

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 020



Number 020 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 20-01-2010**

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**Emas Offshore's UT 788 CD Lewek Fulmar just before launching 19.01.2010.
Photo : Jan-Paul de Wilde (c)**

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EVENTS, INCIDENTS & OPERATIONS



The **BRITOIL 26** seen in the port of Colombo (Sri Lanka) - **Photo : Piet Sinke (c)**

Piracy attempt on ship with 31 Indians foiled

After a brief lull, pirates struck in the Gulf of Aden, attacking a Great Eastern Shipping tanker '**Jag Layak**' which had 31 Indian nationals on board but failed to board it after evasive manoeuvring by the vessel.

"The Directorate General of Shipping has received information from the master of the vessel that she was attacked by Somali pirates on January 16 in the Gulf of Aden," a release from the Directorate said on Monday.

The vessel, which was carrying a cargo of crude oil and bound for India, is reported safe, the release said. Due to evasive manoeuvring and intervention by Nato warships, the pirates failed in their attempt to board the vessel. All crew members are safe and unharmed, the release added. An increased naval presence in the Gulf of Aden has prevented a few pirate attacks though pirates still continue to remain active in the region.

Poor weather conditions in the region are thought to be the reason for the recent lull in piracy in the first two weeks of January. **Source : Deccan Chronicle**

SHIP TO SHIP TRANSFER ALLIANCE

GAC Transfer Services and European STS service provider **MariFlex** have launched a new alliance, **GAC Transfer Services – Powered by MariFlex (GTSM)**, to provide a wider range of services and choice of ship-to-ship (STS) transfer locations across Europe, Asia, the Arabian Gulf and Indian Ocean. "Transferring dry or liquid bulk from ship to ship is a highly technical and challenging operation that requires not only specialised skills and equipment, but also rapid mobilisation capability and in-depth experience in dealing with contingency situations", says Ruud Cogels, Managing Director of MariFlex. "**GAC Transfer Services powered by MariFlex (GTSM)** has the skills, equipment and network to handle any STS operations safely and seamlessly." The alliance says STS transfer operations will be offered from more than ten bases, including Rotterdam, Amsterdam and Flushing in the Netherlands; Gibraltar in Spain; Frederikshavn and Kalundborg in Denmark; Gothenburg in Sweden; as well as Malta, Cyprus, Malaysia, Vietnam, the Arabian Gulf and Indian Ocean **Source : Maritime Global Net**

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



In a team effort Diamond Offshore, Dockwise, & Signet Maritime accomplished a safe and successful loadout of Semi-Submersible Rig **OCEAN STAR** to Dockwise' **BLUE MARLIN**. Three of Signet's ASD Tugs, **SIGNET ENTERPRISE**, **SIGNET INTREPID**, **SIGNET CHALLENGER** were on the job. Above seen is **SIGNET ENTERPRISE** holding the **BLUE MARLIN** on station for seafastening after loadout offshore Louisiana

Photo : Vincent Forbes (c)

Suspects made 100 million rubles, to be charged over smuggling oil in Okhotsk Sea

Investigative Committee investigators of the Far Eastern Transport regional department said they had completed an inquiry into criminal charges against an organized group over smuggling of oil products (diesel fuel and oil) from the seaport of Vladivostok on fishing ships in the Russian economic zone waters.

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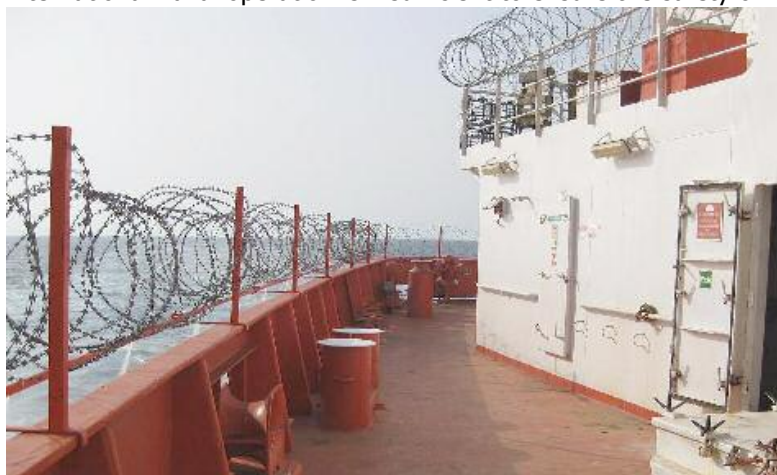
As the department office reports, a seven member group is charged over a crime according Part 4 of Article 188 of the Russian Criminal Code (trafficking by an organized group). In addition, three suspects also charged over a crime under Part 2 of Article 322 of the Criminal Code (illegal crossing of Russia's state border by organized group).

The investigators established that from June 2006 through February 2008 a resident of Primorye Territory, as the founder and general director of several commercial enterprises in Primorye, Kamchatka Territories, and Magadan region, created an organized group for the smuggling of petroleum products. A deputy general director of an enterprise and 17 captains of ships were involved in the crime. The smuggled freight was allegedly transshipped on fishing boats in the Okhotsk Sea.

