

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 016



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**Above seen the UT 514 KAMARINA in Ravenna, the AHTS is a sister vessel of the Carlo Magno and the Carlo Martello, besides this trio one more vessel will be built at the Rosetti yard in Ravenna.
Photo : Lorenzo Succi ©**

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EVENTS, INCIDENTS & OPERATIONS



Jan de Nul latest, the **SIMON STEVIN** seen moored in Bilbao - **Photo : Tim de Klerk ©**

Global pirate attacks at six-year high: watchdog

Piracy on the high seas rose to its highest level in six years in 2009, with attacks becoming more frequent and more violent across the globe, a maritime watchdog said Thursday. There were 406 reported incidents of piracy and high-seas armed robbery in 2009, up from 293 the previous year, but below the figure of 445 in 2003, the International Maritime Bureau (IMB) said in a report. "Our hope is that this escalating volume of piracy is met with a heightened response from the governments and their agencies best able to reduce and contain these risks to human life and property," IMB director Pottengal Mukundan said.

The IMB said its piracy reporting centre in Kuala Lumpur received reports of 49 vessels being hijacked last year, 84 attempted attacks and 120 vessels that were fired upon. A total of 1,052 crew members were taken hostage, 68 injured and eight killed in 2009, it said. "Increases in the frequency and level of violence perpetrated against ships at sea and the people who work them is a serious concern," Mukundan said.

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The watchdog said pirate attacks rose in almost all regions. Off the coast of lawless Somalia the number of cases nearly doubled last year at 217 incidents, with 47 vessels hijacked and 867 crew members taken hostage. However, the IMB said the number of successful hijackings off Somalia was proportionately lower, attributing the decline to the increased presence and coordination of international navies. It warned that pirates have shifted their focus from the Gulf of Aden, one of the world's busiest maritime trade routes and the main target of attacks in 2008, to the East Coast of Somalia. The watchdog said other African waters also remain "very dangerous" with 28 incidents reported in Nigerian waters which "are frequently much more violent in nature than those in Somalia".

The South China Seas have also seen a rise in attacks, with 13 cases last year, the highest in five years. piracy is also on the rise in South America with 37 incidents reported, up from 14 in 2008. Attacks in the Malacca Strait, which just a few years ago was a world piracy hotspot, remained at just two in 2009, the same as the previous year, the IMB said. Large-scale coordinated patrols involving Indonesia, Malaysia and Singapore have deterred attacks in the area.



It is the first icy winter since 1997 in Denmark, and the local icebreaker **Stevens** (ex Goliath Fur ex Mimer ex Weswear ex Brage, Zaandam 1975), is in action. Above seen the **Stevens** pictured at the port of Skive in the Limfjord preparing to help Sestroretsk (RUS, 1980, St. Petersburg) out in ballast after discharge of woodchips.

Photo : Bent Mikkelsen ©

Port of Antwerp welcomes Dutch dredging decision

Port Strategy says the Port of Antwerp has welcomed a recent court ruling that means that the long-awaited dredging of the Westerscheldt is now likely to go ahead. As previously reported in Dredging News Online, a Dutch court has finally given its approval for the Scheldt deepening project on the Dutch side of the channel.

The news was welcomed by the Port of Antwerp, which has long bemoaned the lack of progress by the Dutch. "The Netherlands has until now remained in default, since under the terms of the Scheldt Treaties the work should have been finished by the end of 2009," said the port authority.

"The decision by the Dutch Council of State confirms the view of the Port Authority that deepening of the navigation channel can be done without damage to the environment." Port Strategy said the deepening of Scheldt channel will allow tide-independent navigation by ships with a draught of up to 13.10m. Once deepening work has been completed, the port authority claims that seven in every 10 ships that are currently tide-dependent will be able to reach the port of Antwerp without tide constraints.

"This deepening of the navigation channel will enable Antwerp to defend its position as Europe's second-largest port, in the face of competition from Rotterdam and Hamburg," said the authority. **Source : Dredging News Online**

Global orderbook stands at 6,610 ships, Hellenic ship owners' share almost 10%

With a series of new buildings being delivered to their respective owners during the second half of 2009 and almost no new orders being contracted for almost nine months during last year, Hellenic shipping companies' current orderbook has reportedly being lowered to 624 vessels of all types with a carrying capacity of approximately 58 million dwt, as opposed to almost 800 ships during the end of 2008. These figures were released in a new report issued by shipbroker George Moundreas & Co. According to the brokers' estimates, this means that Hellenic ship owners now control a little less than a 10% of the current global orderbook, which is believed to number 6,610 ships of a total of 494 million dwt. Out of them, 3,200 are dry bulk carriers, 2,200 are tankers and 950 are container ships, while the remaining 260 are Ro-Ros. The relative composition of the Hellenic-owned orderbook involves 360 dry bulk carriers, 240 tankers and 20 container ships.

The broker notes that "Speculation suggests that at least a 12-15% of the September 2008 existing orders have been evaporated while postponement of deliveries represents no less than 30%. In the absence of any reliable data, we are more or less inclined to share such an opinion. We must, however, point out that a considerable percentage of the currently outstanding orders is still missing financing. Having already advanced the first installment, and in the hope that 'something may happen' till the time that the second installment becomes due, the buyer in trouble does not disclose its problem for the fear of losing what he already has paid down. We fear that the 'time of truth' will arrive soon and we can imagine that a new wave of cancellations, this time under very unpleasant atmosphere, will occur". Hellenic ship owners are now actively on the lookout for investment opportunities in the newbuilding foray, as asking prices from shipyards are almost 40% lower than the pre-crisis levels. Specifically, a Capesize is priced at \$55 million, a minicapes at \$45 million, a Kamsarmax at \$35 million, a Panamax at \$34 million, a Supramax at \$31-32 million and a Handymax at \$25 million. As for tankers, their prices stand at \$100 million for a VLCC (down from \$165 million), \$ 63-65 million for a Suezmax (from \$90-92 million), \$53 million for an Aframax (down from \$78-80 million), while a 75,000 dwt Panamax is now priced at \$38 million.

