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Above seen 2009 built MLT flag crude tanker PROFIT, flagship for GEDEN LINES, Turkey offshore Malta on Friday 15th January 2010.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

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The brandnew **PETRO RIG III** seen at Singapore West Jurong anchorage
Photo : Marcel Faasse (c)

**Why no one criticize IMO, BIMCO, ISF,
ICS, ITF and others for their shameful
attitude towards seamen?**

As received from and written by : **Mikhail Voytenko**

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My name's **Mikhail Voytenko**, I'm owner, editor, columnist, programmer, designer and everything else in one, of Russian maritime online edition Maritime Bulletin. During last three years I became something of a piracy expert in Russia and I'm still is, though I had to flee Russia after **Arctic Sea** story. I've been involved in several hijack cases, among them hijacking of m/v **Lehmann Timber**, ro-ro **Faina**, boxship **Hansa Stavanger**, bulker **Ariana**, f/v **Thai Union 3**. The more it all goes on, the more I wonder, because from my point of view, now we have Somali piracy and fighting this Somali piracy, they're different processes, living independently of each other. Bulker **Ariana** story just turned me on and I decided to establish a special site devoted to seamen, whom nobody helps, whose relatives found themselves in a total emptiness, who asked for help all organizations and institutions, and didn't even get a reply.

There are such international organizations, as IMO, BIMCO, ISF, ICS, Intertanko, Intercargo, ITF and others. All the time through we hear from them how important it is to fight piracy. How we must better fight piracy. General Secretary of IMO is among first in line, saying platitudes here and there all the time. We have to fight pirates, proclaims General Secretary one day. We have to put more efforts to fight piracy, says he the next day. You know, if I go now on the street with a placard "Let's all fight piracy", effect will be the same, zero. The only difference is, what I say will go unnoticed, what he's saying is wide-spreaded all over the world, but repeat – with the same effect, pirates simply don't know, that there's IMO fighting them with all GenSec's lungs might. Not only IMO, all the rest are doing the same. Well, they don't just bla-bla, they get something more substantial from this fight. Last year there was an International Fund established in New York, with the purpose of helping to prosecute Somali pirates. Main initiators are international maritime organizations. Fund was established in days when Ariana crew was starving, and their relatives were crying for help everywhere, including those organizations. They didn't pay least attention to those pleas, they were busy fighting pirates and establishing this Fund. Now, my question is, whom they're going to prosecute, half of Somali's population? There are ten willing to take a place of one pirate arrested or killed in high seas, and by the way, there are more and more deaths among pirates, as they go far to the ocean, and as navies shoot them without much publicity at every opportunity. One can't prosecute the whole nation, even if he's General Secretary of something and has a Fund at his disposal. So, what for are these ridiculous Fund and unrealistic idea, whom will they serve finally? IMO awarded "for exceptional bravery at sea" nearly all navies patrolling Gulf of Aden, even Indian, whose fregate gunned to pieces Thai fishing vessel with all hands on board, only one survived. Let's frankly say, there is no exceptional bravery for navies, pirates are no danger for them in any way. But this is only one aspect, another one is effectiveness of the whole military activity in the region. With forces involved, it's very poor. Well, we understand that we're talking about operation, for which modern navies are totally unprepared, it's a guerilla war at sea. But why nobody, including international maritime organizations and associations, never proposed ideas long time talked over by seafarers and navies between themselves? There are two different ways to fight Somali piracy. One is to eliminate piracy roots, i.e. either to find and back with all possible means some real national power, capable of restoring an order in a country, or occupying either all of Somali or at least some key points among coastline. This is strategical way, beyond at least my scope, too much politics. Another one is totally different – to secure shipping in the region, to make it safe. This one is tactical. Mistakenly or not, but those two ways are presented like one for public. As we know, navies aren't able to guarantee safety even in Transit Corridor in a Gulf, not to say about the rest. Still, there is such a way, but it requires a real international cooperation, not this "deepening cooperation" they feed us with. What I mean is very simple, it's not just my idea, it's idea of many. The only guarantee is a team of mariners or commandos, they're better than any private security agency guards just because they're legal in all ways and they're much better armed. All most interested states are to do is, to establish some kind of a shuttle guard teams, delivering them on board of any commercial vessel in point A and taken from board in point B, with several floating bases to host those teams, and of course, delivery facilities, from helos to Zodiaks. Leave in a Gulf several patrol ships, and send the rest to wholly unprotected Indian ocean. Why nobody even mention this idea, widely discussed and supported between seamen and navies, in talks, on Forums, in blogs?

But even this aspect isn't the main I'm worried about. I'm worried about hijacked crews. Why nobody among global shipping leaders, ever, said something about helping those people? Establishing not a Fund to prosecute pirates, but a Fund for humanitarian help to hijacked crews, and monitoring service, so that at least relatives won't go mad from anxiety for their beloved ones? Those who read this article, did you ever talk to relatives of captured seamen? I've been talking in some cases for months, every day. I know what they're going through, and I say – it's a shame. Shame on all and every maritime organizations. Take for example bulker Ariana case – relatives wrote letters to all maritime institutions, no answer at all. The reason for cruel treatment of the crew from pirates was only one – greediness of

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shipowner, Spiros Minas. Did any of those organizations talk to him? Mention this case as an example, a problem – what to do if shipowner just don't give a damn for the fate of the crew? No. Nobody said anything. Another thing I worry about, is ransom and all other expenses related with piracy, and covered mostly by shipowners. Question is – why? Why do they have to pay for something which originated not from their faults and which is out of their reach? Global shipping works as we all know, for global economy, for all humankind. There is a country, where order can be restored only on some international, interstate level. Why owners pay all the costs and there is no compensations from international community? Far from that, here and there politicians express their protests against paying ransoms. Those people don't understand what they're talking about, and still, many of them are leaders of the nations or high-placed officials. They specially or not, mix piracy and terrorism, but those two are wholly different in nature. If owners stop paying ransoms, then, Somali pirates will simply rob vessels and take all crew or some of the crew with them, to sell seamen later to their relatives. Not millions, but still better than nothing. There are two main victims of pirates, seamen with their relatives, and shipowners. And they're all alone in their misfortunes, nobody cares, including our honorable IMO, BIMCO, ITF, ICS, ISF and many others.