The suspects, the Investigative Department says, from June 2006 through February 2008 managed to ship smuggled oil making at least 100 million rubles. As of now, the indictment in the case has been approved by the Prosecutor's Office. The case to be reviewed by the court, the Department said. **Source : PortNews**

ICS: "GOVERNMENTS MUST DO MORE ON PIRACY"

The **International Chamber of Shipping (ICS)** has expressed its "deepening frustration at the seeming impotence of the international community" to address the continuing piracy crisis in the Indian Ocean and says that the current international naval operation is insufficient to ensure the safety of merchant ships.



"The unacceptable situation prevailing now, with seafarers lives being threatened on a daily basis - and Somali pirates still operating with impunity - cannot be allowed to continue." said ICS Chairman, Spyros M Polemis. According to ICS there is growing concern that the international community is not actively seeking to eliminate piracy and is instead treating the current level of attacks against shipping as somehow 'tolerable'. In effect, pirates are being given a message that their criminal activity carries very few risks in comparison to the millions of dollars that can be made from extorting ransom payments. As a result, the number of pirates is growing, and there is real danger that, in the absence of a firm

response, their methods of hijack and violent kidnapping will be successfully emulated by others elsewhere.

ICS says: "Notwithstanding the unprecedented degree of co-operation between the wide array of warships providing protection to ships in the region – for which the shipping industry remains very appreciative - the current level of response is simply insufficient. It is vital that governments, at the very highest level, become far more engaged in finding a long term solution to the crisis. "

In an apparent reference to the UK's Foreign Secretary David Miliband, Mr Polemis said: "It is particularly upsetting when the main focus of some senior politicians is limited to commenting on their objections to the payment of ransoms. But given the inability of the international community to intervene in Somalia, the shipowner currently has

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little alternative when confronted with seafarers being held hostage.”

In addition to calling for governments to take a more strategic approach to the suppression of piracy, ICS says the shipping industry is seeking refinements to the existing military response.

It says: “While the level of co-ordination amongst military forces providing protection to shipping is extremely good, it falls short of what could be achieved under a single unitary command structure. At present ships operate under different ‘rules of engagement’, which prevents a consistent response to pirates when they are caught in the act. United Nations Resolutions, which reiterate governments’ authority to act, are being interpreted differently by the various nations that have warships in the area.”

ICS complains: “All too often, small boats or skiffs that have conducted aborted attacks are allowed to proceed back to Somalia without military intervention. This gives the message that the military will not see hot pursuit operations through to their natural conclusion. Similarly, intercepted pirates are often released only to return to Somalia without being arrested and prosecuted. A more consistent and robust approach to enforcement is required.”

“In cases where attacks occur hundreds of miles off the Somali coast then the skiffs must have been deployed from mother ships,” ICS says. “The skiffs simply do not have the endurance for operations deep into the Indian Ocean. Why are the ‘mother ships’ not being intercepted and detained?” **Source : Maritime Global Net**

New nuclear ship set for Furness has been launched



A SECOND new Japan-built nuclear freight ship to be based in Barrow has been launched. **Pacific Egret** is expected to transport nuclear waste from Sellafield to Japan and other countries.

The ship – which will carry nuclear waste from power stations abroad and reprocessed nuclear fuel – was launched on Tuesday. The ship is owned by the Pacific Nuclear Transport Limited, which has other nuclear ships based in Barrow and Workington. The new vessel was built by Mitsui Engineering and Shipbuilding Co, Ltd, which constructed the first new ship, the £30m **Pacific Heron**, which was completed and delivered to Barrow in 2008.

Pacific Egret was launched stern first down a slipway in front of a group of senior European and Japanese industry representatives. It was then towed to an outfitting berth where the vessel will be completed. The ship is expected to arrive in Barrow later this year. Mark Jervis, managing director of International Nuclear Services, said: “The launch event is a significant milestone in the process of renewing the PNTL fleet for the 21st century.

“Four ageing former Barrow based nuclear ships have been withdrawn and scrapped including **Pacific Swan, Pacific Crane, Pacific Teal**, and the **European Shearwater**.

“The **Pacific Egret** forms part of an ongoing commitment to provide a dedicated specialist nuclear transport operation. “The PNTL fleet has an exemplary record with over five million miles travelled without any incident resulting in the release of radioactivity.” The ship meets the International Maritime Organisation’s INF3 Code, which regulates shipments by sea of used (spent) fuel, plutonium and highly radioactive waste.

PNTL has successfully completed over 170 nuclear shipments over the last 30 years. The material is shipped in specially designed steel flasks. The nuclear ships are managed by James Fisher and Sons plc of Barrow. PNTL is owned by International Nuclear Services of the UK, Areva of France and Japanese nuclear companies.

