

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 017



Number 017 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 17-01-2010**

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Above seen the port of Port-au-Prince in Haiti after the earthquake as seen from one of the (unknown) vessels which was moored in the port during the devastating quake

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The **AIDAbLu** seen ready for departure from the builder Jos Meyer Werft bound for Emden
Photo : Kees de Vries ©

**Due to travelling abroad this week the
newsclippings may reach you irregularly**

Indian government plans EIA for Sethusamudram channel

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India's National Institute of Oceanography (NIO) will carry out an environmental impact assessment (EIA) of the Sethusamudram channel, the planned navigable link through the Palk Strait between India and Sri Lanka, an Indian official statement has announced.

The Ministry of Shipping in India has asked the NIO to conduct the assessment on the recommendation of an expert committee set up by the Supreme Court under the chairmanship of R K Pachauri in July 2008. To carry out the survey, the NIO has tied up with the Nagpur-based National Environmental Engineering Institute (NEERI) and the Indian Institute of Management, Bangalore.

"The NEERI will conduct the EIA over land through which the proposed channel passes. The IIM will carry out cost-benefit analysis," the statement said. "The project involves collection and examination of extensive year-round environmental data collection in the Gulf of Mannar, Palk Bay, Adam's Bridge and surrounding areas," said the statement.

"It will lead to significant improvement in understanding the oceanography of this little studied region, besides determining feasibility of the Sethusamudram Canal from the point of view of environment and economics."

Source : Dredging News Online

NEW PILOT TENDER FOR OSTEND



Last week the **RAVELINGEN**, the new pilot tender for the Belgian port of Oostend arrived in Zeebrugge from the builders in Brest, the new tender is GRP build and powered by 2 x 734 hp engines for a service speed of 22 knots, the new tender will start operating from Ostend next week



Photo's : Jean-Francois Berden ©

OPEC: Excess Capacity is the Major Long Term Threat for Tanker Sector

Similar to the situation in the refining sector, the tanker market is also exposed to a combination of the fallout from current economic turmoil, stagnant demand for oil movements in the medium-term — even declining in the short-term — and a relatively large increase in tanker capacity over the next few years as a result of record order books. Longer term, however, the anticipated growth in the inter-regional trade in crude oil and refined products will necessitate increases in global tanker capacity. However, these increases are limited and, on an annual basis, lower than capacity increases experienced by the industry in the past few years.

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Translated into numbers, projections show that the capacity of the global tanker fleet is expected to expand by almost 100 million deadweight tonnes (dwt) by 2030, reaching the level of 496 million dwt, from a global capacity of 398 million dwt at the end of 2008. However, only 11 million dwt of new capacity will be required for the period to 2015, despite the fact that the order book for this period is full, a situation that is discussed in more detail later. For the entire forecast period, the required average growth for global tanker capacity is close to 1% p.a., which is marginally lower than the projected demand growth. The main thrust of this growth comes from the substantial expansion in imports to the Asia-Pacific. On the flip side, the declining trend for imports to the US & Canada and Europe, as well as increasing local demand in Latin America, the FSU and the Middle East, somewhat negates overall global growth. With the exception of a temporary decline in capacity requirements for large crude carriers — Very Large Crude Carriers (VLCC) and Large Range 2 (LR2) vessels — in the period to 2015, the WOO 2009 indicates that all tanker categories will grow, but at varying rates.

By 2030, in terms of tonnage, the largest increase is actually expected in the category of VLCCs, which expand by more than 31 million dwt compared to 2008. Global capacity of LR2 tankers is also projected to grow, witnessing an increase of 23 million dwt over the same period. It should be noted, however, that these expansions are primarily for the later part of the forecast period, after 2015, when crude exports are expected to resume their growth. The fastest growing categories will be the Large Range 1 (LR1) and Medium Range 2 (MR2) tankers, which is consistent with the notion, as discussed earlier, that products exports will grow faster than crude exports. The average annual growth rates for these categories from 2008–2030 are 1.7% and 1.4% respectively, significantly higher than those for crude carriers. In addition, Medium Range 1 (MR1) tankers are also assumed to grow at 1.4% p.a.³⁴ Despite the fact that this year's numbers see a generally lower future tonnage required, the conclusion drawn last year that in respect to refined products the likely shift will be from MR2 to LR1 class vessels, with crude increasingly transported by VLCCs, still holds.