After all, what risks we're talking about? IMB said there were 47 vessels highjacked by Somali pirates in 2009, I have different method of calculating, because I don't include in statistics many local highjacks (dows or some vessels with murky history), too doubtful, both highjacks and release. I count only ocean-going vessels registered in world databases, those we know were released after talks with shipowners, whom we also know, and paying ransom. If one stats only those cases, he'll get no more than 30 vessels highjacked during 2009, 14 in Gulf of Aden, the rest in Indian ocean. As we know, there are 25000-30000 vessels transiting Gulf annually, so what is the risk of highjack? Crossing heavy traffic street is more dangerous. Somali piracy, in case somebody don't figure it out yet, demonstrated us during last two years some physical limitations. They can't hold more than 15, 20 at the most, vessels in one time, they can't grab 1-2 vessels each day during say, a month period. Each wave of attacks and highjacks was preceded by a wave of releases. Pirates get rid of several vessels, get millions in ransoms, and massively go to the sea to get another prey. All in all, Somali piracy is no real danger to a global shipping, at least till they're alone and don't get mixed up with organized crime or terrorists. But there are enough highjacks to get publicity and even establish international Funds, to bla-bla every time there is nothing else to say and nothing to divert attention from other real problems. I don't talk about those who make money on piracy, like insurers, security agencies and others, this is just business. I talk about politicians, states, international organizations and institutions, associations and unions. Their behavior is most disgraceful and shameful, they simply use piracy to get more credit and publicity. They're ready and willing to fight piracy for years to come, as long as it brings them what they're after.

But there are other accidents and incidents, where maritime institutions keep silence and prefer not to interfere. For example, a case of bulker *Island of Luck*. Here is the story in short:

Bulker **Island of Luck** arrived Matadi, Congo, October 4 2009. Crew 23, 15 Ukraine and 4 Russia, including all officers. Bulker detained on a false accusation, crew assumed to beat and throw overboard 4 stowaways, one of them died. First the whole "case" was faked up because local company, receiver of the cargo, rice in bags, didn't want to pay for a shipment in full. Now it's more politics, local authorities before elections want to demonstrate their struggle to defend locals from foreign, namely european, "abusers". By January 14 nearly all crew managed to return home except 8 arrested, their present condition almost unknown. Among them Ukrainian Master and Russian Chief Officer, all others are Ukrainians. Relatives know from some rare mobile phone calls, that they are kept in cells with local criminals and in constant danger of being beaten or killed, just because they're of a different race, "abusers" of African people. Cellmates rob sailors of their food rations, sailors have to sleep and rest in watches, in order to stay alive. Court constantly delayed because witnesses mistake their evidence, because actually, case is faked, and don't stand any serious trial. Shipowner abandoned vessel and crew, reaching agreement with insurance and Congo authorities, he stopped paying salaries to families of those under arrest.

Relatives asked for help all institutions they know, I mean IMO, BIMCO, ITF, ICS, ISF and others. No reaction. I understand to some extent ITF, when they keep silence, they actually say by that silence loud and clear – "sorry, but no profit here, we're out". What about the rest? Or another case, two Ukrainian citizen, Master and 2-nd Officer of bulker *B.Atlantic*, they're under arrest in Venezuela for third year. Many sailors and shipowners know what I'm talking about – authorities "find" packs with cocaine underwater, attached to a hull, and then arrest vessel. In this case vessel is already confiscated, but Venezuela can't exploit bulker in international trading because they weren't able to prove crew or shipowner involvement, they can't in fact prove anything, and if vessel leaves inner waters, she will be detained

and returned to rightful owner. So Venezuela needs a court, something official to claim her rights on this bulker. But nothing comes, no court would have to do anything else except close the case and free seamen and vessel. Where are defenders of seafarers rights, IMO, BIMCO, ITF, ICS, ISF, etc.? Why do they stand for a Master arrested by Norwegian authorities in Full City case, in some other cases, also in countries where we have little doubt court will be a just one, and don't even mention cases like the ones abovementioned? Do they mean it's politically incorrect to criticize Congo or Venezuela regimes, or do they consider Russian and Ukrainian sailors inferior to others, those they care about? Or it's simply doesn't pay, to help crews and shipowners, if they have problems with some "doubtful" countries and regimes? Too much trouble with too little, if any, award?

Final question – who they are, those IMO, BIMCO, ITF, ICS, ISF and others? In all my years in maritime journalism I didn't ever see or read any criticism of any of them. Why? They don't need it, because they're perfection itself, they're already gods? You know, before all cases I got involved in, I hated only Russian bureaucracy, now I hate international one no less than Russian. I hate their well-fed pinky cheeks and big bellies, I hate their empty, icy eyes, warming only when they see a profit. I was born and grew up in Soviet Union. One of the reasons Soviet regime fell, was total lack of any criticism. Criticism was a punishable misbehavior with serious risk for critics. I don't know about any such risks in case of maritime bureaucracy, but I know for sure, for 100 pct, that any industry is steering to dangerous waters and to disaster, if leaders of this industry are above critics.

Source : Mikhail Voytenko - Maritime Bulletin - <http://www.odin.tc> - vmd@odin.tc

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



HAL's **VOLENDAM** seen moored in Melbourne - Photo : John Bone (c)

RANSOM DELIVERY FOR SUPERTANKER FAILED

Not yet officially confirmed reports from our maritime observers on the ground in Somalia say that the delivery of a huge, record-breaking ransom to the oil supertanker VLCC **MARAN CENTAURUS** failed. While the delivery had earlier been scheduled for tomorrow, a change of plans launched it for today. But just before the estimated time of the air drop of the money four speedboats manned by a rival pirate militia from the central Somali coast tried to position themselves close to the tanker with the plan to snatch the ransom. Though a Reuters report speaks of rival pirates

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from Puntland, local observers identified the attackers as HabrGedir Saleban, who hail from the same area of those who are presently holding the oil tanker.

Reportedly three helicopters from a nearby warship launched a counter-attack and fired upon the attacking speedboats whereby one of the boat drivers got injured. It is for sure a novum that naval helicopters interfere in the pirate quarrels among themselves, but certainly in this case it was warranted and highly necessary in order to avert an environmental disaster of extreme magnitude, which would be caused if the tanker would be hit and set on fire. ECOTERRA Intl. had warned already in November of the serious danger the highjacked tanker poses to the marine and coastal ecosystems of the entire Indian Ocean coast of the Horn of Africa.

Since several days reports had transpired, which said the pirate groups were up in arms against each other concerning the sharing of the expected extraordinarily high ransom and it is certainly not safe to deliver a ransom unless a plan agreed by all sides is in place and a rear-guard is set up.