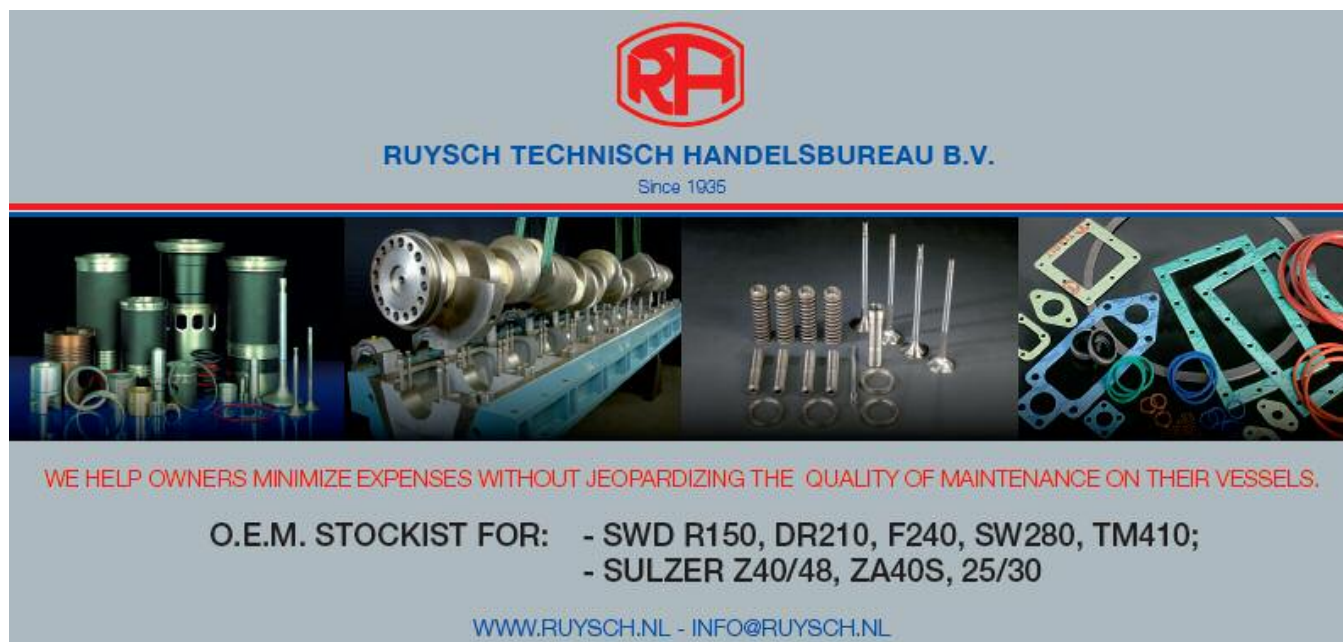
The Barrow ship will also carry radioactive material between France and Japan. Furness Enterprise industrial development director Stuart Klosinski, said: "Anything which allows the fleet operated by James Fisher to modernise and expand has got to be good for Barrow and for James Fisher. It is another boost for the Energy Coast."

Source : nwemail.co.uk

The crews of two ships iced-up in Gulf of Patience rescued

Emergency team rescued 14 members of the crews from two fishing boats that had been ice-bound for 6 days in the Gulf of Patience, press service of the regional Emergency Ministry of Sakhalin region reports.

On January 19 at 11.55 of local time, ESM's helicopters evacuated first six men, then at 12.20 the remaining 8. The operation was successful, the EM said, people were in good condition. The rescued crew members have been taken to the "Fairwater" base. Before the evacuation the crews had carried out conservation measures to prevent oil from the ships and turned location beacon on. The boats are said to be transported later to the port. Source : **PortNews**



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Power restored to tanker vessel departs Alaska

An Exxon tanker that lost power Sunday while leaving Alaska's Prince William Sound is under way again. Coast Guard Lt. Herbert Law says the tanker **Kodiak** departed at 4:50 a.m. Monday from a safe harbor at Knowles Head, where tugboats had towed the 831-foot vessel. Law says the **Kodiak** will head to San Francisco to offload its oil, then go to Seattle for permanent repairs.

The tanker departed from Port Valdez early Sunday morning but lost power when a rear steam generator overheated. Power was transferred to a forward steam generator with an auxiliary generator as a backup, an arrangement that the Coast Guard approved for the ship to sail. The tanker is carrying about 613,000 barrels, or more than 25 million gallons, of crude oil. Source : **KINY-AM**

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Greenpeace to Build New State-of-the-Art Rainbow Warrior III

Greenpeace has announced that it will be building a new state of the art £14M (US\$23M) sailing ship. When it is finished next year, the **Rainbow Warrior III** will be one of the biggest boats to be commissioned in the last ten years.

The mega-yacht will be a sailing ship because they are the most environmental, but for back up it will have both diesel and electric engines. They expect the engines will be used only 10% of the time because they want to reduce emissions and burn less fuel.



According to an article in the Guardian, the boat will be new, rather than converted from an existing one, because it has been found to be more ecological to start anew. It will have 1,300 sq. M of sail, and two masts. The huge sail area has been chosen in the hopes that they can use very little diesel fuel. However, heat created by the generators will be re-used to heat water on board and for engine pre-heating.