Turning to the medium-term outlook, an overview of the global situation is striking is that there is an exceptionally high level of new tanker orders for the period. In total, order books show that around 125 million dwt of tanker capacity has been ordered for the years 2009–2013. Around half of this new tonnage, 62 million dwt, will be for VLCCs. Significant additions are also foreseen for LR2 vessels, around 40 million dwt, and another 16 million dwt is for LR1 tankers. This is a continuation of the substantial capacity expansion experienced during 2008 when around 350 new tankers entered the market, representing around 34 million dwt of additional capacity. Out of this, more than 21 million dwt were for the crude market and 13 million dwt for product movements, some of them as part of the phasing out of single hull tankers to comply with IMO legislation. This move was also evident in the higher rate of demolitions, compared to previous years, which removed more than 14 million dwt from the market. If an annual average scrapping rate of 15 million dwt is assumed for the period to 2015, a comparison of future capacity requirements, existing capacity and new orders, indicates that the tanker market will have a capacity excess of around

25 million dwt by 2015, if all tankers already ordered are built. This outlook also underscores a distinct contrast between the larger and smaller tanker classes. A capacity surplus of more than 40 million dwt is projected for the VLCC and LR2 tanker categories combined. Conversely, smaller tankers for product movements will require additions of around 20 million dwt beyond the existing known orders for this period. These required additions are predominantly in the categories of MR2, LR1 and MR1 tankers. The expected excess in large tanker capacity raises the question of whether there will be cancellations in new tanker orders; especially for those with delivery dates at the end of the order period. WOO 2009 projections suggest that around 20% of the existing tanker order book is vulnerable to cancellation. This is the level that would bring the market back into a more balanced situation, with freight rates likely restored to reasonable levels. **Source : Makis Theodoratos, Hellenic Shipping News Worldwide**

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The **ALEX KING** seen in Rio Grande - Photo : Marcelo Vieira ©

Braemar Shipping Services benefits from strong dry bulk market

Braemar Shipping Services plc Friday issued its Interim Management Statement in relation to the period since the six months ending 31 August 2009.

The Group has benefited from a dry bulk market which has been stronger than many expected during much of 2009, particularly in the latter part of the year. This has mainly been due to the continuing high demand from China, and to a lesser extent India, for the import of raw material which has been sufficient to absorb the arrival of new tonnage and for the return of port congestion. Braemar has also benefited from a good level of sale and purchase activity and demolition broking remains extremely active as the scrapping of older ships, particularly in the container and tanker sectors, continues to grow. For much of 2009 the tanker market rates have been weak due to lower global industrial energy demand and the impact of newbuilding deliveries. But there has been some improvement in rates in recent

months and the Group's transaction numbers remain strong. Additionally, Braemar's specialised tanker team has won some important new business in recent weeks and the Group is growing its presence in the wet FFA (Forward Freight Agreement) market.

The established Technical, Logistics and Environmental divisions are all performing in line with expectations. The Group's activities are strongly aligned with world trade – a key driver of shipping – which alongside most large economies has been improving over the past six months. The prospects for the Group are positive while this recovery continues. Braemar Shipping Services plc is a leading international provider of broking, consultancy, technical and other services to the shipping, marine and energy industries. Braemar is listed on the Official List of the London Stock Exchange in the Industrial Transportation sector. **Source: Braemar Shipping Services Plc**

Cosco, Container Lines See 'Significant' Traffic Rise in 2010

China Cosco Holdings Co., Asia's biggest shipping company by market value, and 14 other container lines, expect a "significant" increase in transpacific cargos this year on rising U.S. consumer confidence. Vessel utilization levels will remain in the mid-high 90 percent range on most trade segments in the coming months, the Transpacific Stabilization Agreement said in an e-mailed statement yesterday. Cargo traffic likely fell as much as 20 percent last year, it said. Holiday sales in 2009 were "better-than-expected" after increased U.S. consumer spending spurred retailers to replenish inventories, the statement said. The group is focusing on raising cargo rates in the second half of the 2009-10 contract year, the statement said.

The TSA's other members are Neptune Orient's APL Ltd. unit, China Shipping Container Lines Co., Evergreen Marine Corp., Hanjin Shipping Co., Hapag-Lloyd AG, Hyundai Merchant Marine Co., Kawasaki Kisen Kaisha Ltd., Nippon Yusen K.K., Orient Overseas (International) Ltd. and Yang Ming Marine Transport Corp. **Source: Bloomberg**

Massive US ship nears Haiti to join relief effort

A nuclear-powered US aircraft carrier arrived in Haiti Friday, poised to deploy an arsenal of resources to aid the Haiti relief effort, amid rising anger that international help has been slow to arrive.