The helicopters managed to drive the rival group in their boats back to the shore and the delivery was called off. **VLCC MARAN CENTAURUS** was seized on Nov. 29, 2009 near the Seychelles while sailing from Kuwait to the Gulf of Mexico. The tanker has a crew of 16 Filipinos, nine Greeks, two Ukrainians and one Romanian on board and is carrying around two million barrels of crude oil. Already during the release of the last very large crude carrier, the **VLCC SIRIUS STAR** the delivery operation saw the death of six Somalis in a confused operation, which nearly caused that vessel not to be released. **Source : Eccoterra**



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The **Sea Leopard** seen towing the barge **H-406** loaded with the **Peregrino-B** topside approaching Heerema's **HERMOD** in Brazilian waters

Photo : Capt Jan Berghuis ©

Somali pirates free oil tanker after record ransom

Somali pirates freed a Greek-flagged tanker carrying 2 million barrels of oil on Monday, a day after the biggest ransom yet paid to them was dropped onto its deck, the pirates and a maritime official said. The **Maran Centaurus** was seized on Nov. 29 with 16 Filipinos, nine Greeks, two Ukrainians and a Romanian on board. An aircraft dropped a ransom believed to be between **\$5.5 million and \$7 million** onto the vessel on Sunday, officials said. "We have agreed to solve our disagreements and release the ship. It is free and sailing away now," one of the pirates, Hassan, told Reuters by telephone. "The crew are all safe." Another pirate and a regional maritime official confirmed that the tanker, hijacked near the Seychelles archipelago in the Indian Ocean, was freed on Monday.

The ransom dwarfed sums paid previously for vessels held by Somali sea gangs. A dispute between two rival pirate groups over the spoils had delayed its release. Ecoterra International, a Nairobi-based group that monitors shipping off Somalia, said two pirates had been killed in a gun battle with a rival gang as they returned to shore. "The stash of the record-breaking ransom ... is reportedly now held in a heavily guarded house in Haradheere," it said, adding that the pirate-run port was now very tense because the sharing of the funds had not yet taken place. "(The) pirates bragged that they even had dished out \$500,000 to the crew for what they call 'good co-operation'."

On Sunday, pirates on board the tanker and rivals in speedboats fired at each other in a tussle for control of the vessel before the ransom was due to be delivered. The pirates in the speedboats had threatened to set fire to the vessel unless they received a share of the spoils. Pirates on another hijacked ship nearby and local elders onshore told Reuters helicopters from Western navies patrolling the waters off Somalia fired at the speedboats, driving them from the area before the cash was dropped. The Greek owner of the tanker, Maran Tankers Management Inc., said in a statement from Athens it was "delighted" the ship, its crew and cargo had been freed and were now under naval escort to a safe port. "Maran Tankers Management Inc. will not be releasing any details of the talks which led to the release of the vessel, as they do not wish to provide any information which might in any way encourage further criminal acts of this kind," it said. A \$3 million ransom was paid for the release of another oil tanker, the **Sirius Star**, in January 2009. Similar sums have been paid subsequently for the release of merchant vessels. Worldwide piracy attacks rose nearly 40 percent in 2009, with Somali pirates accounting for more than half of the 406 reported incidents, according to the International Maritime Bureau (IMB). Typically, the pirates hold the captured ships and crews hostage until ransoms are paid. The stakes are high for the gunmen in their poor, anarchic Horn of Africa country. At the end of last year, Somali pirates were holding **at least 12 vessels for ransom, with 263 crew members of various nationalities as hostages, the IMB said last week Source : Reuters**

Tugboat and barge held

The Malaysian Maritime Enforcement Agency has detained a tugboat and barge for allegedly dumping dredging silt at an unauthorised area here. The agency's Tanjung Sedili enforcement chief Abdul Hadib Abd Wahab said the Maritime Operations Centre received information on the barge's illegal activities near Tanjung Stapa, here, on Saturday.

He said the tugboat, registered as **Meisun T33**, and its barge were involved in seabed dredging off Pasir Gudang Port. "A team of 32 enforcement officers, with an officer from the Kota Tinggi district Department of Environment, conducted a stake-out and followed the tugboat."

He said the stake-out was to make sure the vessel was indeed involved in illegal activities. "These vessels are allowed to dump the dredging silt only at Sungai Punggai, near Kota Tinggi," he said. Abdul Hadib said after a few days of surveillance, they detained the vessels at around 2.30pm on Saturday when it was 3.4 nautical miles off the shores of Tanjung Stapa.

Initial investigations revealed that the barge carried 263,000 cubic metres of dredging silt and nearly half the contents had already been dumped into the sea. "Subsequent investigations showed that the vessel was registered in Dominica and is owned by a local company," Abdul Hadib said.

"The eight Indonesian crewmen were brought to the Pasir Gudang Port Jetty to assist in investigations." Abdul Hadib said the case was being investigated under Section 34A(7) of the Environment Quality Act 1974. He said anyone found guilty of the offence could face a maximum fine of RM100,000 or five years' jail or both. **Source : The Star**



The **MSC DANIELA** seen outward bound at the Westerscheldt River – **Photo : Rinus de Pooter ©**

België kan piraten zelf vervolgen

Donderdag is in het Belgisch staatsblad een nieuwe wet tegen piraterij op zee verschenen. Die maakt het mogelijk (Somalische) piraten in ons land te berechten. Daarvoor krijgen de commandanten van Belgische schepen alle bevoegdheden van een officier van de gerechtelijke politie. Dat schrijft onder andere De Tijd. De commandanten moeten de opsluiting van de piraat wel binnen 24 uur melden aan de federale procureur in België. Ze moeten ook eigenhandig een proces-verbaal opstellen.

En de opgesloten piraten moeten al even snel via radio of telefoon worden verhoord door een onderzoeksrechter in ons land. Tenzij dat praktisch onmogelijk is. De piraten worden dan zo snel mogelijk naar België gebracht, om uiteindelijk hier of door een buitenlandse rechtbank berecht te worden.

Voor elke poging tot piraterij tegen Belgische schepen voorziet de wet een celstraf van vijf tot tien jaar. Leaders van een piratengroep riskeren zelfs 15 jaar cel. En als de rechtbank oordeelt dat de "milieubescherming" of de "veiligheid van de scheepvaart" in gevaar is gebracht, riskeren de piraten 20 jaar cel. Wanneer er doden vallen, riskeren de piraten levenslang.

Met de wet wil België tonen dat "het ons land menens is met de strijd tegen piraterij". De federale regering hoopt hierdoor ook meer kans te maken op het bevel over de Europese Operatie Atalanta voor de Somalische kust, in het najaar. In september keert het Belgisch fregat Louise-Marie terug naar de Golf van Aden om er te patrouilleren.