The boat will sleep 30 and have its own helipad and room for a flotilla of inflatable rafts and small dinghies. It will have a satellite system to allow Greenpeace to stream video footage anywhere in the world.

The boat will be expensive but Greenpeace has almost 3 million members and lots of money. This new boat will be the sixth in their fleet, which makes it larger than the navies of Madagascar, the Maldives and Mauritius. **Source : Treehugger**

Modest recovery seen for shipping industry

The shipping industry can expect a modest recovery this year in line with the improvement in the global economy. The Maritime Institute of Malaysia research fellow Captain Rakish Suppiah said there were signs which supported the positive outlook for the shipping industry this year. "In China, ports are seeing their highest congestion this month since July 2009.

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"The number of capsize bulkers waiting to berth at Chinese iron ore ports hit a high of 45 vessels in July 2009, but for the last 15 days it has risen to 60." Globally, there are 27 capsize vessels waiting to load iron ore off Brazil and 23 vessels waiting to berth in Australia," he told StarBiz.

Rakish said the recent Asean-China free trade agreement would also result in a surge of goods moving between Asean countries. Citing a Credit Suisse report, he said the market outlook for offshore tanker storage was expected to be consistent this year. "The amount of oil in tanker storage will remain a moving target due to several financial factors. "The prospect of easy money from storing oil onboard ships to take advantage of the oil price contango has brought more than a few financial players into an arena that is traditionally dominated by major oil companies due to the large capital outlays," he said. "Other factors that would keep the floating storage trend going in 2010 were the projected weak tanker rates, a record new tanker fleet delivery and the phasing out of single-hulled tankers," he added. On the impact of the global economic recession, Rakish said the industry's poor performance could be due to inaccurate forecasts of strong growth for 2008 and 2009. "Players then rushed for new buildings and when the 'bull bowed' at the end of 2008 and the first quarter of 2009, there was notably a huge overcapacity of assets," he said. This resulted in freight rates and ship values staying at the rock-bottom level.

"By mid-2009, 50% of the vessels over 10,000 dead weight tonnes (dwt) in size built in China were delayed in delivery while 15% of similar sized vessels in South Korea was falling behind (delivery) schedule. "The yards in these two countries represent 80% of all tanker deliveries worldwide," he said. Rakish noted that the container sector was worst hit when the total fleet reached about 130 million dwt while the demand for tonnage stood at only 112 million dwt, resulting in the utilisation rate falling to 72 million dwt of the total fleet last year. "This has resulted in the collapse of charter and freight rates that had forced liner operators to scale down capacity, resulting in 10% of the container fleet now reported to be inactive," he said. Rakish said the global economic recession had also led to a 5% fall in seaborne oil volumes and even more tonne-mile terms.

On the other hand, he noted that the dry-bulk market in 2009 had performed stronger than expected. "The main contributor to this was the high imports by China and a few other countries," he said. Meanwhile, Rakish said piracy and armed robbery would still be a fear factor to the industry. "The rising incidence of piracy is another problem that is squeezing even more economically (out of) shipowners," he said. **Source: The Star**

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CASUALTY NEWS

Crew evacuated from grounded ship in Turkey

Maritime officials says a Moldovan-flagged cargo ship has run aground off Istanbul's Black Sea coast in fierce winds and has broken apart after hitting rocks. The Turkish Maritime Affairs Directorate says Tuesday that lifeboats and helicopters rescued all 21 crew-members, including 17 Turks.

The **Orcun C**, which was not loaded at the time, was traveling from Ukraine to the Turkish port of Gemlik.

Source : Suracruse

NAVY NEWS



The recently delivered tugs **SD Reliable** and **SD Independent** seen assisting **SD Powerful** with a cold-move of the RN carrier **HMS Ark Royal** at Portsmouth.

Photo : Gary Davies - www.maritimephotographic.co.uk (c)

New deal on aircraft carrier

Russia and India are about to sign a revised contract on the delivery of the aircraft carrier "**Admiral Gorshkov**". The contract will come in the wake of this week's signing of a 1.2 billion USD contract on 29 MIG-29K fighter jets, Newsru.com reports with reference to the Times of India.

Russia and India already in 2004 signed a contract on the delivery of aircraft carrier "**Admiral Gorshkov**", as well as 16 MIG-29 fighter jets.

However, as BarentsObserver has reported, the Russian side soon admitted that it was unable to deliver the goods as agreed upon. The main reason for that were huge cost overruns with the reconstruction of the aircraft carrier. The new contract price will be more than 2.3 billion USD, Newsru.com reports with reference to the Times of India. The original price for the vessel was 1.5 billion USD.

That deal also included 16 MIG-29 for a price of 750 million USD. The "**Admiral Gorshov**", which by the Indian side has been named "**Vikramaditya**", is under reconstruction at the Sevmash yard in Severodvinsk, northern Russia.