The chief of US naval operations, Admiral Gary Roughead, said the massive **USS Carl Vinson**, equipped with 19 helicopters, a water-purification plant and carrying tons of medicines, was "in the relief area and will begin operations."

It arrived after untold numbers of victims -- both living and dead -- spent a third night trapped under rubble, and survivors faced another day in the boiling tropical sun without water or food and facing the gathering threat of disease. The streets of Port-au-Prince, now home to an estimated 100,000 people made homeless by the quake, grew ever tenser, with victims angry that what little help arrived appeared to be trained on foreigners.

Aircraft from the Vinson began to arrive at the airport, where aid flights already jostled for space on the tarmac, a logistical bottleneck that threatened to further hamper aid efforts. US President Barack Obama promised Haitians they would not be forgotten and pledged to devote every element of US power to their recovery.

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The ship was just part of a massive US response to the disaster, which Obama described as "one of those moments that calls out for American leadership." Secretary of State Hillary Clinton and Defense Secretary Robert Gates both canceled foreign trips to help coordinate the effort, which includes 100 million dollars in immediate assistance and the deployment of over 5,000 US troops. "We stand in solidarity with our neighbors to the south, knowing that but for the grace of God there we go," Obama said.

US businesses joined the effort, pledging millions of dollars in cash and assistance as images of corpse-lined streets of Port-au-Prince made their way into newspapers and television broadcasts. The US Department of Health and Human Services said it was deploying 250 personnel to Haiti, and a White House official said Obama's National Security Chief of Staff Denis McDonough would also head to the country.

Rajiv Shah, director of the US Agency for International Development which is helping coordinate US relief efforts in Haiti, said the deployments were ramping up to become one of the most extensive aid operations in recent years. "We are working aggressively to try and address the needs and try and save lives while we still can," Shah told CNN.

"We're responding strongly," he said. Three large ships with 2,000 Marines on board and several Coast Guard cutters were dispatched along with the **Vinson**. The carrier is outfitted with water-purification equipment that can produce 400,000 gallons of drinking water a day and also boasts hospital beds, operating rooms and a giant flight deck. "They are going to serve as a floating airport for a lot of different helicopters," Navy Lieutenant Nate Christensen told AFP. "You have a ship that's very ready and very flexible." The desperate need for more ways to deliver aid was illustrated Thursday when planes were forced to circle over Port-au-Prince, waiting for an opportunity to land on the lone runway.

Planes eventually made it down, with 44 craft on the ground at the same time at one point, according to a US military official helping run the Toussaint L'Ouverture airport. The US Air Force said it had flown five air missions so far, delivering 59 tonnes of supplies, carrying out seven evacuations and transporting 113 rescue and aid workers. The relief effort faced serious challenges with many roads around the capital impassable, communications rudimentary, and aftershocks still shaking the area and its distraught citizens. Part of the US effort was aimed at helping the estimated 45,000 Americans in Haiti, some of whom were injured in the disaster. Over 160 US citizens were evacuated Thursday and 370 more were to be rescued later in the day, the State Department said.

A group of wounded, including Spain's ambassador to Haiti and some staff from the US embassy, were taken to the nearby US naval base at Guantanamo Bay, Cuba -- home of the controversial prison camp for terror suspects -- for medical treatment. US officials were also acutely aware of the need to contain possible mass panic or attempts to flee Haiti by sea to the United States. Over the years, hundreds have made the perilous 1,000-kilometer (625-mile) journey in leaky boats, and many have perished on the way.

Pelikaan vertrokken uit Aruba



Zaterdagmorgen om 08:40 uur is **Hr.Ms. Pelikaan**, met aan boord in totaal 77 militairen, vertrokken uit Aruba op weg naar Haïti.

"Ze stonden te trappelen", zegt de commandant van Marinierskazerne Savaneta, luitenant-kolonel Edwin Hofma terwijl hij 'zijn' mannen uitzwaait vanaf de kade. In de nacht van vrijdag op zaterdag kwam het ondersteuningsvaartuig van de Koninklijke Marine uit Curaçao aan in Oranjestad om

vervolgens 53 militairen, waarvan 43 mariniers, vier marinemilitairen van de vloot en vijf militairen van de Arubaanse

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Militie te embarkeren. Naast de 43 mariniers en de vaste bemanning van Hr.Ms. Pelikaan, zijn er ook twee militairen van de Koninklijke Marechaussee aan boord.