Source : De Morgen

Somali pirates feud over Greek-flagged oil tanker

Rival Somali pirate gangs fired shots at each other on Sunday in a dispute over how to split any ransom for a hijacked Greek-flagged oil tanker with two million barrels of crude oil aboard. Pirates from the semi-autonomous northern region of Puntland, who seized the **Maran Centaurus** in November, say they do not want to share the spoils with pirate gangs in the pirate haven of Harardheere, where the vessel is moored. But the tanker and its 28 hostages are

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 019

now under the control of gunmen from Haradheere. The pirates from Puntland, aboard speedboats nearby, are threatening to set fire to the tanker if they miss out on any payment. "We have risked our lives in hijacking the ship. These Haradheere men cannot deprive us of our rights," a pirate called Aden told Reuters. "If need be, we shall start a fire as soon as the ransom is about to arrive." The United Nation's shipping agency warned in December that if the tanker had an accident due to bad weather off the coast of Somalia it would create an "environmental catastrophe". The ship's Greek management company says there are nine Greeks, two Ukrainians, one Romanian and 16 Filipinos on board.

Many residents fled the centre of the normally peaceful Haradheere on Sunday morning fearing violence could engulf the coastal town north of the capital -- or allow hardline Islamist insurgents to take advantage of the situation and move in. "Our town was calm and booming but now we fear violence," local elder Abduallahi Ali told Reuters by telephone. "The pirates are well-armed and if they exchange fire it will affect the whole area."

Somali pirates had a bumper year in 2009. Worldwide piracy attacks surged nearly 40 percent, with Somali pirates accounting for more than half of the 406 reported incidents, according to the International Maritime Bureau (IMB). Typically, the pirates hold the ships and crew hostage until they are paid ransoms and free the vessels. With ransom payments running into millions of dollars, the stakes are high for the gunmen in their poor, anarchic Horn of Africa nation. At the end of last year, Somali pirates were holding at least 12 vessels for ransom with 263 crew members of various nationalities as hostages, the IMB said last week.

Ransoms are usually divided between the hijackers -- with bigger shares going to those who first boarded the vessel -- people who have invested in the pirate ventures, those who guard moored ships and local communities onshore. There is even a small pirate "stock exchange" in Haradheere where a Somalis can contribute money or weapons to the sea gangs in return for a dividend when ransoms are paid. In Puntland, by contrast, the authorities have pledged to crack down on piracy. "The argument started after men from Puntland who hijacked the ship refused a ransom share for Haradheere pirates. Now hundreds of well-armed and angry pirates have gone onto the ship," pirate Hassan told Reuters. "Puntland pirates cannot really challenge the Haradheere pirates because of the geographical position," he said. "Though the situation is tense as Puntland pirates may open fire to stop the ransom being taken by Haradheere pirates." **Source: Reuters**



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New Ships Idle, Waiting for Cargo to Fill Them

From Loch Striven in Scotland to the Strait of Malacca in Southeast Asia, more than a tenth of the vessels that transport the world's manufactured goods in containers is idle. For most, orders to sail will not come for some time. Although world trade, which collapsed last year, is beginning to recover, driven especially by demand from developing countries, that recovery is being offset by added capacity in the large number of new container ships that will keep steaming out of the world's shipyards.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 019

Among those suffering most are lines like the German company Hapag-Lloyd and the Danish group A.P. Moller-Maersk, which ship boxed goods around the world. Much like the giant banks crippled by the subprime mortgage crisis, those companies are paying now for having expanded too aggressively during the boom, according to analysts.

Drewry Shipping Consultants in London estimates that the 20 or so major carriers, all Asian or European, lost \$20 billion in 2009. According to Alphaliner, an industry information provider, seven smaller carriers went out of business last year, including Contenemar of Spain. "We've never seen anything like this," said Chris Bourne, executive director of the European Liner Affairs Association, or E.L.A.A. "It's the worst situation since the start of containerization in the '60s." The depression in revenue is weighing not only on the shipping companies, but also on ports and shipyards, especially in Europe, which have seen prices slump amid the glut.

Financing is not yet arranged for most ships on order this year and next, analysts say. There have been deferrals, almost certainly involving lost down payments, which are typically 15 percent to 20 percent — not insignificant if the bill is \$160 million. The privately held CMA CGM of France, one of the largest carriers, recently said that it was discussing cancellations and postponements with South Korea.

Carriers have long had to adapt to economic cycles, shifting trade patterns and geopolitics. During the 1970s, they were hit by the oil shocks and the reopening of the Suez Canal, which cut demand for the supertankers that round southern Africa. Recovery took a decade, hampered by recession during the 1980s.

According to IHS Global Insight, a research and consulting firm, the global liner industry — the companies that mainly transport cargo containers — is responsible for 13.5 million jobs directly or indirectly. The 400 liner services carry 60 percent of international seaborne trade, according to the World Shipping Council, which represents the industry; the remainder is carried mainly by tankers and bulkers. The most important route in volume and value is from Asia to Europe. China, which recently surpassed Germany as the world's largest exporter, announced last Sunday that exports had risen 17.7 percent in December from a year earlier, the first increase in 14 months; imports soared 55.9 percent in December. Other developing countries are also seeing strong demand for freight, particularly products like cement or steel for building projects. That translates into business for tankers and bulk carriers, however, rather than container vessels. Container traffic will probably not recover prerecession levels until 2012 or later, most analysts say. Drewry Shipping expects a 2.4 percent increase in global trade volume this year, after an estimated 10.3 percent plunge last year.

"On the demand side, we do see some strength; we see continued strength in China," said Vikrant S. Bhatia, chief executive of KC Maritime, a bulk-carrier shipping line based in Hong Kong. "The problem we see is really on the supply side."

Until 2008, the liners were cresting; shipyards were humming, building ever larger ships as ports expanded and new services opened, underpinned by low-cost finance. "Everyone thought they could walk on water," said Jesper Kjaerdegard, a partner with the consulting firm Mercator International in London. "The container liners were like kids in a toy store." The expansion meant that even if trade had grown as before, there would have been capacity issues, he said. Container vessel deliveries grew to 14 million standard containers at the end of 2009, from 4 million a decade earlier, according to Alphaliner. The market soared especially from 2005 to 2008.

Deliveries will fall to 127 in 2012 from 371 this year, according to Alphaliner. Still, the container fleet will grow 14 percent this year and almost 10 percent next year, showing that it will take years to balance supply and demand. In terms of ships built, South Korea is the global leader, but China and Japan have efficient industries, and India and Vietnam are entering the market.