Source : BarentsObserver

Italian Carrier Cavour Heads to Haiti

Italy send an aircraft carrier with 800 military personnel aboard to Haiti to assist in rescue and reconstruction work following the Jan. 12 earthquake that devastated the country. The **Cavour** sailed from Italy on Jan. 19, with a stop planned in Brazil to pick up Brazilian military medical staff, the Italian military general staff said in a statement.

The **Cavour** will transport Italian Navy helicopters, tracked and wheeled Army vehicles, and hospital facilities that offer two operating theaters. A company of Army engineers is included in the contingent, as well as 550 **Cavour** crew members and medical staff, and force protection personnel from the Navy, Army and Air Force. Italian Carabinieri military police will also be on board.

The Haiti mission is the **Cavour's** first since it gained full operational capability last June. The 27,600-metric-ton vessel is 237 meters long and 39 meters wide. Source : Defense News

High speed interceptor boat for Kakinada port

Maritime security of East and West Godavari districts got strengthened with the dedication of high speed interceptor boat Charlie-141 by the Indian Coast Guard (ICG) in a function held at the deep water port on Monday.



The C-141 will be permanently based here along with a bigger inshore patrol vessel **ICGS Ganga Devi** to be inducted in April this year for deep water patrolling. The boat, which was built by ABG Shipyard Limited, Surat, has an endurance of 500 nautical miles and 45 knots maximum speed over a stay of two to three days at sea.

Participating as the chief guest, ICG DIG Commander M.A. Talha said C-141 would provide a fillip to maritime surveillance in K-G basin where Reliance Industries Limited (RIL) and ONGC have struck massive oil and natural gas reserves. ICG was required to keep a tight vigil in these parts of the east coast to protect those

crucial economic installations and ward off terrorist threats.

Deployment of ICG ships either from Chennai or Visakhapatnam wasted precious time. C-141 would now take care of the coastal security till reinforcements arrive in the event of any crisis. Any threat to coastal security could be quickly handled with the backup of State marine police and Customs authorities. Besides, the C-141 would also be helpful for the safety of fishermen. SP Y. Nagi Reddy said basing of C-141 was a milestone in the history of ICG Kakinada station.

Source : The Hindu

Israel to station German nuclear submarine in PG

Ahead of an Israeli-German cabinet meeting in Berlin, median reports indicate that Israel intends to station one of its German-made Dolphin submarines in the waters of the Persian Gulf.



"Israel's use of the dolphin submarine in exercises in the red sea aroused fears that Israel may seek to maintain a continued presence in the Persian Gulf as soon as it receives its submarines from Germany in 2011-2012," the tagesspiegel said on Sunday.

The meeting, delayed in November due to Israeli Prime Minister Benjamin Netanyahu's illness, is expected to focus on Israel's push to buy a sixth Dolphin-class nuclear submarine from the Germans. During the day-long trip by the centre-right government, Netanyahu seeks to expand Tel Aviv's submarine fleet.

Israel has previously received three submarines as a donation from the government of the then German chancellor Gerhard Schroeder. The German newspaper Berliner Zeitung in 2003 revealed that Germany's leading shipyard company Howaldtswerke-Deutsche Werft was involved in negotiations with Israel to construct two additional Dolphin submarines.

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The company confirmed the reports adding the German government had approved them. Days later the German Focus magazine reported that Tel Aviv would not be receiving the submarines as the German government had decided to halt the delivery of the two submarines to Israel.

The Dolphin submarines are among the most sophisticated and capable submarines in the world, that could be equipped with nuclear missiles. Built in German shipyards for the Israel Navy, the submarine is capable of carrying American-supplied Harpoon cruise missiles equipped with nuclear warheads.

This is while political groups opposed to Israel's "occupation, settler and war politics" have announced plans to demonstrate near the Federal Chancellor's Office. "Why is a joint cabinet session taking place with a racist, fascist, Zionist ideology?" one of the groups asked in its announcement.

After the United States, Germany is the principal donor of both economic and military aid to Israel. While restrictive German export regulations bar the sale of weapons to crisis areas, the German government has justified its actions by describing the move as "special responsibility" towards Tel Aviv. **Source : PressTv**

SHIPYARD NEWS

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The 280 mtr long **TENAGA LIMA** seen at the MMHE-ShipYard Johor Bahru-Malaysia in drydock for general Inspection/ Survey and Maintenance.

Photo : Marco de Niet – Wartsila-Propulsion Hong Kong ©

Kherson Shipyard (Ukraine) built a third vessel of four supply ships ordered by the Norwegian Kleven Prosjekt III

One more, now the third, supply boat ordered by Kleven Prosjekt III of Norway left on January 15 off the stocks of Kherson Shipyard (Kherson Shipyard, Ukraine), the shipbuilder press service said. The vessel is built according to VS 491 CD draft, developed by VIK-SANDVIK (Norway) and to perform operations with anchors, towing and supply of drilling platforms. The boat named Siem Opal is 91 m length, width - 22 m, depth – 9.6 m. The Ukraine's shipyard has nearly completed the fourth supply boats. The first one was handed over to Norway company in March 2009.