This development has prompted an increasing number of Hellenic ship owners to return back at shipyards with a total of \$1.3 billion reportedly invested, As Hellenic Shipping News Worldwide previously reported, South Korea's Daewoo Shipbuilding confirmed an agreement with yet another ship owner from Hellas, the Angelicoussis Shipping Group. Under the terms of the deal, the shipyard will deliver two oil tankers (VLCCs) and two dry bulk carriers (thought to be capesizes with a dwt of 180,000 tons) by the second half of 2012. The estimated price of the deal stands at approximately \$350 million. By the end of 2009, Daewoo also won a \$670.5 million order to build 10 Suezmax tankers for another ship owner from Hellas, Almi Tankers, over the next three years. DSME is scheduled to deliver the vessels from the end of 2011 to the end of 2013.

But what about the outlook for this year? Well, according to Moundreas' analyst George Grigoriadis, "the picture of 2010, as described, certainly is not an idyllic one for shipping from the point of view of developed countries, however, it totally implies a few million tons of cargo more than 2009. Thus, the higher than 2009 number of new bulkers to be delivered in 2010 will share a substantially larger cake, so that the overtonnage conditions will be pressing (particularly for 'capers'), but not insurmountable". **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **DUBAI LEGEND** seen approaching Rotterdam-Europoort

Photo : Tom Koornhof ©

Major marine shipping lines to start raising prices

Taiwan's major marine shipping lines will raise prices starting today, due to a lack of capacity. Starting today, Evergreen Marine will raise the price for shipments from Far East and India to South Africa by US\$200 per 20-foot equivalent unit (TEU), and from Far East and India to South America by US\$300 per TEU. Starting Feb. 1, Evergreen will raise the price by US\$250 per TEU for shipments from Far East to Europe and the Mediterranean region.

Yang Ming Marine Transport will, also starting today, raise the price for shipments to Europe by US\$300 per TEU, and starting next week, it will raise the price for shipments to the U.S. by US\$400 per 40-foot equivalent unit (FEU). Wan Hai Lines also said that starting today, it will raise the price for shipments to India. **Source: The China Post**



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Coral reefs falling victim to Navy's target practice'

The 2004 Indian Ocean tsunami, which wrecked havoc in Sri Lanka and India, was quite beneficial to the coastal belt of Pakistan due to the appearance of coral reef, according to Yousuf Ali, a scuba diving instructor in Karachi.

"At the time when tsunami took place, we were diving around the Charna Island and did not notice much difference except extremely good visibility underwater," Ali told The News. "The next diving season started in September 2005 and to our surprise during the first dive we made at Charna Island on the west-north side, we saw a lush growth of algae- rubbery, slimy stuff covering the rock bed. It was a very surprising experience for us," he said.

"By October, this stuff started converting into thin layers of crust on the tip of the rocks and different colours of this formation were noticed. During this period we were working on a marine life conservation project in collaboration with the World Wide Fund for Nature- Pakistan, University of Karachi and National Institute of Oceanography," he said.

As a marine engineer Ali learnt scuba diving as early as 1979 and was "hooked for life." In 1982 he traveled all the way to San Diego, California's Professional Association of Diving Instructors (PADI) College and graduated as a "Gold Diving Instructor" with as many as 10 specialties. After returning from San Diego, he set up the first scuba diving centre in Dubai and trained the first frogmen team of Dubai police besides educating local people of United Arab Emirates (UAE) about scuba diving. In 1987 he traveled to Florida and completed the Instructor Development Course (IDC) and became a PADI Master Instructor and Member of the PADI Review Committee. In 1989 he established Karachi Scuba Diving Centre, the first diving school in Pakistan.

Scuba stands for self contained underwater breathing apparatus, he said. "Scuba diving is the only way to go under the sea and observe marine life, its behaviour and the ecosystem. That's why scuba divers are also called ambassadors of the ocean," he said. It's a water sport to enjoy and help in exploring and investigating life beneath the sea. It's also the cheapest tool of research under the sea for marine biologists.

"Tsunami affected the coasts of Africa, Asia, the Subcontinent and Arabia, resulting in mass destruction but in case of Pakistan's coast that has a protection of the Indian horn, including Sri Lanka and the Maldives islands, the waves did not reach directly to the coasts here," he explained.

"I believe a large number of corals and other marine life of Maldives carried coral larvae and brought them to the coast of Pakistan," he said. "It's a hypothesis and need to be proved by scientists," he hastened to add. Coral reefs are of utmost importance to keep tsunamis at bay but unfortunately they are being ruthlessly destroyed in Pakistan. "Pakistan Navy like any navy in the world finds isolated islands near the coast an attractive site for their target practicing," Ali said. "Unfortunately, the most productive area around Charna Island has become their victim. Many times we have found unexploded and exploded shells lying around the Charna reef," said Rosheen Khan, another scuba diving trainer who works with Ali and did several diving course such as IDC/IE from PADI, from Thailand.