De commandant van **Hr.Ms. Pelikaan**, luitenant-ter-zee 1 Maarten Veenstra, verwelkomde ook de minister president Mike Eman aan boord. De premier sprak de manschappen toe en legde vooral de nadruk op de inzet van de Arubaanse Militie. De gemeenschap en lokale bedrijven van Aruba zette zich sterk in om het laatste moment nog veel hulpgoederen in te zamelen. Het Rode Kruis Aruba bracht samen met de Minister van Volksgezondheid en Sport, Richard Visser, de hulpgoederenstroom op gang. Maar liefst 25 pallets met droge voeding, melk, luiers, drinkwater, batterijen, medicijnen, krukken en brancards werden in de haven van Oranjestad afgeleverd. De directeur van het Rode Kruis, majoor der mariniers b.d. Michel Lahaye kon tevreden toekijken hoe de goederen aan boord van het marineschip werden gehesen.

Verwacht wordt dat het schip maandagochtend vroeg zal aanmeren in Haïti.

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NGV Tech delivers two RAstar 3800 tugs

The '**Rawasi**' and '**Morooj**', a pair of RAstar 3800 Class high performance terminal/escort tugs, have just entered service with their owner, Bakri Navigation, Saudi Arabia. Both tugs were built by NGV Tech, Malaysia. The '**Rawasi**' was delivered to the Gulf region in late October 2009, and the '**Morooj**' was delivered in January 2010.



The RAstar family of tug designs represents a unique development in offshore tug design. The hull form incorporates a significant outward flare (or sponson) on the upper hull sides. This concept was developed by and is unique to tugs designed by Robert Allan, Canada. These tugs are equipped for typical tanker support, ship-handling and escort work, with a Plimsoll model PC-HATW/GDDG-26-10/130 double-drum hawser winch on the fore deck, with a capacity on each drum for 100 metres of 88mm diameter nylon towline. The aft deck is equipped with a Plimsoll model PC-HTW/SD-65/150 aft towing winch, with a capacity for 300

metres of 138mm diameter nylon towline.

The '**Rawasi**' and '**Morooj**' were built in accordance with Bureau Veritas Class notation: BV 1 X Hull, X Mach, Tug, FIRE FIGHTING SHIP 1 with WATER SPRAY, Unrestricted Service. The propulsion machinery consists of a pair of Caterpillar model 3606 diesel engines, each rated 2,030kW at 1,000rpm. These each drive an HRP model 8611 Z-drive unit with a 2,600mm diameter fixed pitch propeller. Auxiliary power is provided by a trio of Volvo diesel gen-sets, each rated 250ekW. The vessels measure 38 metres in overall length on a 14.5-metre moulded beam and 6.28-metre moulded depth. On trials, the **Rawasi** and **Morooj** met all performance expectations at 68 tonnes bollard pull ahead and 67 tonnes bollard pull astern. **Source : Baird**



JACK-UP "EL QAHER I" LAUNCHED IN SINGAPORE TUAS



Photo's : Joerg Eden MASTER -DLV CASTORO OTTO ©



Brodosplit delivers 'Arctic Char'



Croatia's Brodosplit Shipyard has delivered a 228.5-metre Panamax tanker. Displacing 74,910DWT, the vessel is equipped with a 13,560kW MAN-B&W 6S60 MC-C, giving it a speed of 16 knots.

This tanker fulfils regulations of the Panama Canal Authority. The vessel was named '**Arctic Char**' and will be operated by Greek company Prime Marine Management and will sail under the Marshall Islands flag.

STX cuts Turku workforce

As a sign of the times, STX Europe's Turku shipyard in Finland has confirmed that it will cut some 430 jobs.

This move follows an earlier announcement by the shipbuilder in November 2009 that it was considering reducing its labour force at the yard. The company cites stagnating production and financial difficulties for the downsizing and adds that nearly all staff can expect working hours to be slashed at some point.

"The need to permanently decrease the number of employees by more than 400 persons has been established. The number consists of approximately 370 blue collar workers and 60 white collar workers," said a company statement. "The need to significantly improve the competitiveness and cost-effectiveness has increased... streamlining the operations are prerequisites for the future of the shipyard," said a statement from STX Europe.

STX Finland is currently building the last ship on its order book, the Royal Caribbean Cruise Lines' **Allure of the Seas**, which will be delivered later this year. The future of the shipyard appears bleak if no new orders materialise.

Source : The Motorship

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The **SMIT TIGER** and **SMIT CHEETAH** seen moored in Rotterdam – Photo : Tom Staneke ©

PLA announced London Gateway pre-dredging survey

The Port of London Authority (PLA) in the UK has issued a Notice to Mariners regarding a pre-dredging survey which is to be carried out prior to the dredging campaign for the London Gateway project.