The press service also said the production and service amounted the shipyard's revenues in 2009 to 416.6 million hryvna (about US\$52 million), a 19.6% increase over 2008.

Kherson Shipyard JSC repairs and construct ships, tankers of up to 30 tons, in particular, the supply of ice-class ships, ore carriers, container ships, multi-purpose dry cargo vessels, drilling vessels with a drilling depth capacity up to 6.500 m. The factory founded back in 1951 is now a part of the "Smart-Holding" owned by Vadim Novinsky, a Russian businessmen

Sosnovsky shipyard to build the second supply vessel for Kamchatka

At the stocks of Sosnovsky Shipyard (Sosnovka, Vyatskopolyansky district, Kirov region) workers began on January 13 building a second supply vessel of four ships for Kamchatka (project DCV47, building number 10501). The supply ship was ordered by the Federal Agency of Maritime and River Transport (Rosmorrechflot) of Russian Ministry of Transport. The ship was designed by Marine Engineering Bureau.

This sea Ro-propelled barge has carrying capacity at 250 tons (the project DCV47) , the Engineering Bureau says, is intended to carry general, bulk, containerized cargo on its cargo deck, wheeled and tracked vehicles unloading by rolling-on method, as well as loading and discharging ships. The vessel can deliver cargoes to the wild coast with possibility of horizontal unloading of freight by the bow ramp or the ship's crane.

The vessel's specifics: length overall - 42.6 m, overall width - about 8.82 m, full speed - 9 knots., The power of main engines - 2 to 256 kW. Container, TEU - 12 units, class RS: KM Ice 2 R1 AUT3. **Source : PortNews**

Kawasaki Announces Taitar No. 2 LNG Carrier Delivered

Kawasaki Shipbuilding Corporation today delivered the LNG Carrier, **Taitar No. 2**, to NiMiC No. 2 S.A. The carrier is the 11th in a line of internationally acclaimed 145,000 m3 LNG carriers boasting state-of-the-art facilities developed by Kawasaki Shipbuilding.

The vessel has four Moss spherical tanks that hold a total of 145,364 m3 of LNG. It also features excellent thermal insulation performance with the Kawasaki Panel System, which achieves a boil-off rate of 0.15 percent per day. The cargo tanks are protected against direct damage by double hulls and double bottoms.

Other features of the 289.50 m long ship include a computer-controlled navigation system integrated into the wheelhouse to improve operability and a 360° view window that enables single-operator oceangoing navigation. The control room, positioned for the best view of the cargo areas, is also equipped with an integrated monitoring and control system (IMCS) that monitors and controls the cargo-handling operations and engine conditions. These superior operability features were all adopted at the suggestion of ship operators during the development stage. **Source: Kawasaki**

Master Marine's first vessel successfully launched at Drydocks Graha Shipyard in Batam, Indonesia

Drydocks World Graha Shipyard in Batam successfully launched the first of Master Marines two Jack Up Vessels currently under construction at the yard. The second vessel will be delivered September 2010.

The vessel was successfully launched on 16th January 2010, and will carry the pennant number L205. The vessel will be formally named upon completion of its final commissioning later this year. This will take place at Nymo construction yard in Eydehavn, Norway. The contract for construction of Master Marine's first two innovative jack up construction vessels was signed in May 2007 and the keel of the first vessel was laid on May 29th 2008.

Characteristics and history of the vessel:

October 2008, ConocoPhillips Skandinavia AS signed a Charter Party with Master Marine for the use of the first vessel, new build no. L 205, as an accommodation unit – “**JackTel**” at the Ekofisk field on the Norwegian Continental shelf.

The vessel has undergone extensive modifications from the original design. It was initially built in accordance with a specification to transport and install heavy structures offshore. It is scheduled to be transported on a heavy lift ship from Batam to Eydehavn in Norway in May 2010.

The additional quarter modules, a new crane, modified helideck, helifuel system, lifeboats, additional office module and the add-on footings are planned to be installed in Eydehavn once the unit reaches port in early Summer 2010.

The Service Jack 2 – L206 - is going to be completed as originally intended and be delivered as a “Self Propelled Jack-Up Construction Vessel” in Q3 2010 - and will start work for Statoil/Statkraft in January 2011. The vessel is contracted to install 2 Substations and 88 Offshore Wind Turbines for the Sheringham Shoal Project from January 2011.