Khan believes the area could become an excellent site for ecotourism and bring rich dividends to Pakistan. "Because of the newly formed reefs around Charna Island as well as Cape Monze and Hub river delta, corals have become an attractive place for tourists and local residents for snorkeling and scuba diving," Khan said.

Ali believes if the idea is properly marketed, tourism in Pakistan would become so large that it would become difficult to handle it. "It will generate hundreds of thousands of jobs. It will also help tourism-related industry such as boat-building, resorts, undersea research centres and aquariums," he said.

Ali pointed out that this particular area is also threatened by pollution emanating from two nearby power plants. "The two power stations take sea water for cooling purpose and it is usually treated with sulphur and other chemicals for cooling purpose and after that, it is discharged back into the sea.

The warm water which is a few degrees higher than the ambient temperature of ocean water, has ruined the biodiversity of the area," Ali said. **Source : Imran Farooq**



Four seamen jailed over deadly Hong Kong ship collision



A Hong Kong court on Friday jailed four seamen for the deaths of 18 Ukrainian sailors killed when two vessels collided in the city's biggest maritime disaster in recent decades. The four were convicted of endangering the life of others at sea after the court concluded that the collision of Ukrainian tugboat **Neftegaz-67** and Chinese cargo ship **Yaohai** in March 2008 was due to their "deliberate omission to act." Yuriy Kulemesin, captain of the tugboat, was sentenced to three years and two months imprisonment. The other three defendants – Yaohai captain Liu Bo and pilots Tang Dock-wah and Bruce Chun -- were given terms of between 28 months and three years.

District Court Judge Susana D'Almada Remedios said a deterrent sentence was called for to ensure the safety of lives in Hong Kong waters. "I consider this to be amongst one of the worst-case scenarios as a consequence of the defendants' deliberate failure to act and the resultant tragic loss of 18 lives." She said the defendants should have had ample time to take actions to avoid the collision. But instead, they were "watching, listening, and seeing a dangerous situation developing... and doing nothing about it." The judge said that "careful and prudent navigation" was expected in the busy and restricted Hong Kong waters. The 2,723-tonne tugboat was carrying 24 Ukrainian crew and one Chinese sailor when it sank after hitting the 120,000-tonne **Yaohai** in fair weather.

Only six Ukrainians and the Chinese sailor could be saved. The court heard that the tugboat had wrongly stayed in the middle of the sea channel despite seeing the mainland carrier approaching. Kulemesin testified that he did not hear

the Yaohai's warning whistle blasts. In mitigation, the Ukrainian captain's lawyer told the court that the 45-year-old would have to bear the tragedy of his 18 crew members' death for the rest of his life. Lawyers for the defendants said they would appeal.

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CASUALTY REPORTING



Trawler sinks off Irish coast

A German registered trawler, which got badly damaged when it was caught in stormy seas some 320km off the Irish coast, has sunk. The Irish Coast Guard received a report that the German registered **Ortegal Uno** had been swamped by a huge wave more than 300km due west of Shannon at about 9am yesterday and that she was listing to port.



The skipper of the trawler decided to abandon ship and all 17 members of the Spanish crew were successfully evacuated to a sister ship, **Ortegal 3**, which had come to the stricken trawler's assistance. The Naval Service dispatched the **LE Aoife** to monitor the trawler and was due to make an assessment of the vessel's condition. However, the vessel sank at about 11pm **Source : Irish Times / Photo: ESYS / KAL**

NAVY NEWS

Israel in talks to buy 6th submarine from Germany

Israel has broached the idea of buying a sixth discounted submarine from Germany as part of a military buildup designed to signal strength in the face of Iranian nuclear ambitions, officials said on Thursday. Israel has three of the Dolphin-class diesel submarines, with two more on order from Kiel shipyard Howaldtswerke-Deutsche Werft (HDW) and due by 2012. The vessels are widely believed to have been deployed with nuclear cruise missiles.

Israeli Defense Minister Ehud Barak, who visits Berlin with Prime Minister Benjamin Netanyahu on Monday, will ask the Merkel government to underwrite another Dolphin sale, aides said. Dolphins cost some \$700 million but those in Israel's fleet came at a deep discount from Germany, which is devoted to the security of a Jewish state founded in the wake of the Holocaust.

"We are in a dialogue about a sixth submarine, but no decision has been made yet. There are tough budgetary issues to deal with," a senior Barak aide told Reuters. The German Economy Ministry would not say whether a Dolphin sale would be under discussion during Monday's discussions, and added that the question of state aid was not for it to decide.

A second Israeli source with knowledge of the talks said that Netanyahu, who has described the prospect of an Iranian bomb as a mortal danger, wanted to expand the submarine fleet. The Israelis have hinted at pre-emptive strikes against Iran if diplomacy fails to curb its nuclear project, but many analysts believe the limitations of force would compel the Netanyahu government to adopt a more deterrent posture.

"Five submarines are sufficient, but of course we could use more. Our ideal number would be nine -- enough to ensure we have the necessary assets at sea to cover all relevant threats and targets," the Israeli source said.

Armed with just 10 torpedo tubes -- which can also be used to launch cruise missiles -- the Dolphins would be of meager use for any conventional Israeli assault on Iran.

Israel does not discuss its own nuclear capabilities. There is further speculation over whether Israeli cruise missiles would be able to reach Iranian facilities from the Mediterranean sea, where the Dolphins routinely patrol from their Haifa dock. "I remain unconvinced -- unless the Israelis have managed to replicate Tomahawk, which would be an extraordinary achievement," said Stephen Saunders, editor of Jane's Fighting Ships, referring to a U.S.-made, long-range and nuclear-capable cruise missile that Washington has refused to supply to Israel.