Hercules E. Haralambides, director of the Center for Maritime Economics at Erasmus University Rotterdam, said many Asian carriers were in a better position than others because government subsidies there allowed yards to offload canceled orders to domestic liners or owners at low rates. The European industry has been in decline for years. Italian and German shipyards have recently sought state guarantees, and the European Commission approved aid to the historic Gdansk yard in Poland last year. But government support runs beyond shipbuilding. Tens of billions of euros were extended to the sector in Europe last year, excluding aid to banks most exposed to the sector, like Royal Bank of Scotland and Commerzbank. Berlin and Hamburg have already stepped in to support HSH Nordbank, the largest shipping finance bank, and the German government has offered Hapag-Lloyd €1.2 billion, or \$1.7 billion, in guarantees. CMA CGM has also opened talks with Paris, and French ship owners have requested guarantees to meet lenders' demands. French and German executives have requested "bad banks" in which to unload problem debts. Fabio Pirota, a spokesman for the European Commission, which polices competition policy in Europe, said approval of such aid for shipping companies was "still under assessment."

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 019

But stronger industry players and shippers are already crying foul. Anders Würtzen, head of public affairs at A.P. Moller-Maersk, said state aid to liners was "always bad news, whether granted to European or Asian companies, to the extent that it is used to maintain vessel new-building programs that could otherwise be reduced or delayed."

That sentiment is echoed by shippers, the customers who own the goods that are shipped.

Maersk, owner of the largest carrier, Maersk Line, posted a first-half loss in 2009 of \$540 million. Morten H. Engelstoft, senior vice president, said the company had been shedding capacity, using "super-slow steaming," laying up vessels and examining alliances to share routes, as long as they did not violate antitrust rules. The outlook is still "bumpy," he said. "Despite the latest rate increases, the rates are below cost and clearly unsustainable."

An E.L.A.A. index of European import rates fell below 50 in March, from 100 in 2008, before recovering to 80 in the autumn. Further out, consolidation is unlikely until the market stabilizes further, and that will take time, said Mr. Bourne of the E.L.A.A. The near-term fix still involves mooring vessels offshore. At Loch Striven, Maersk has six ships idle; it expects them to remain there another year. The company has been trying to win over skeptical residents by arranging tours and reducing noise. Local anger is now directed at the port of Clydeport, for sending the vessels to the loch after Maersk had requested facilities. **Source: New York Times**

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The **OCEAN MOONBEAM** seen in Singapore-Jurong - **Photo : Piet Sinke ©**

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CASUALTY REPORTING



1 dead, 5 missing in Malaysia boat accident

One teacher died and five students were still missing after their boat capsized off the resort island of Penang in northern Malaysia early Sunday, police said. Penang police chief Ayub Yakob said 18 people were on the long, narrow boat when strong undercurrents tipped it over as it made a turn. They were practicing for a dragon boat competition to be held later in the year, he said. Ayub said there were 15 young paddlers aged at least 17 years old, one teacher and two trainers in the boat. "The body of one male teacher has been fished out of the sea," he told reporters, adding that most of the students swam to shore safely.

Ayub said rescue teams were searching for the missing students, adding that initial investigations revealed that several of the rowers from a local school were not wearing life jackets. **Source : Inquirer**

NAVY NEWS

US NUCLEAR SUBMARINE IN GIB

The US Navy Los Angeles-class nuclear submarine **USS Philadelphia** arrived in Gibraltar yesterday on what could be its final voyage after 33 years in service. The US Navy said last year that the Los Angeles-class submarine, which was commissioned in 1977, was "tentatively scheduled for inactivation" this summer and would be decommissioned at a later date.

The **USS Philadelphia** docked at the Z berth on Gibraltar's South Mole yesterday morning and no details were given as to the length of its stay. A British Forces spokesman only said that it would be "a short stay as part of scheduled operational tasking." Los Angeles-class submarines carry missiles capable of striking land targets and are also used for special forces operations. Although its work is normally conducted out of sight, the **USS Philadelphia** made headlines in 2005 after it collided with a Turkish freighter in the Persian Gulf. The vessel sustained some hull damage at the time but its nuclear propulsion system was not affected by the impact. **Source : Chronicle.gi**

Iran Announces Self-Sufficiency in Naval Industries

A senior Iranian commander on Saturday praised the country's progress in manufacturing advanced naval tools and equipments, and announced that the Islamic Republic's Navy is no more dependant on foreign states for supplying its military needs. "Today, the Islamic Republic of Iran's Navy is proud to have been able to reach self-sufficiency in

manufacturing all kinds of advanced naval equipments," Commander of the Iranian Army's Naval Force Rear Admiral Habibollah Sayyari said. He further pointed out that production of such missile cruisers and frigates as Paykan, Joshan and Darafsh illustrates Iran's technological mastery in naval industries.

Iran has been pushing an arms development program in recent years in a bid to reach self-sufficiency. It has produced its own jet fighters and armored vehicles as well as radar-avoiding missiles and other high-tech weapons. The Islamic Republic of Iran is also capable of manufacturing various kinds of naval vessels such as missile cruisers and destroyers. The Iranian Navy announced in August that it plans to boost production of different types of home-made vessels.

Also in April, Commander of the Iranian Army Major General Ataollah Salehi announced that Iran plans to manufacture the largest destroyer and the most advanced submarines in the region. Iran announced in June that a home-made submarine, named Ghadir 948, had joined the naval brigade of the first naval zone. In November, Iran announced that its first domestically built Ghadir class submarine launched operation. The Iranian military said that the submarine can easily evade detection as it is equipped with sonar-evading technology and can fire missiles and torpedoes simultaneously. According to Rear Admiral Sayyari, Ghadir-class submarines are the second Iranian-built underwater craft outfitted with state-of-the-art electronic equipment. **Source : FarsNews**

More welding problems prompt another investigation on Navy submarines

General Dynamics Electric Boat has launched another investigation into welds on at least one Virginia Class submarine after the company found that a shipbuilder at its Quonset Point, R.I., shipyard may not have properly evaluated the quality of the welds he was charged with inspecting. The employee, who Electric Boat would identify only as a "trade worker," worked on at least one submarine -- the recently delivered **New Mexico** -- though the probe could expand to include other boats, officials told the Daily Press this week. Electric Boat, which builds submarines in a partnership with Northrop Grumman Corp.'s Newport News shipyard, notified the Navy "immediately" after it uncovered the issue Dec. 1, said Robert A. Hamilton, a company spokesman.

None of the welds in question involve so-called "subsafe" portions of submarines, which include all systems exposed to sea pressure or are critical to flooding recovery, Hamilton said. After a preliminary investigation and assessment, Electric Boat and the Navy concluded that the welds in question would not pose an immediate risk "on the ships that were underway," said Rear Adm. William H. Hilarides, the Navy's program executive officer for submarines.

