on capital investment plans in order to focus on the immediate restructuring of the containership sector, which has suffered the greatest damage, by scaling down and reorganising freight services to North America and Europe in accordance with the decline in demand. "Our fleet has been reduced by selling, demolishing or returning up to 30 vessels for a swift streamlining of our shipping operation. Additionally, for the purpose of improving cash flow, orders that had been placed for the construction of new vessels have been postponed or changed to other vessel types, and early termination of chartered vessels has been implemented as well. To achieve this restructuring it has been decided to allocate around JPY50 billion," said Mr Maekawa.

"All the containership group members have been requested to continue conducting a zero-based review of their operations including rate restoration and augmenting cost-competitiveness as well as an overhaul of existing services with a view to future potentials," he added. The original investment plan of JPY500 billion for the three-year period between 2009 and 2011 has been cut 50 per cent, to improve the group's financial indicator. Another task of 2010 will be to expand the Energy Transport Sector as "the new pillar of profitability, through new businesses including offshore support vessels, ultra deepwater drill ships, and floating LNG producers." Lastly, "new business strategies" are currently under consideration within the logistics department, which will be incorporated into "K" Line's mid-term management plan and announced in the near future. The president also added that "K" Line's "profit-earning capacity has already seen rapid improvement," and owing to the measures the group is planning to take in 2010 to turn the business around, "our hopes are now much higher that we will likely return to profitability for FY2010 ending March 2011." **Source: schednet**



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Scandlines ceases ferry service between the cities of Ventspils (Latvia) and Rostock (Germany) since January 19

The Scandlines shipping company announced it had ceased ferry freight traffic between the cities of Ventspils (Latvia) and Rostock (Germany). According to Ventspils agency, the information has been confirmed by Oscar Osis, a representative of the company in Latvia and Russia



Above seen the new building "ROLLDOCK SUN" in Mumbai which completed submerging trials, these were the last trials after her successful crane test (700 tons lifting capacity in tandem) and the test of the ro-ro ramp. This ro-ro ramp is variable in height and as such enabling the vessel to cope with different quay heights for ro-ro loading and discharging. The vessel has sailed from Mumbai and is going to execute a number of voyages in the Far East.

Source : Paul Meester - RollDock Shipping B.V. as agents to owners

New Thanet ferry route announced

A new fast ferry service is planned between Ramsgate and Boulogne from March, an MP has revealed. Stephen Ladyman, MP for South Thanet, said the route would be operated by a new company, Euroferries, after several years of negotiations.

According to the company website, the journey will take 75 minutes on a 320ft (98m) high vessel, which has shops, restaurants and a first class area. Dr Ladyman said: "This could be great news for Ramsgate and East Kent." The company will also operate an express coach service linking the ferry to London via Ramsgate, Canterbury and the Medway Towns. Dr Ladyman said: "It will bring visitors to our area and provide work for shops, hoteliers and transport companies. "At a time when most economic news is bad this is a patch of blue sky opening up."

He said he had used his experience as shipping minister to help him deal with negotiations between investors, the Port of Ramsgate and Thanet Council. The ferry is expected to arrive in Ramsgate in the middle of February for a start on 1 March, he added. "Until then we need to keep our fingers crossed that no problems arise - I'll breathe a sigh of relief when I see the service started and we should save our celebrations until then," he said.

A new once-a-day return service from Dover to Dieppe, Normandy by French firm LD Lines will also start on 2 February. The company also plans to introduce a service on SpeedFerries' Dover-Boulogne route from 1 July with seven daily low-cost crossings. SpeedFerries stopped operating between Dover and Boulogne in November when its vessel was seized by customs officials and the company went into administration. **Source : BBC NEWS**



The **RPA 14** of the **Port of Rotterdam** seeing nearly completed the complete overhaul at the **De Haas Shipyard** in Maassluis - **Photo : Henk van der Heijden (c)**

Strike blocks shipping at two French ports

A dockers' strike disrupted freight shipping on Monday at France's two biggest ports, Marseille and Le Havre, authorities said. The Marseille port authority GPMH said 15 ships were affected in the harbours of the southern city and nearby Fos-sur-Mer with dockers refusing to unload containers of merchandise, coal, minerals and cereals. In the northwestern Channel port of Le Havre, France's second biggest after Marseille, the GPMH authority said container handling activities were shut down. Passenger ferries to Britain and petrol shipping were unaffected in both ports however. The 24-hour strike was called by the powerful CGT union to protest reforms to the freight handling market which include the privatisation of some operations.

Vroon Offshore Services take delivery of VOS Hera

Vroon Offshore Services has taken delivery of a new addition to its offshore fleet. **VOS Hera**, an anchor handling tug supply vessel built at the Fujian Shipyard in China, was delivered on 4 January 2010, in China. The vessel is 59.25m overall, with a beam of 14.95m, and 5,150 bhp. It has a bollard pull of 67 tonnes and will be operated in the Mediterranean. **Source : Offshore News Online**

New Viking Line CEO promises fresh wind for Baltic cruises

Mikael Backman who will next year take over the managing of Scandinavian shipping company Viking Line, said that it was time for change in the Baltic Sea cruise market.

"Not much has changed here in this market in the last 15 years. Elsewhere you don't see such Swedish buffets or children's play areas with only ball seas. People change, they travel more and we need new ideas also on the Baltic Sea cruises," said Backman in an interview to Äripäev. Backman who will take over at the helm in February says that

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one of the priorities for the company is the Turku-Stockholm line where Tallink Silja has increased its market share thanks to its largest cruise ferry **Galaxy**. According to Backman, Viking Line is considering plans to order a cruise vessel that would have an entirely new concept. "It would create the same effect that when **Silja Serenade** and **Silja Symphony** arrived on the market,"he said.

Speaking of Tallinn-Helsinki line, Backman said that it was a growing market and is development opportunities are not exhausted, in spite of talk about oversupply. "We have only one vessel on the line and don't have the right type of cruise vessel. We don't think that Linda Line should be the only one to operate fast ferries on Tallinn-Helsinki line." There are rumours reaching me that Viking Line are considering a high speed Helsinki - Tallinn service. **Source :** **balticbusinessnews**

OLDIE – FROM THE SHOEBOX



The **Malessinia** seen arriving Grangemouth July 1975 with a cargo of Soda Ash for the Alloa Glass Industry
Photo : Iain Forsyth (c)

.... PHOTO OF THE DAY



Above seen the **Stadt Valiant** passing the Bosphorus on its maiden voyage, towing the hull "**Karianne**" from Kerch, Ukraine to Ulstein Verft in Ulsteinvik, Norway. ETA Ulsteinvik is at the end of January. **Stadt Valiant** is a new building of **Stadt Sjøtransport AS**, and with 90 tonnes BP (87 tonnes cont) it will be one of the most powerful tugs of this size in Norway. **Photos : Ekrem Şerif Egeli ©**

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