A bigger Dolphin fleet could allow Israel the option of basing some in its Red Sea port of Eilat, providing a short-cut to the Gulf. An Israeli submarine crossed the Suez Canal for an exercise off Eilat last July, the first such deployment.

Iran denies seeking the bomb but its leaders' Holocaust denials and vituperation against Israel have stirred war fears. While condemning the rhetoric from Tehran, Germany maintains some \$5.7 billion in annual exports to Iran -- to many Israelis' chagrin. German opposition parties, including the Social Democrats (SPD), have voiced misgivings about weapons exports to crisis areas, but the last two Dolphin sales were approved while the SPD was part of a previous coalition government.

There is also domestic support for keeping production going at HDW, a branch of parent company ThyssenKrupp, given the lack of foreign clients for new diesel-powered submarines. **Source : Reuters**

Navy hospital ship with 1,000 beds readies for Haiti quake relief

The 1,000-bed U.S. Navy hospital ship, **USNS Comfort**, is being activated and readied for service in earthquake devastated Haiti. The 894 feet-long ship includes more than 1,000 medical and support personnel.

The U.S. Navy has activated its massive 1,000-bed hospital ship, **USNS Comfort**, and is readying it for service in earthquake ravaged Haiti, the U.S. defense department said. The ship is normally maintained in a partially inactive status at its home-port in Baltimore, Maryland. It takes at least five days to be ready to get under way but should head to Haiti by Monday at the latest.



The ship is essentially a floating hospital and includes the medical services of a modern well-equipped medical facility.



In addition to 1,000 beds for various types of casualties, it includes 12 operating rooms. The Comfort is staffed by over 1,000 doctors, nurses, medical technicians and ship support personnel. In addition, the Comfort also has four distilling plants on board, with the capacity to create 300,000 gallons per day of clean, drinkable water. Safe water will be one of the most essential short-term needs for the survivors of the devastating 7.0 Haiti earthquake that happened on Tuesday afternoon.

The 894 feet-long Comfort has been in U.S. Navy service since December 1, 1987. It was originally built and commissioned as the **SS Rose City**, an oil tanker. It is now one of two hospital ships that the U.S. Navy maintains, with the other being the **USNS Mercy**. The ship has been activated several times since coming to service in 1987. It was activated and stationed off the coast of Saudi Arabia and close to Kuwait during the first Gulf war, Operation Desert Shield and Desert Storm in 1991. It was also sent to the Gulf region at the beginning



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of the present war with Iraq. It served off America's shores both following the September 11, 2001 attacks, when it was sent to the waters around New York City, and during the Hurricane Katrina recovery in New Orleans.

The **Comfort** is one among many assets the U.S. military has announced will be sent to Haiti. The **USS Bataan**, an amphibious ship with U.S. Marine Corps troops is also on the way. The aircraft carrier, **USS Carl Vinson** and its complement of supporting ships are also heading to the area. Additionally, several U.S. Coast Guard vessels and helicopters have been detached. A 2,000-member Marine Amphibious Unit and soldiers from the U.S. Army's 82nd Airborne division will likely be dispatched to the area to assist. Those troops are trained in a wide variety of missions including security and riot-control in addition to humanitarian tasks.

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AVRA Towage tug **SOUTH** seen in drydock at **Shipyard De Schroef** in Sluiskil for maintenance
Photo : Ruud Muis ©

Hanjin Heavy Phils. gets new order for 2 bulk carrier vessels

The global economic crisis has apparently eased up as Taiwanese shipping company Hsin Chien Marine Co., Ltd. ordered at least two capesize bulk carrier vessels from Korean shipbuilding conglomerate Hanjin Heavy Industries and Construction- Philippines, Inc. (HHIC-Phil, Inc.). The two 180,000 ton vessels will be built inside Hanjin's billion-dollar shipbuilding facility in Subic and is due for delivery on September 2011 on a staggered basis. The shipbuilding company won the contract from Hsin Chien Marine Co., Ltd. due to its well-trained workforce, state-of-the-art technology, highly efficient shipbuilding processes, and high quality of workmanship. With its 17,000 strong workforce, HHIC-Phil., Inc. already expanded its operations by producing 10,000 TEU and 4,000 TEU Container Ships, Tankers, and Bulk Carriers. It will gradually undertake the construction of 260k CBM (Q-Max Class) LNG Carriers, Drill Ships, FPSO, and Marine Plants.

Strategically located in the Subic Bay Freeport Zone, this shipbuilder has two large dry docks measuring 30m x 100m x 12.5m and 550m x 135m x 13.5m and each dry dock is equipped with 2 Goliath Cranes. Its quay wall has a span of 4 kilometers and its assembly shop is about a kilometer long. Early this month, HHIC-Phil., Inc. just unveiled its first ever oil tanker manufactured in its Philippines shipyard. The 114k DWT crude oil tanker named Leyla K is the largest oil tanker ever built in the Philippines. The construction of HHIC-Phil. Inc.'s shipyard started last February 2006 and its successful construction has produced one of the biggest shipyards in the world with standing shipbuilding orders due for delivery for the next 2.5 years so far. **Source: Manila Bulletin**

ABG Shipyard acquires 15% in Great Offshore

Integrated offshore oilfield services provider Great Offshore today said ABG Shipyard has acquired more than 15.23 per cent stake in the company for Rs 294.05 crore through open offer route. ABG Shipyard acquired over 56.54 lakh equity shares, representing 15.23 per cent shareholding in Great Offshore at Rs 520 per share, the company said in a filing to the Bombay Stock Exchange.