"We made sure that, if all the things (the worker) did were wrong, that there would be no threat to any of the ships," Hilarides said. "That's done, and we're moving on." Neither the Navy nor Electric Boat would say how many subs could be affected. The company is still collecting and reviewing records and expects to conclude its investigation within the next several weeks. Patricia K. Dolan, a spokeswoman for Naval Sea Systems Command, the Navy's acquisition arm, said it is "inappropriate to provide any additional information regarding the ongoing (Electric Boat) malpractice investigation until its findings are presented to the Navy."

The latest problems sharpen the focus on quality-control processes at Electric Boat, and -- at least temporarily -- dim the spotlight that's been on Northrop over the last two years for similar issues. Electric Boat's ongoing investigation has not delayed any ship schedule, officials said. The Navy is scheduled to commission the **New Mexico** on March 27 at Naval Station Norfolk. The probe is limited to one worker, who is still an employee of Electric Boat but has not been in his job since the investigation began, Hamilton said. "We are thoroughly evaluating all work performed by the individual," Hamilton said. "An important factor is that this was identified internally and fixed internally." Because final assembly and delivery of the New Mexico was handled in Newport News, Electric Boat is coordinating weld assessments and any potential corrective actions on the boat with Northrop.

Northrop deferred all questions on the issue to Electric Boat. Construction problems on Virginia Class subs first surfaced in late 2007, when an investigation revealed that workers in Newport News engaged in improper welding procedures that could have led to cracking in internal pipes and joints on submarines. After a 16-month investigation, the Navy determined that those problems pose no risk to sailors and submarines.

In early 2009, a Newport News weld inspector admitted to signing off on the quality of welds that he did not inspect. The inspector, Robert Ruks, was fired. The issue is still under investigation by the Naval Criminal Investigative Service. Then last August, the Navy found that weapons-handling systems on at least four submarines were installed incorrectly by Newport News workers. That investigation and the resulting repairs led to a delay in the delivery of the **New Mexico**, the sixth Virginia Class submarine that was supposed to be in the Navy's hands in August and commissioned in November. Northrop Grumman is still working through inspections and repairs on the other affected submarines, a process the company hopes to complete by the end of March. Despite the problems, the New Mexico was completed in 70 months, four months ahead of the contract schedule and fastest of the six subs completed so far, the Navy said.

"We had four or five quality problems on **New Mexico** that came to light as we delivered the ship," Hilarides said. "Each one of those was serious ... (but) each one was extremely limited in the number of things that went wrong." Although the Navy has spent considerable time, resources and effort investigating problems on the Virginia Class subs, it has resulted in very little required repairs, Hilarides said. "It's a bad story because we can't afford any quality problems on these ships," he said. "But ultimately, (the problems) have been relatively small and we've been able to get high quality ships aside from all that." **Source : tradingmarkets**

Battleship Missouri open for visitors again

The battleship where officials from Japan and the Allied Forces signed surrender documents ending World War II is reopening after three months of maintenance and repairs. The former **USS Missouri**, now called the Battleship Missouri Memorial, came out of drydock Jan. 7 and started welcoming visitors again on Friday.

The ship is in Pearl Harbor, moored a few hundred yards from the **USS Arizona**, a battleship that sank when Japan attacked Dec. 7, 1941, forcing the United States into the war. The surrender documents were signed on the **Missouri's** deck on Sept. 2, 1945, in Tokyo Bay. The **Missouri** also served in the Korean and Persian Gulf wars before being decommissioned in 1992. The memorial opened in January 1999. Find details for planning a visit at <http://www.ussmissouri.com>

Govt approval to Gorshkov final price awaited: Navy

With the completion of protracted talks between India and Russia to fix the cost of **Admiral Gorshkov** aircraft carrier, the Navy today said it was waiting for the government's approval to the final price. "I cannot speak anything about the final pricing till the government's approval is announced," Navy Chief Admiral Nirmal Verma told reporters here. "But, yes, for any of these major induction programmes, we have a price negotiation committee, which has done its job, and a mutually agreed price has been arrived at," he said after a visit to the NCC's Republic Day Parade Camp.

During prime minister Manmohan Singh's visit to Moscow last month, the two countries finalised the price for the repair and refit work on the aircraft carrier that was bought by India in 2004, and rechristened **INS Vikramaditya**.

Though the ship was bought for USD974 million at that time, the Russian shipyard Sevmash hiked its costs for the repair and refit work to demand an additional 2.9 billion in a two-year period since 2007. However, after working out the costs of repair and refit, India was willing to pay only about USD2.2 billion. The discussions between the two sides ended during Singh's visit, and a "mutually agreed" final price has now been arrived at, though none in the government or the Navy is willing to hazard a guess on the figure at the moment. **Source : DNA India**

Dutch navy to build supply ship that Canada's been thinking about for six years



The Dutch have set in motion plans to build a multi-purpose supply ship for their navy, becoming the first country to capitalize on Canadian ideas and innovations in maritime architecture. The Netherlands' Defence Materiel Organisation, and Damen Schelde Naval Shipbuilding, have signed a contract to build a 28,000-tonne joint support ship, similar in size and capability to one Ottawa has been wanting to construct for six years but can't seem to get going.

The Conservative government shelved the Canadian navy's own \$2.9- billion supply ship replacement program in 2008 when the bids came in far above the project's approved budget envelope.

Last week, Ottawa was unable to deploy its existing East Coast naval replenishment ship, HMCS Preserver, for relief operations in Haiti because the more than 40-year-old vessel was stripped down for a life- extending refit, set to begin in April.

Senior defence officials say they hope to get the replacement ship program back on track this year, but could not give any specific timetable for the release of a request for proposals. The Dutch, who've followed the Canadian program closely, want a ship that can resupply other warships, transport vast stores of army equipment and vehicles, but also act as a floating headquarters and hospital if necessary.

Having a ship that can do all of those things is not only a necessity in a small navy, but also more expensive than single-purpose vessels. Since the Canadian program was shelved, the navy has had to go back to the drawing board. Defence officials say some of the transport capacity is being sacrificed in order to keep the program within budget.

"I think they will be fairly large, capable ships," said one official who spoke on background. "Will it be able to carry as many sea containers and armoured vehicles? Perhaps not. Will they be fully capable of supporting a task group in a long-range mission? Absolutely." Defence officials argue the transport capability is already taken care of in the Department's recent lease of a private cargo ship.