The “**JackTel**” will have the following main particulars:

Hull primary Specifications:

Length	111.8 m
Breadth	50 m
Moulded depth	9 / 13 m
Transit draught:	5.9 m
Loaded draught:	7.4 m

Legs & Spud Cans:

Number of legs	4
Leg length	130 m
Spud cans diameter per leg	21 m

Outfitting & Equipment:

Quarters	447 men
Main engines	13.6 MW
Crane	50T
Helicopter deck	Sikorsky S-92,
Ballast pump capacity	3,000T per hr

Source: Master Marine



www.mammoetsalvage.com

Daewoo Shipbuilding set to win first cruise ship order

Daewoo Shipbuilding & Marine Engineering Co. , South Korea's third-largest shipyard, is set to win its first order to build a cruise ship, industry sources said Tuesday. According to the sources, the shipbuilder is in talks with a Greek firm over the deal, estimated at US\$600 million. "Negotiations are underway... we can't provide any further information on it," said a company official. Daewoo Shipbuilding, if it wins the deal, will be the latest South Korean shipyard to tap the lucrative cruise ship-making business.

In November, STX Europe AS, the European unit of South Korea's STX Group , handed over the world's largest cruise ship to Royal Caribbean Cruises Ltd. The vessel, named the **Oasis of the Seas**, is the world's largest cruise ship with the capacity to accommodate 6,360 passengers and 2,100 crew.

Last month, Samsung Heavy Industries Co. the world's second-largest shipyard, also said it won a \$1.1 billion order to build a cruise ship for a U.S. company. European yards in Italy, France, Germany and Finland garner a large share of the cruise ship-making sector. In terms of revenue, cruise ships account for 20 per cent of the global shipbuilding market. **Source: tradingmarkets**

Supervisory board of "Zaliv" shipbuilder (Crimea) appoints Nicholas Ermak the acting general director

The supervisory board of "Zaliv" (Gulf) Shipyard (Kerch, Crimea) on 15 January approved resignation of Alexander Ivlev, the former general director and appointed Nicholas Ermak as the acting general director, "The Transport Business" reports.

Before he stepped down, Mr. Ivlev had held this office for 3 years. Mr. Ermak was a production manager of the shipbuilding company. Mr. Ivlev and Mr. Yermak are minority stockholders of the plant.

"Gulf Shipbuilding Plant JSC" specializes in the repair and construction of various types of ships. Private Limited Company Forth Asset (UK) holds 37.94% of the plant stake. **Source : PortNews**

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The **DELPHIN VOYAGER** seen arriving in Willemstad – Curacao
Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

Famous Pacific Shipping eyes global expansion

SINGAPORE-based Famous Pacific Shipping (FPS) Group continues with its plans to acquire new members from the Commonwealth of Independent States, North Africa, and parts of the FSU, such as Poland, Romania and Bulgaria.

The NVOCC and freight forwarding network steps up its hunt this year following significant expansion in 2009 where it appointed general agents in the Mediterranean, central Europe and the Middle East.

Kettivit Sittisoontornwong, FPS Logistics (Thailand) and head of the FPS Group advisory board said despite its presence in more than 50 markets throughout Asia, North and South America, Europe and the Middle East there are still areas of the globe where membership can be extended. Mr Sittisoontornwong added in a company statement that its decade of solid freight industry experience makes it an attractive proposition to emerging markets with its experience of the Chinese freight market for both import and export activity.

Once a region joins they immediately benefit from contact with 70 member companies in 54 countries, "joining the FPS Group as a member is a two-way street," he added. Traditionally strongest in Asia Pacific, Australasia, North America, the Middle East and western Europe, the FPS Group is a international network of independent freight forwarders who meet once a year for an annual general meeting and conference to conduct business, network with other FPS network members and keep abreast of what the network is doing. **Source : Schednet**

Harbour development given top priority

The **Sri Lanka Ports Authority (SLPA)** is confident that the construction work of the first phase of the



Hambanthota harbour project will be completed by next October and operations of cargo handling will begin by November.

According to SLPA sources the construction of the break-water is now near completion at present and the construction of the operational terminal too is close to be completed.

Meanwhile, over 80 billion rupees have been allocated for the development of Colombo South harbour. The Hambanthota harbour project consists a dockyard. Public are permitted to view the development sites of the Colombo South Harbour

Expansion Project. In addition, the development work of Colombo harbour is also in progress with work proceeding on schedules. Source : **Government Sri Lanka**

Ports of Rotterdam and Antwerp seek closer ties

NRC Handelsblad reports that executives at the port authorities of Rotterdam and Antwerp want to foster closer cooperation between their two ports. Negotiations on a possible deal are scheduled to start soon. "Hans Smits, president director of the Rotterdam Port Authority, and his counterpart in Antwerp, Eddy Bruyninckx, confirmed this on Friday," said the report.

The closer bond between the two ports is the direct result of a ruling by the Dutch Council of State, the highest court in matters of administrative law in The Netherlands. Last week, it dismissed legal objections to the proposed dredging of the Western Scheldt, an estuary connecting Antwerp to the North Sea. Though the estuary feeds Belgium's foremost port, it mainly runs through Dutch territory. Dredging works were delayed by political and legal manoeuvring on the part of a number of parties. Some say dredging the Western Scheldt will damage the ecology of the area.

The delays, which threatened to make Antwerp inaccessible to the largest seagoing vessels, incensed the Belgians. But now the last of the obstacles are out of the way, the relationship between the two ports is quickly improving.