The **GREATSHIP MAYA** seen fitting out at Keppel-Singmarine 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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ABG Shipyard had made the open offer for acquiring 1,25,71,072 fully paid up equity shares representing 32.12 per cent in Great Offshore at Rs 520 per share. Bharati Shipyard and ABG Shipyard were in a neck and neck takeover battle for Great offshore -- a company created through de-merger of the offshore business of Great Eastern Shipping. Meanwhile, Bharati Shipyard's open offer for 22.48 per cent stake at Rs 590 a share got good response. Following the open offer, Bharati Shipyard is believed to have become the single largest shareholder of Great Offshore as it received 1,02,62,769 shares representing (27.56 per cent). Bharati Shipyard first made an open offer for a 20 per cent stake in Great Offshore at Rs 344 per share, but later raised the open offer price to Rs 590 a piece after ABG Shipyard joined the race to acquire majority control in Great Offshore. **Source: Press Trust of India**



Global Industries **G 1200** seen fitting out at the Keppel Singmarine yard in Singapore,
Photos : Piet Sinke ©

This new build vessel contracted in 2007 is designed by Dutch design company **Sea of Solutions** (SoS), a partner in the **Offshore Ship Designers Group**



Sea of Solutions is responsible for both concept and basic design of the vessels. Scheduled to enter service later this year, the dynamically-positioned **Global 1200** is a combination derrick/pipelay vessel with 1,200 tonne lifting capacity, 60in pipe laying capacity, and 400 tonne deep water lowering system capacity.

The **Global 1200** is a customised version of the **Sea of Solutions' SOC 600 design** and will be able to pass through the Panama and Suez canals. The design incorporates an AmClyde single post crane on the aft and a centre firing line on the freeboard deck, the latter being a distinctive feature of most Sea

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of Solutions pipelay designs. For this project **Sea of Solutions** teamed with **Vuyk Engineering**, one of its engineering partners.

The vessel is propelled by two 4,500kW thrusters providing a trial speed of 15 knots. Combined with the five retractable thrusters of 2,400kW each and an 880kW tunnel thruster the vessel is classed DP 2, however diesel-generator and switchboard lay-out meet DP3 requirements to provide additional redundancy. The G 1200 is 162.3m overall, with length (bp) of 153.4m, breadth (moulded) of 32.2m, depth (moulded) of 16.1m, and draft (operational) of 5.8m. The vessel's speed will be 15 knots, and total installed power will be 3 x 4,230kW and 3 x 3,760kW.

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Port of Tanjung Pelepas container throughput up 7.5 per cent to 6 mln TEU

The Port of Tanjung Pelepas (PTP) recorded another year of growth in 2009. Chairman Datuk Mohd Sidik Shaik Osman said the port closed 2009 with a container throughput of 6m teu which was 7.5 per cent higher than 2008.

"We are fortunate to be one of very few ports in the world which recorded an increase in container volume in 2009.

"PTP managed to grow the port for a number of reasons. While existing customers contributed with new services, new volumes brought in by French shipping line CMA-CGM also added to the numbers," Sidik said in a statement.

Source: [seatradeasia](http://seatradeasia.com)

VERANDERINGEN BINNENHAVENGELD ROTTERDAM

Niet alleen het tarief van het binnenhavengeld verandert in Rotterdam, ook de manier van opgave doen en betalen. Via de nieuwe applicatie 'Webopgave' (<https://webopgave.portofrotterdam.com>) kunnen schippers via het internet gemakkelijk opgave doen van hun bezoek aan de haven. De Webopgave is kosteloos. Voor het gebruik ervan heeft men de eigen inloggegevens nodig. Die kunnen worden aangevraagd via het speciale aanvraagformulier 'Webopgave Binnenhavengeld'.

Voor de betaling kunnen schippers behalve voor een eigen overschrijving kiezen voor een automatische incasso of een eenmalige machtiging. Overigens is een jaarabonnement al snel de goedkoopste optie: 35 procent goedkoper dan een wekelijks betalen.

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Ook nieuw is de keuze voor een factuur per e-mail. Schippers krijgen dan de factuur, die in lay-out hetzelfde is als de papieren variant, in hun mailbox aangeleverd. Opgave doen per post, fax of e-mail en een papieren factuur in de brievenbus horen uiteraard ook nog tot de mogelijkheden.

TarievenDe tarieven voor 2010 zijn reeds in het najaar van 2009 in overleg met de branche-organisaties vastgesteld. Ze worden met twee procent verhoogd maar schippers krijgen tevens een eenmalige crisiskorting van zeven procent op iedere factuur. De opcenten voor het afvalstoffenbeheer verdwijnen per 1 juli 2010 uit het tarief voor binnenhavengeld: dan treedt het Scheepsafvalstoffenverdrag in werking. **Bron : Port of Rotterdam**



Above seen the first segment of the new Tyne Tunnel being floated across from Howdon to be positioned at Jarrow before it's sunk into position.

Photo : Kevin Blair ©

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Rs 1.17 billion maintenance dredging deal may be annulled

The Rs 1.1769 billion maintenance dredging contract between the Port Qasim Authority (PQA) and M/s Van Oord (VO), which was scheduled to be signed yesterday (Friday) is likely to be scrapped. According to sources, a special PQA board meeting was held on Friday (today) in this regard.