In the Notice, Number L2 2010, the PLA said: "The dredging of a deepwater navigational channel between Shellhaven and the Sunk, a manoeuvring area and berth pockets together with the reclamation for the new port located at the former Shellhaven Refinery site."

"On or about 18th January 2010 pre dredging survey work will commence between Shellhaven and the Oaze Deep. This work is expected to take about two weeks."

"During March 2010 the main construction works are planned to commence and are expected to take four years to complete. Initial dredging works which will take place between Shellhaven and Canvey Island will involve the deployment of a cutter dredger and a suction hopper dredger. During this period survey work along route will also be undertaken. As work progresses dredging and survey work will be extended to include the complete route Oaze deep, Knock John and Black deep channels to the Sunk."

"Details of the dredgers including their names and location will be broadcasted by London VTS on VHF channel 68 or 69 as appropriate."

The initial and main survey work will be undertaken by Ocean Wind 3 which will be based at Shellhaven for a period of the works. Survey vessels and dredgers will display lights and shapes in accordance with International Collision Regulations Rule 27.

All vessels are to proceed with caution at reduced speed passing survey and dredging vessels. Survey vessel and dredgers will maintain a listening watch on VHF channels 68 or 69. Further details can be obtained from London VTS either by telephone 01474 560311 or VHF channel 68 or 69 as appropriate. **Source : Dredging News Online**



The Saipem's **CASTORO OTTO** seen moored in Singapore – Tuas - Photo : Piet Sinke ©

Participate in New Containership Project

Diana Shipping Inc., a global shipping company specializing in the transportation of dry bulk cargoes, Friday announced its intention to participate in a new project involving the formation of a company expected to invest in containerships over the next 12-18 months. Diana Shipping intends to invest \$50 million for a minority stake in the project, with the balance being raised in a private offering to institutional and accredited investors. Diana Shipping's wholly-owned management company would also enter into administrative and vessel management agreements with the new company, and certain Diana Shipping executives would also hold positions as executives of the new company. In addition, Diana Shipping would agree with the new company, as long as the administrative agreement or any of the vessel management agreements remain in effect, not to invest in containerships via other entities, while the new company would agree not to invest in dry bulk carriers. The proposed investment is subject to the completion of fundraising on acceptable terms.

The shares of the company involved in the project described in this press release have not been registered under the Securities Act of 1933, as amended (the "Securities Act") and may not be offered or sold in the United States or to U.S. persons (as such term is defined in Regulation S under the Securities Act) in the absence of an effective registration statement or exemption from registration. This press release is not an offer to sell or the solicitation of an offer to buy such shares. Diana Shipping Inc. is a global provider of shipping transportation services. The Company specializes in transporting dry bulk cargoes, including such commodities as iron ore, coal, grain and other materials along worldwide shipping routes. **Source: Diana Shipping Inc.**

Malaysian tanker operator enters India

Malaysian tanker operator AET Tanker Holdings Sdn Bhd has become the first global shipping company to register a ship in India, nine years after the country opened its doors to 100% foreign direct investment in shipping. On Thursday, the Directorate General of Shipping (DGS), India's maritime regulator, granted registration to one of AET's ships, a few months after the company had applied for an Indian registration.

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AET's petroleum products tanker named Eagle Meerut has been granted an Indian registration, an official at DGS said. An AET executive confirmed the development. Both officials spoke on condition of anonymity.

AET, the oil shipping arm of Malaysia's state-run shipping firm MISC Bhd, wants to expand into India to take advantage of the potential for shipping in the world's second-fastest growing major economy. "Exploring the opportunity to flag an AET vessel in India is a logical extension to AET's considerable investment in India," Paul Lovell, head of corporate communications at AET, had earlier told Mint.

In the last 12 months, AET has invested heavily in new offices and staff to enable its Indian operations to function on a par with its other global hubs in Malaysia, Singapore, the US and the UK, he had said.

India's coastal trade—shipping cargo between different locations within India—is reserved for Indian-registered ships and foreign ships can be hired only when Indian ships are not available after taking permission from DGS. To comply with local laws, AET has opened an Indian subsidiary to be able to own and operate ships along the coast. An Indian registration will now entitle the AET ship to get a licence to trade along the coast carrying domestic cargo.

The arrival of AET will intensify competition for carrying petroleum products along the coast, according to a Mumbai-based shipping analyst who declined to be named.