The Dutch, on the other hand, intend to construct their ship along the lines of the original plan envisioned by the Canadians. It may even have the enhanced ability to carry up to six helicopters, and army vehicles will have the ability to drive on and off from the cargo area. Canadian navy and defence observers say they're frustrated by the slow progress in Canada. The executive director of the Navy League of Canada says last week's earthquake and the

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overwhelming demand for humanitarian relief demonstrates how badly Ottawa needs capable support ships. "The tragedy in Haiti shows why we should never let our navy assets fall into disrepair," said Jerrod Riley. "The navy has consistently been the first major resource Canada brings to bear during times of crisis, and our sailors always do a great job with the equipment they've got. "The proposed Joint Support Ship would be the ideal asset for missions such as this. Unfortunately, due to a deficient procurement process, our sailors don't have the best platform for the job." Defence insiders say part of the problem is that Canada hasn't run a major naval shipbuilding program for over 15 years. The last warships constructed in this country were patrol frigates and much of the expertise has either been lost or is outdated. **Source : Canadian Press**

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The **ISLAND CONSTRUCTOR** seen in Ulsteinvik - Photo : Svetozar Catovic ©

Transport strike hits Hanjin shipyard

DRIVERS AND Operators of 50 mini buses providing transport services to the Hanjin Heavy Industries and Construction Phils. Inc. (HHIC-PI) on Saturday went on strike to protest the Korean firm's alleged bias in hiring their rival's services. The strike, also mounted in Cawag, Subic, and timed two hours before work started at 8 a.m., sent some 1,000 workers scampering for boat rides to get to the Hanjin shipyard across the Subic Bay Freeport.

The protest came on the heels of HHIC's nonrenewal of contract for the operation of at least 25 mini buses owned by members of the Zambales Operators Drivers Cooperative Association (Zamodca). The strike prevented thousands of Hanjin workers from reaching their work places and disrupted the shipyard's operations. Ernesto Ebilane, Zamodca general manager, said the protest was triggered by the decision of Hanjin management "to replace our services with

those Korean-backed bus firms." "Even though the other firms are fronted by Filipinos, it is common knowledge that Koreans own them. [Hanjin is just] using the [bus] inspections to take out us and replace us with them," he said. He said Zamodca buses have been servicing Hanjin workers for two years "when the roads were still really bad, and we had to do everything to get thousands of workers to the shipyard on time." Recently, the Hanjin management began inspecting Zamodca buses. "If they found little things like broken windows, missing belts or damaged upholstery, those buses would not be allowed to operate... even if these things could be repaired or replaced immediately," Ebilane said. He said Hanjin would ask other bus firms to transport the workers instead. Hanjin general manager, Taek Kyun Yoo, said the inspections, which started last year, were "for the safety of our workers." "Many of [Zamodca] buses are in poor condition. If they can't pass our inspection, they will not be hired anymore," he said. He said Zamodca buses were "accommodated in the beginning because of [Zambales'] politicians' request." He did not elaborate. He said Zamodca members have a right to strike "but what they are doing... is illegal." **Source : Inquirer**

DRILLING UNITS UNDER CONSTRUCTION IN FAR EAST



Samsung Heavy Industries (SHI) Geoje Island Korea newbuilds Drillships Schahin "**Petrobras11 10000**", Seadrill "**West Gemini**", Background derrick "**Saipem 12000**" and FPSO "**BP Skarv**"



The **BULLY I** seen in Singapore Tuas – **Photo : Piet Sinke ©**

DELIVERY OF 65th DAMEN Combi Freighter® 3850 BIRGIT G.



Last Friday (15th of January 2010) Damen Shipyards Bergum handed over its yard number 9402 the general cargo ship **BIRGIT G.** (IMO 9536064). The ship was christened by Frau Helga Withöft from Dortmund, Germany. The owner is Birgit G. Shipping BV, Ter Apel and manager is Gerdes Ship Management BV, Ter Apel.

Main dimensions are Loa 88,60 m, Lbp 84,99 m, Bmld 12,50 m, D 7,00 m, d summer 5,425 m, 3.800 tons dw, 2.545 GT. Hold capacity 5.250 m³ (185.400 cuft.). Container



capacity in hold 108 TEU and on deck 80 TEU (Total 188 TEU).

Main engine MAK type 8M20C running on HFO fuel (IFO180) with an output of 1.520 kW at 1.000 rpm driving a CP propeller with a diameter of 2.600 mm. Speed 12,3 knots. Photo's : Marius Esman ©

Shipbuilding dev't to spur RP maritime image

The country should develop its maritime prowess up the next level by building world-class ocean-going vessels, Jack Enrile, economic and development consultant to his father, Senate President Juan Ponce Enrile, and the province of Cagayan, said yesterday. We are a maritime nation and should improve our competence to world-class levels, not just by providing a third of the world's seafarers but also by building ships ourselves, and this we can start doing at Port Irene," said Enrile.

He was referring to Northern Luzon's premier international port and shipyard in Sta. Ana town, 640 kilometers north of Manila. This is the North Luzon Industrial and Agribusiness Quadrangle's transshipment point, shipyard and international container hub.

"It is the nearest Philippine port to Japan, Hong Kong, China, Taiwan and South Korea," said Enrile who is running for Congress in May. "And it's only 45 minutes away by jet and less than four hours by boat from Taiwan's main shipping and industrial center of Kaoshiung."

"It is about time that we use our geographical advantage by further developing Port Irene into a world-class shipyard," he added. The sprawling 54,000-hectare Cagayan Freeport business hub is undergoing upgrading, including the lengthening of the pier to accommodate 20,000 deadweight tons vessels. The container yard is being redesigned to handle many large container units.

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Enrile said Cagayan should take notice of the construction at the Subic Bay Freeport of the first-ever and biggest oil tanker made in the country by South Korean shipbuilding giant Hanjin Heavy Industries Corp. and built for Kaptanoglu Shipping Line of Turkey.

The 114,000-deadweight ton tanker worth \$68 million was built inside the \$1.7-billion Hanjin shipyard at Subic, now the world's fourth largest shipbuilding facility with 17,000 workers. Hanjin has already constructed eight container and bulk vessels and will build 36 more vessels by 2012.

"All these go to show that we have the capability and the capacity to develop a first-rate shipyard," Enrile pointed out, "and we will do it in Port Irene." Already, the Cagayan shipping hub has opened its doors to international trade, he said, citing the entry of Chinese cars that started in March 2009 as part of the expansion of bilateral trade between the Philippines and China.

Dong Feng — the second largest car parts manufacturer and assembler in China and a subcontractor for Honda, Nissan and Toyota — will export semi-knockdown vehicles to the Philippines to allow the entry of more affordable automobiles priced \$10,000 or below. **Source : Daily Tribune**

Drydocks World -Southeast Asia Delivers Seven Vessels

Drydocks World — Southeast Asia Pte. Limited, the Southeast Asian subsidiary of Drydocks World, on Saturday announced the deliveries of seven vessels to domestic and international owners. Drydocks World — Nanindah yard delivered three offshore maintenance vessels for ESNAAD and two Anchor Handling Tugs, or AHT's, for Greatship (India) Limited and Swire Pacific Offshore Operations (Pte) Limited respectively.