The VO, the lowest bidder in PQA's fresh tender for the maintenance dredging works at Port Qasim for 2009-2010, was cleared by the Authority's board for the award of the contract on January 5 after it received a green signal from the Tender Committee about technical and financial qualification of the firm. The PQA has also issued a Letter of Interest (LoI) to the dredging company.

The sources told Business Recorder that the PQA would be rejecting the offer of the Dutch firm because of the Dredging International (DI), a Belgian firm, which through different tactics has been influencing the deal in its favour ever since its failure to compete the VO in open bidding.

The officials in PQA, however, said the deal was disturbed because of the VO's four to five "unacceptable conditions" were found to be in contravention of the PPRA (2004) rules. "There is nothing like that... this is because they (VO) want a conditional agreement," replied a PQA official when asked if the DI was accused of sabotaging the contract, under which the VO was to dredge the Port Qasim's navigational channel by three million cubic meters till June 2010.

The official said the Dutch firm was asking for the "mobilisation and demobilisation" charges for its three dredgers, which were yet to arrive in Pakistan, at the time of submitting a bank guarantee. He said according to the relevant rules the payment under the head of "mobilisation and demobilisation" charges is made only after the arrival of dredgers at the working site.

The official could not recall the other conditions which, he said, were mentioned in a letter the PQA had received from the Van Oord. In answer to a question, whether the PQA was going to scrap the contract the official replied: "On Friday we would be submitting our findings to the board before it takes a decision on the contract".

Although, the PQA officials deny the existence of an irregularity, the sources, privy to the matter, are smelling a rat. They said some three days back the DI through a letter to the PQA had claimed to be the lowest bidder in the maintenance dredging tender. After which the PQA had constituted a two-member fact-finding committee, comprising Director General Operation and a board member, which after due investigation had rejected the company's claim as baseless.

It is worth mentioning here that the three pre-qualified dredging firms, M/s DI, M/s VO and M/s Jan De Null, had submitted the financial bids of Rs 1300660000, Rs 1176903650 and Rs 1326800000 respectively. Their respective per cubic meter dredging rates were Rs 433.55, Rs 392.301 and Rs 442.266.

Holding the Authority's Tender Committee responsible for the miscarriage of the deal, the sources said the body should have deeply evaluated and negotiated the said conditions with the dredging firm after the opening of its techno-financial bids. They said such questionable developments on this stage when the two sides were all set to sign an agreement most probably today on Friday, were giving birth to some serious doubts about the deal besides raising eyebrows in the concerned quarters.

The sources claimed the PQA board would reject the VO and award the contract to the DI, "which created problems for the Van Oord", in its today's meeting. The PQA for the second time had to scrap its tender for the Rs 16 billion capital dredging project in October 2008, in which China Harbour Engineering Company (CHEC) was the lowest bidder, allegedly due to pressure of the DI that had originated from the corridors of power in Islamabad.

To his surprise, another PQA official said how could such a controversy arise while the VO's bids were "unconditional". Peter Classen, Area Manager of VO, who is said to have arrived in Pakistan for the contract signing, could not be reached for comments. **Source : Imran Farooq**

AVRA TOWAGE OPENS OFFICE IN FAR EAST



AVRA towage from Rotterdam started a branch office in **Singapore** what was officially opened yesterday, The **AVRA Shipping Group** is a world wide operating company which offers a broad range of maritime services.

Its core businesses are: Ship owning, ship management, maritime consultancy, project and heavy lift cargo's.

The **AVRA Shipping Group** is active in different areas: Coastal & deep sea towage, Anchor handling, Dredging support, Buoy maintenance and Salvage

Tan Ju Lin, is the Commercial Manager Asia for the **AVRA Group** based in Singapore

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Providing worldwide underwater solutions

MISC to expand intra-Asia port coverage

Seatrade Insider understands from industry sources that MISC plans to launch a new service to compliment its current Halal Express Services. The new service is intended to expand MISC's Intra Asia port coverage. With the new loop, it is believed MISC will offer the fastest transit from North East Asia ports to South East Asia region and vice versa.

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The new service will be operating with 5 x 1200-1700 TEU vessels making calls at strategic ports within Asia. The vessel will also be equipped with reefer facilities to cater to the growing demand in the reefer market.

Source: Seatradeasia



The **SMT BONTRUP** seen discharging rocks / stones for the **Maasvlakte 2 project**, in total will 5 million tons rock/stones will be delivered

Photo : Rik van Marle ©

Alphatron Marine BV verkrijgt IVW erkenning

Op de valreep van 2009 heeft **Alphatron Marine BV** de volledige IVW erkenning verkregen voor import, fabricage, distributie, installatie, service en keuring van navigatie- & communicatie apparatuur voor de binnenvaart.

Als één van de weinige fabrikanten en importeurs van binnenvaart navigatieapparatuur, verwerft Alphatron Marine daarmee de erkenning bovenstaande diensten te verrichten.

Daarbij heeft ze eveneens de taak op zich genomen dealers te trainen en te certificeren als erkent inbedrijfsteller. In samenwerking met Alphatron Marine kunnen dealers op deze manier over heel Europa verspreid opereren.

Voor meer informatie over de volledige IVW erkenning kunt u contact opnemen met
Alphatron Survey department, dhr Steve Gallimore 010-4534000



New facility at Great Yarmouth getting ready for first boxship

Great Yarmouth's outer harbour is getting set to welcome its first container ship. The Great Yarmouth Mercury reports that final preparation works are taking place with a dredger working to clear the port ahead of the expected arrival of the first vessel.