The coastal oil shipping business, worth around Rs1,000 crore a year, is currently dominated by four local shipowners—Great Eastern Shipping Co. Ltd, Mercator Lines Ltd, Pratibha Shipping Co. Ltd and state-run Shipping Corp. of India Ltd, Local refiners, such as the state-owned Indian Oil Corp. Ltd, Hindustan Petroleum Corp. Ltd and Bharat Petroleum Corp. Ltd, have hired some 24 ships for periods ranging from one to two years to transport petroleum products along the coast. Apart from setting up an office in India to conform to the country's coastal shipping laws, AET has regional offices located in Chennai, Mumbai and Gurgaon in Haryana that also provide crewing and staffing services for the petroleum shipping company's tankers. AET employs at least 400 Indian officers and 300 Indian sailors on its ships. **Source: Livemint**



The **ZHEN HUA 10** arrived in Callao (Peru) with container cranes for DP WORLD South Wharf

Photo : Percy Alfaro - Equinox Consulting SAC ©

Container shipping freight rates to rise

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Container shipping freight rates on most routes are set to rise with shipping lines announcing various hikes effective from mid-January and February, analysts and brokers said.

"Despite weak demand for ships, the shipping lines declared freight hikes to earn more from whatever cargo is available now," said Kishore Parekh, overseas freight broker, Pitamber Laljee & Sons.

Container and dry break-bulk freight rates have stayed unchanged since a week, amid thin demand for ships, tracking poor export and import, but may rise due to the new hikes, said K Suryanarayan, analyst, freight forwarding company, S R Maritime. Cosco Container Lines has announced Currency Adjustment Factor (CAF) and Bunker Adjustment Factor (BAF) from February. CAF will be at 15.24% of the freight for east and westbound cargo from Far East, including Japan and the Indian subcontinent, to North-west Europe and Lebanon, Syria, Black Sea ports and west and North Africa.

BAF will be applied on east- and west-bound shipments from Far East, including Japan and India, to Europe and the Mediterranean from February 1 at \$500 per 20-foot equivalent unit (TEU) and \$1,000 per 40-foot equivalent unit (FEU). Between India and North-west Europe and the Mediterranean, BAF will be \$300 per TEU and \$600 per FEU.

Maersk Line will increase rates on west-bound cargo from south Asia and west Asia to North Europe and the Mediterranean by \$300 per TEU and by \$600 per FEU from February 1. Hapag-Lloyd will increase rates for all cargoes shipped within east Asia (except from/to Japan) by \$50 per TEU from Friday.

It will also revise upward the hazardous/dangerous cargo surcharge for inland haulage under carrier arrangement within Great Britain (including Northern Ireland) by £ 40 per TEU from February 5. The Mediterranean Shipping Company (MSC) has announced a bunker surcharge on west-bound exports from February 1 at \$505 per TEU on all cargo from Asia bound for the Red Sea, the Mediterranean, Black Sea ports, northern Africa, northern Europe, Scandinavia and the Baltic. MSC has also announced a rate restoration on India to north Europe, the UK, west and east Mediterranean, and Black Sea trades, at \$200 per TEU, effective from February 1. **Source : DNA India**



Above seen the Offshore Support tug **Maridive 520** which will tow the Leighton Stealth Pipelay and Construction vessel to the site for the PLEM installation offshore Vizag (India)

Photo : Simon Stauttner ©

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P&O not to renew lease on ICG ship

IRISH CONTINENTAL Group (ICG) said that P&O European Ferries does not plan to renew its lease on the MV **Pride of Bilbao** ship it charters from the Dublin-based company when the lease expires in October.

The vessel has been leased to P&O since 1993. Analysts estimated yesterday that the charter arrangement contributes between €3 million and €4 million a year to ICG's ebitda (earnings before interest, tax, depreciation and amortisation). P&O said it would cease operating on the Portsmouth-Bilbao route at the end of September. Its charter deal with ICG expires on October 15th.

ICG said it would "now engage in a review of best options for the vessel for 2011 and beyond". These comprise selling the vessel; leasing it to another ferry operator, most probably for use in the Baltics or the Mediterranean; or using it as part of its own fleet, which analysts say is highly unlikely.

ICG owns Irish Ferries, which operates passenger and cargo services between Ireland and the UK and France. The **Pride of Bilbao** was built in 1986 for Viking Line for service between Stockholm and Helsinki. It is one of the 20 largest cruise ferries of its type in the world.

The 37,583-tonne vessel can carry 2,500 passengers and 580 cars. It has 2,373 berths in 841 cabins and can carry 62 freight units. The ship has a club, casino, two bars and three restaurants, as well as shops and a cinema. Shares in ICG closed in Dublin unchanged yesterday at €14.60. **Source : Irish Times**

Cruise tourism breakthrough

Penang will become the home port for **Star Cruise Pisces** which will make daily night familiarisation cruises on the open sea. Penang Port Commission (PPC) chairman Tan Cheng Liang said the vessel with a passenger capacity for over 1,600 people would embark and disembark at the Penang Swettenham Pier International Cruise Terminal.