The sixth vessel from Drydocks World — **Nanindah** is a live stock carrier owned by Siba Ships Spa. The final vessel to be delivered in the year is another AHT built for Bumi Armada Navigation Sdn, Bhd at Drydocks World- Pertama yard. The vessels were all from multi-ship orders and represented owners based in Abu Dhabi, India, Singapore, Malaysia and Italy.

Commenting on the deliveries, Denis Welch, Chief Executive Officer of DDW-SEA, paid tribute to his staff in Batam for their efforts in having achieved a record level of deliveries during December and thanked the customers for their repeat business. He also highlighted the international flavour of business undertaken by DDW-SEA's shipyards in the region which represents a challenge in promoting the company's capabilities world-wide.

Drydocks World, a Dubai World company, is one of the most prominent names in the maritime industry. Over the past 25 years, Drydocks World has established itself as a leading, and fast growing international player in ship repair, shipbuilding, rig building, FPSO conversion, offshore fabrication and fleet operations with facilities in the Middle East and Southeast Asia.

Drydocks World — Southeast Asia, brings together established offshore rig construction, shipbuilding, conversion, and ship repair expertise located at crossroads of the world's busiest shipping lanes and close to major offshore oil and gas field developments. Marine activities are focused on 4 shipyards, namely, Drydocks World — Graha / Nanindah / Pertama / Singapore, which house 29 building berths, 8 floating docks, and a specialised rig building yard. Extension plans are in place to expand operations further on Batam Island with the construction of a new yard PT Batam Maritime Centre. **Source: Khaleej Times**

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Farewell group photo of crew TSHD **Puerto Mexico** who have to leave due to reflagging of vessel to Mexican flag. We like to thank our (British) Guyanese crew for there excellent service from Schiedam 2002 till Manzanillo 2010. In the same way, we like to thank all the ex crewmembers who have served on the vessel in the same period.

Alje and Hans

Go-slow at Port Qasim

Exporters have decided to move their vessels berthed at the Port Qasim to the Karachi Port due to ongoing go-slow protest by the Port Qasim Harbour and Dock Union. Merchant vessel MV **Tan Binh 36** has been shifted to the Karachi Port from the Port Qasim due to labour dispute, said Mehmood Molvi, a leading rice exporter.

He added that since January 3 the Port Qasim labour union has been on a go-slow. Rice was to be loaded on MV **Zenobia** but it could not be done due to complete strike from January 11. MV **Tan Binh**, which arrived at the Bin Qasim anchorage on January 6 for loading 20,000 tons of rice, waited till Jan 16 before moving to the Karachi Port. Molvi said it seems there is no end to the strike. The exporters are also considering shifting MV **Zenobia**, which was being loaded since Jan 1 and with present go-slow it will take another 10 days to complete loading of 20,000 tons against the normal laytime of maximum seven to eight days. Another rice loader MV **Oriental Bridge** is due at the Bin

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Qasim on Jan 19 but the rice exporters are contemplating to call her at the Karachi Port to load the shipment of 16,000 tons. Captain Hashmat, Director General Operations Port Qasim Authority, confirmed that one of the vessels has been moved to the KPT due to delay in loading caused by the labour union's go-slow. He said that the labourers are not directly working under the PQA. The port authority has contracted eight to ten companies for two years for providing dock labours. The labourers have signed a deal with these companies that on any issue with the company they will not go on strike when negotiations are underway, but they went on strike while negotiations were going on. He added that the companies and labour union has resolved their issues and work will resume on Port Qasim docks on previous pace. **Source : The News**

THRUSTER INSTALLATION ON THE PETRO RIG III



After departing the builders yard in Singapore to the Western Jurong anchorage 4 thrusters were installed at the **PETRO RIG III** as can be seen at the photos.



Photo's : Crew PETRO RIG III



SVITZER signs 20 year contract with AngolaLNG

ANGOLA LNG Limited and SVITZER Angola LDA have signed a contract for supplying marine services at the Angola LNG terminal to be built in Soyo, Angola. The start-up of the contract will be September 2011, running for 20 years with options for two additional five year extensions. Five SVITZER S80/33 ASD tugs are under construction as well as two utility vessels, two line handlers, two patrol boats, one pilot boat and one pollution-prevention vessel. Emphasizing its commitment to support the local community in which it operates SVITZER Angola LDA will train local seamen in cooperation with local training companies as well as the SVITZER training company, SVITZER Safety Services. **Source : Svitzer**

Hanjin to Slow Steam All-Water Loop

Hanjin Shipping said it will begin slow-steaming vessels on one of its all-water services from Asia to the U.S. East Coast in mid-January. It said the decision to run ships on the AWH (All-water Hanjin) Service at 20 knots rather than 25 knots was reached under an agreement with its partners in the CKYH Alliance between Cosco Container Lines, "K" Line, Yang Ming and Hanjin.

Hanjin said it will add one more vessel of 4,000 TEUs to the service, bringing the total to nine, in order to maintain schedule reliability. It will call the same ports on its rotation, which is Qingdao, Ningbo, Shanghai, Busan, Panama, New York, Wilmington, Savannah, Panama, Busan, Pyeongtaek and back to Qingdao.

Hanjin said it decided to start slow steaming in order to cut fuel consumption and carbon dioxide emissions "in accordance with the global understanding and movement aimed to save the environment."

Hanjin said it organized a Green Management Team within the company in July as part of its efforts to improve energy efficiency and to reduce CO2 emissions by 15 percent until 2015. The South Korean line recently introduced the Supply Chain Carbon Calculator on its corporate Web site, where customers can calculate the amount of CO2 emissions of their cargo so that they can participate in reduction as well. **Source: Journal of Commerce**



The **SHIHSEI MARU NO 3** seen departing Dunedin for sea after arriving on the morning of the 15/1/10 to take bunkers , last port Cape Town .

Photo : Ross Walker (c)

OLDIE – FROM THE SHOEBOX



Shippingnews clippings reader Kees van Huisstede (right) seen in his younger years as AB with another AB named Nico ?? (left) onboard the **POOLSTER** (reefer) in the port of Piraeus during 1964

Photo : Coll Kees van Huisstede

.... PHOTO OF THE DAY



The GUARD vessel **VERONA 1** seen at the slip for maintenance works

Photo : Willem Harlaar ©

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