Eddie Freeman, chief executive of Eastport UK, said the finishing touches were being carried out to get the port ship-shape with hopes high the first shipment will arrive in the next few weeks, though he would not be drawn on the details of where the first vessel would be coming from. Mr Freeman also scotched suggestions that the dredger was brought in because of problems with the harbour structure and he also dismissed speculation the port's two cranes were up for sale.

"We are talking to several people and we have got somebody who has shown substantial interest," he said. "It's going in the right direction. The contractors are all being demobilised and the dredger is all part and parcel of that final tidying up process." **Source : Dredging News Online**



Although – due to the present worldwide recession – the shipbuilding industry is slacking down, Landfall Transport & Towage has chartered the tug **COUREBET** for sea towage of the new building container feeder hull "**Barentszdiep**" from the Black Sea to the Netherlands. This convoy transited Bosphorus Strait yesterday, which always results in nice photographs under the wonderful bridges of Istanbul.

Photo : LANDFALL Transport & Towage bv

Tianjin port container throughput up 2.4 pc to 8.7 TEU

THE Port of Tianjin had handled 8.7 million TEU in 2009, up 2.4 per cent year on year, Logistics Week reported.

At the meantime, the port's cumulative cargo tonnage exceeded 380 million tonnes, growing 6.7 per cent year on year. The port also recorded increases of more than five per cent in its domestic and foreign trade cargo volume during this period. Port of Tianjin has managed to overcome the difficulties brought by the world financial crisis and succeeded in achieving increase at a time when decrease prevailed, said the report.

In 2009, the port spent CNY12.8 billion (US\$1.87 billion) on port construction projects. The new container terminal, Euroasia International Container Terminal, has been finished, bringing extra capacity of 1.7 million TEU to the port. Two new bulk berths has start trial operation and will add 11 million tonnes' capacity to the port after full completion in 2010. A new crude oil terminal has also been built with a capacity 20 million tonnes. **Source : Schednet**



HARMS latest, the **URANUS** arrived in the port of Rotterdam for the first time - Photo : Jan Oosterboer ©

Overslagcijfers haven van Gent 2009

De Gentse haven boekte in 2009 een goederenoverslag van 37,2 miljoen ton, 21% minder dan in het recordjaar 2008. Eind 2009 werd nog slechts een lichte daling opgetekend, wat hoopvol is voor de toekomst. Het Havenbedrijf Gent bereidt zich met een stevig pak investeringen en een strategisch plan alvast voor op een heropleving.

Was 2008 met 47 miljoen ton een absoluut recordjaar dan klokte 2009 af op 21% minder goederenbehandeling. In vergelijking met 2007 (42,8 miljoen ton) daalt de totale goederenoverslag met 13%. In procenten gaf het eerste kwartaal van 2009 voor de totale overslag (zeevaart en binnenvaart) een daling met 23%, voor het tweede kwartaal 33% en het derde kwartaal gaf 22% minder goederenoverslag. Het vierde kwartaal tekent een daling op van amper 3%.

Hiermee is over de laatste maanden van 2009 heen de daling beduidend kleiner dan tijdens de eerste maanden. Vooral voor de zeevaart was december de beste maand: een stijging van 32% in vergelijking met december 2008. De binnenvaart steeg in dezelfde maand met 7%.

De droge bulk – goed voor 60% van de goederenoverslag - kende de grootste daling. De algemene crisis in de staalindustrie ligt aan de basis van de sterke dalingen van grondstoffen als erts en kolen. De vloeibare bulk blijft constant. Bijvoorbeeld de overslag van fruitsap – eigen aan de Gentse haven - weet zich te handhaven.

Ondanks een slappe conjunctuur zijn er toch enkele markante stijgers. Positief is dat Gent zijn belangrijke positie in de verwerking van schroot tot nieuwe grondstof kon verstevigen. De verplichte bijmenging met biodiesel zorgt voor een stijging van de aanvoer van raapzaad. De nieuwe bedrijven die zich vestigden aan het Kluizendok zorgen voor mooie tonnageverhogingen in de bouwmaterialen.

In 2009 boekte de haven van Gent via zeevaart een goederenoverslag van 20,8 miljoen ton. In 2008 was dat 27 miljoen ton. Voor 2009 is dat een daling van 23% (6,2 miljoen ton). De goederenoverslag via binnenvaart noteert 16,4 miljoen ton in 2009 tegenover 20 miljoen ton in 2008, een daling van 18% (3,6 miljoen ton).

In 2009 deden in totaal 16.128 schepen de haven van Gent aan, namelijk 2.962 zeeschepen en 13.166 binnenvaartschepen. In 2008 waren er dat 19.165, waaronder 3.463 zeeschepen en 15.702 binnenvaartschepen.

Het Havenbedrijf kijkt echter hoopvol vooruit om in 2010 verder te werken aan een heropleving. Eind 2009 werd al beslist de havenrechten voor de scheepvaart niet te verhogen voor 2010.

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Hoopvol is de vaststelling dat Gent niet heeft af te rekenen met structurele verliezen zoals de sluiting van fabrieken mede dankzij crisismaatregelen van de Vlaamse overheid en de Stad Gent. Bovendien worden de terreinen rondom het Kluizendok gestaag ingevuld met watergebonden activiteiten. Het is eveneens hoopvol dat de Gentse haven het jaar ingaat met behoud van alle lijndiensten. De eind 2009 bijgekomen containerlijndienst met het oosten van de Middellandse Zee wordt bovendien nog verder uitgebouwd.