She said the vessel would leave daily at 8.30pm, and return to the port the next morning at 8am. Tan said the initial plan for the cruise tourism was to allow tourists from all over the world to fly to Penang, stay in the state and take the short cruise that would have various activities and entertainment lined up. "We need to get the market first, and once we have the numbers, long-term plans will be drawn up," she said.

"This is our first breakthrough in cruise tourism, and we hope to come up with better offers once we have memorandums of understanding with Malaysia Airlines and Air Asia. "This will indeed stimulate the state's economy as well as create a spillover effect to the various industries involved," she told a press conference after meeting with Star Cruise Travel Service Pte Ltd officials at the PPC office yesterday.

Tan said besides that, the **Star Cruise Virgo** from Singapore to Phuket would continue to use the terminal as a transit port every Monday. Star Cruise Travel Service Pte Ltd senior vice-president (sales) Michael Goh said this was the first time its vessel was making Penang a home port.

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He said the services were timely as Chinese New Year was just around the corner. He said the 12-storey ship had among others over 600 cabins, 11 restaurants and bars, gymnasium, swimming pool and a show lounge, adding that there were about 700 crew members from 40 different nationalities. Tan also said she had requested the state government to take the necessary steps to resolve congestion woes at Weld Quay following complaints from the public.



The Super **STAR VIRGO** - Photo : Piet Sinke ©

She said the road was congested especially on Monday, Wednesday and Friday when several cruise ships docked at the terminal. "On those days, there are some 40 coaches, 60 taxis and 200 trishaws that would line the street to pick up passengers," she added.

When contacted, state Traffic Management and Local Government Committee chairman Chow Kon Yeow said the Penang Municipal Council had come up with a proposal to turn part of Weld Quay into a one-way street.

"The council has proposed that the entrance to the ferry right up to Ghaut Lebuh Chulia be turned into a one-way street to ease the traffic woes. So far, we have not received any objection from the business community there," he added. **Source : The Star**



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DONJON'S TUG FLEET CONTINUES TO GROW WITH NEW ACQUISITION



Donjon Marine, Co., Inc., a global marine services provider based in New Jersey, announced today that Donjon has added the 2,700 hp twin screw tug **Sarah Ann** (ex-June K) to its expanding tug fleet. The 78 x 26 x 10.5-foot tug, with twin CAT 3512B diesels and a 9-foot draft, was built in 2003 by A&B Shipyard, Amelia, LA. Designed principally for ship handling and assist work, barge towing and dredge assist, the tug's draft is shallow enough to navigate the many creeks and estuaries throughout the Port of New York region. The tug's upper pilothouse, whose maximum eye-height is 28 feet, can be folded aft to a 19-foot eye-height as required to accommodate any height restrictions.

The **Sarah Ann** will further support Donjon's existing and future projects as one of the largest dredging and salvage contractors in the Northeast, as well as broaden the towing services Donjon provides to its customers throughout the New York/New Jersey area.

Emirates connects Costa Cruise ships to passengers from all over the world

The UAE's position as the hub - and most popular destination - for cruise ships in the Middle East will be consolidated next month with the arrival of a new state-of-the-art luxury liner on its maiden voyage. And the arrival in Dubai of **Costa Deliziosa**, the 15th vessel to join the fleet of Costa Cruises, will strengthen an exciting partnership between Europe's number one cruise company and Emirates airline, with the firms geared for an expected surge in cruise tourism in the region.

Emirates and Costa Cruises will be at the forefront as the rapidly emerging industry is bolstered further this month when the new Dubai Cruise Terminal becomes fully operational, with a capacity to handle four ships simultaneously.

Costa Deliziosa, along with sister ships **Costa Luminosa** and **Costa Europa**, expect to dock in Dubai 32 times during the 2009/2010 winter season and Emirates will play a pivotal role in connecting holidaymakers with their cruise liners.

The airline - which will fly to 25 European destinations in 2010 after announcing the addition of Madrid, Prague and Amsterdam to its network - shares the same commitment to service excellence as Costa Cruises and will ensure many of their guests begin their dream holiday in style.