Het Havenbedrijf keurde intussen een nieuw meerjarenplan goed voor de periode 2010 – 2014. Dit plan voorziet in heel wat investeringen – gefinancierd met eigen middelen - voor een bedrag van 10 miljoen euro.

Het Havenbedrijf investeert verder in de uitbouw en de herwaardering van de dokken. Het Kluizendok wordt verder afgewerkt met baggerwerken in het dok en aan de parallelkaai met het kanaal. Er zijn ook nog kaaien voor diepliggende schepen en kaaien voor binnenvaart voorzien. Aan het Noorddok worden collectoren gebouwd voor de behandeling van het afval- en regenwater in deze zone. In dit dok worden bovendien de ro/ro-hellingen omgebouwd tot volwaardige kaaimuren. Aan het Sifferdok worden eveneens collectoren gebouwd en aan de noordkant van het Rodenhuizedok komt er een kaaimuur.

Ook in de bedrijventerreinen investeert het Havenbedrijf verder. Het bedrijventerrein Rieme-Noord wordt ingericht en dat van Moervaart-Zuid krijgt er een tweede ontsluiting bij.

Op het vlak van wegenwerken worden de Henri Farmanstraat en de Gerard van den Daelelaan heraangelegd en opgewaardeerd. Aan de Rigakaai komt er een nieuw architecturaal innovatief bezoekerscentrum waar ook de afdeling Schipperij van het Havenbedrijf wordt gehuisvest.

Deze investeringen kaderen bovendien in het strategisch plan 2010 – 2020 dat in de lente van 2010 wordt gepresenteerd. Daarin legt het Havenbedrijf zijn grote keuzes voor de komende 10 jaar vast.



The **BBC ASIA** seen in Rio Grande – Photo : Marcelo Vieira ©

De Nul mist nieuw contract voor Panamakanaal

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ACP, de beheerder van het Panamakanaal, heeft een nieuw contract ter waarde van 268 mln USD toegekend voor de verbinding tussen de nieuwe sluizen langs de Pacific-zijde en de Gailard Cut . Een Mexicaans consortium kaapte het contract weg voor de neus van Jan De Nul.

Jan De Nul en het Braziliaanse Odebrecht behoorden wel tot de grote kanshebbers, maar het was een consortium van het Mexicaanse ICA, het Spaanse FCC en het Costa Ricaanse Meco dat het contract binnenhaalde. Jan De Nul is wel betrokken bij het consortium dat de nieuwe sluizen evenals hun toegangsgeul langs de Atlantische kust zal bouwen.

Bron: De Lloyd



The **VIBRANT CURIOSITY** seen outward bound from Rotterdam

Photo : Henk van der Heijden (c)

OLDIE – FROM THE SHOEBOX



Ben Ocean Lancer built by Scotts S.B. Co Greenock Yrd No744,10,823grt, a TDE Drilling Ship owned by Ben Odeco Ltd, UK, she was on a courtesy visit to Leith 23/11/1979 the Home Port of Ben Line she is seen on the Harbour Berths,
Photo : Iain Forsyth ©

.... PHOTO OF THE DAY



The **BERGE PACIFIC** seen departing from the EECV in Rotterdam-Europoort
Photo : Harry van den Berg ©

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

NORMAN LEADER	-	RO-RO FERRY	GREATSHIP MAYA	-	AHTS
GREATSHIP MOHINI	-	AHTS	HADI 28	-	AHTS
MAJU STAR	-	HARBOUR TUG	KST 45	-	HARBOUR TUG
KST STELLAR	-	HARBOUR TUG	SEAWAYS 16	-	AHTS
GUIDRY TIDE	-	AHTS			

Click at the photo album at the website www.maasmondmaritime.com or
via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

BOEKBESPREKING

Door : Frank NEYTS

"Operation Dragoon".

Bij Pen & Sword Books verscheen "**Operation Dragoon**. The Liberation of Southern France 1944". Het werd geschreven door Anthony Tucker-Jones.

Operations Dragoon, de landing van de geallieerden in Zuid-Frankrijk in augustus 1944, wordt gezien als een 'sideshow' ter ondersteuning van de Operation Overlord, de cruciale D-Day landing in Normandië. Vaak werd deze operatie bekritiseerd als een dure terugtrekking van manschappen en materieel uit de strijd tegen de Duitsers in Italië. Maar nu toont Anthony Tucker-Jones, na een diepgaande studie, overtuigend aan dat Dragoon en het doorstoten van de geallieerden in Zuid-Frankrijk een cruciale rol gespeeld hebben in de bevrijding van Europa. Bovendien had de operatie verstrekking politieke gevolgen.

Het boek geeft een goed beeld over de aanvankelijke controversiële houding van de partners ten opzichte van 'Dragoon'. De auteur beschrijft hoe die houding overwonnen wordt. Verder besteedt hij veel aandacht aan de invasie te velde, de vereiste massieve logistieke steun en de uitdrukkelijke rol van het Franse verzet. Een buitengewoon interessant verhaal.

"**Operation Dragoon**" (ISBN 184884140-X) telt 212 pagina's en werd als hardback uitgegeven. Het boek kost £19.99. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij, Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire S70 2AS, UK. Tel. +44.1226.734555, Fax +44.1226.7344438, email: enquiries@pen-and-sword.co.uk

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