Costa Cruises, Italy's largest tourism group, expects this season to bring 140,000 visitors to Dubai - with many flying in with Emirates from France, Germany, Austria, Switzerland and the UK - and is confident of delivering a significant contribution to the tourism industry. **Source : TravelDailyNews**

Bunker sales in the Gibraltar and Algeciras up to 4.7 million mt in 2009

Suppliers in the neighbouring Spanish port of Algeciras were expecting sales of some 2.5 million mt, up from 2.4 million in 2008. The figures, published by the news service the Gibraltar Chronicle, are not official and have not yet been finalised. "The reported increase in volumes comes at a time when bunker hubs in Northern Europe have seen a decline in sales."

The reported increase in volumes comes at a time when some major bunker hubs in the Northern Europe have seen a decline in sales. Reports from Rotterdam and Antwerp suggest bunkers sales in 2009 may have fallen by around 15% year-on-year. Singapore, however, sold a record 36.4 million mt of bunkers in 2009, despite a dip in container and cargo traffic. The 12% year-on-year rise in bunker sales in Gibraltar in 2009 follows a 6% dip on volumes the year before. The Port of Algeciras Bay Authority (APBA) reported in July that its first half sales had grown 11%. The growth in bunker sales came even as the port's total throughput figures fell. Bunker sales in Algeciras have grown every year since passing 2 million mt in 2006. **Source: portworld**

Genco Shipping & Trading Limited Announces Plan to Sign Time Charter for Capesize Vessel

Genco Shipping & Trading Limited announced that it has reached an agreement to enter into a time charter for the Genco Augustus, a 2007-built Capesize vessel, with Cargill International S.A. for approximately 10.5 to 12.5 months at a rate of \$39,000 per day, less a 5% third-party brokerage commission.

The time charter for the Genco Augustus is subject to the completion of definitive documentation and is expected to commence on or about January 23, 2010 following the vessel's scheduled drydocking. The previous time charter for the Genco Augustus was completed on January 10, 2010 **Source : Genco Shipping Trading Ltd.**



The **FAIRMOUNT ALPINE** seen arriving in Cape Town - **Photo : Pieter Dekker ©**

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A group of 5 determined women dedicated to raise money for Breast Cancer research, committed in helping individuals realising their own power to make a difference. Not only by using words but mostly by taking action. As Spijkenisser Sisters they have teamed up for the annual 'A Sister's Hope 60K Walk'. www.asistershope.org

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A SISTER'S HOPE



Construction of deepwater port in Sao Tome and Principe to begin in 2011

Construction of the deepwater port in Sao Tome and Principe will only begin in 2011, one year later than planned, Oliver Tretout of the Terminal Link company has announced. "Despite the downturn due to the international financial crisis, this project remains viable and solid," Tretout told the Portuguese news agency Lusa on Thursday in Sao Tome, a day after meeting with the island country's prime minister, Rafael Branco, with whom he discussed the project's current status.

Preliminary work should begin this February, said Tretout, without providing further details. Negotiations are still under way with the European Investment Bank, one of the project partners. The Terminal Link representative said "significant progress has been made."

"Before we enter the construction phase, so to speak, there will be a number of technical jobs to do, besides finishing arrangements with the involved companies and potential project financiers so that we can effectively begin the execution phase in 2011," he added.

The deepwater port in Sao Tome and Principe "has no similarity whatsoever" and is not meant to compete with any other project of that nature in the Gulf of Guinea region, said Tretout, adding that the aim is "to complement other projects."

The project's overall price tag of US\$570 million is to be "largely" financed by the group Terminal Link belongs to, though also by the African Development Bank (AfDB), French Development Agency (AFD) and World Bank (BM).

Source : macauhub

INCHCAPE SHIPPING'S DAVID MACKAY TAKES ON NEW ROLE

Inchcape Shipping Services Kenya Ltd MD, David Mackay, has been promoted to the position of Vice President, East Africa whilst Mike Wallbanks, previously General Manager of ISS Kuwait, is moving to Mombasa to take over as General Manager of ISS Kenya. The moves take effect at the end of January.

Commenting, Senior Vice President for ISS Africa, Allan Vermaak said: "David already has immense experience in East Africa and is ideally placed to ensure that the Company takes advantage of the many opportunities we see in the region.

"Mike joins us from ISS Kuwait where he managed our Iraqi and Kuwaiti interests for several years. Kenya is a dynamic and profitable operation for ISS where, besides our full port agency services, we also represent liner principals, provide P&I correspondence and surveying services and run a container depot."

.... PHOTO OF THE DAY

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Above seen the 1986 built MLT flag and owned ro/ro vessel **CARMANIA EXPRESS** approaching Grand Harbour, Malta for a bunkering stop. Handling Agents were **Sullivan Maritime Ltd, Malta**.
Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

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