"The strong emotions lie behind us," Smits said. "I hope that we can start bilateral negotiations in the coming weeks."

Bruyninckx said he had already put out feelers whether his colleague might be interested in a meeting. "We are not only prepared to discuss cooperation in environmental and security matters. We are also considering pragmatic commercial projects," he said.

As the report highlighted, Rotterdam and Antwerp are the two biggest ports in the region and therefore each other's direct competitors. They were both hard hit by the economic crisis. In Rotterdam, cargo turnover dropped by 8.5 percent last year to 385 million tonnes. Antwerp lost 16.7 percent of its business, turning over only 158 million tonnes.

Together with Rotterdam, Antwerp hopes to institute an index system that will measure the environmental impact of vessels. Other possibilities for co-operation lie in combined transports to the German hinterland. Bruyninckx hopes they can reap benefits of scale by jointly moving cargo to central and Eastern Europe. **Source : Dredging News Online**

After 45 days, luxury cruise liner curtails India operations

Onboard **MV Aquamarine**, January 17: Louis Cruises, which operates the first international cruise liner in India, Sunday announced that it will be curtailing its services in the country after suffering losses of about \$3.5 million (over Rs.160 million) due to "high taxation" and "poor government policies".



"We announce the completion of Louis Cruises operations out of the port on Cochin (Kochi) in India for the 2009-10 season. We have signed a five-year operational contract with the Kerala government and we are reconsidering it," Yogesh Gupta, general manager (corporate affairs) of Louis Cruises, said onboard the ship off the coast of Kochi in Kerala.

"The company has suffered near about \$3.5 million loss in the last 45 days of operation and we cannot continue it this way," Gupta said. Tourism Minister Kumari Selja flagged off the cruise on its first journey from Kochi to Maldives Dec 2, 2009. But within 45 days of its operations, the company decided to stop its services in India. Apart from rooms and suites, **Aquamarine** offered several restaurants, a swimming pool, a fitness centre, massage and sauna centre, a casino and duty-free shopping.

Aquamarine is operating its final one-day high seas itinerary from Kochi Jan 16-17 and two days later will sail for her return trip to Europe. The company was supposed to operate for five months till April. The company also announced its decision to lay-off and relocate 200 crew members hired especially for the cruise operations in India. Excessive port charges, refuelling tax, sub-par port infrastructure and uncoordinated embarkation procedures are some of the reasons stated by the company for withdrawing from India. "When we started discussing with the Indian government, they assured us of all possible tax rebate for operating here. But the slow bureaucratic process and poor government policies have left us with no option but to withdraw," a disappointed Gupta said. "India doesn't have a cruise policy and we are taxed equivalent to a cargo ship, which is really unfair. For one port call we have to pay \$24,000 as port charges, which is the highest in the world. Even docking in Maldives cost us \$3,000," he said. The company said it might return to the region later this year provided the aforementioned impediments are resolved. According to company, the government in 2007 had formed a coordination committee of experts from the Defence Ministry, Finance Ministry, Shipping Ministry and Tourism Ministry to formulate a cruising policy in India, but the cabinet is yet to give its nod to it.

"The committee made a policy for cruises in India and submitted its recommendation to the central government but nothing has happened since then. The administrative process in India is quite slow and we are used to the European system of working. These things are adversely affecting the quality of our service," Gupta said. The operational cost of the vessel with a capacity of 1,200 passengers and 350 crew members is Rs.6 million per day. **Aquamarine** makes three journeys from the Indian shore - Kochi to Maldives, Kochi high seas and Kochi to Colombo - in a week.

"We included Colombo in our itinerary so that we can get the fuel at cheaper rates as in India we have to pay 33 percent extra charges on fuel. So we go to Colombo get the tank full without paying any extra taxes," he said.

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In 2004, Star Cruises had pulled out of India facing similar problems. The Association of Domestic Tour Operators of India (ADTOI) has called it a big setback for the tourism industry in the country. "Cruising is a very popular form of tourism in the world and Louis Cruises introduced it in India. It was a unique concept for Indian people but unfortunately they are calling it off. I think the government should have looked into their problems and sorted it out. We will be taking up the matter with the government," said Rakesh Lamba, president of ADTOI.

All the pre-bookings till April have been cancelled and the money has been refunded to the customers, the firm said.
Source : Siasat.com



The **Elisa Delmas** seen arriving in Dar es Salaam on 18 January 2010 from a congested Mombassa.

Photo : Anton Klaassen ©

BLT AWARDED VERY LARGE GAS CARRIER CONTRACT WORTH UP TO USD 90 MILLION

SGX and IDX Mainboard-listed PT Berlian Laju Tanker Tbk has been awarded a new charter contract with PT Pertamina, the state-owned Indonesian oil and gas company, for the provision of a Very Large Gas Carrier (VLGC) for a period of up to 7 years. The contract value of the time charter is worth up to approximately USD 90 million and is the first such contract awarded to an Indonesian company.



To service the contract, BLT has agreed to purchase the Commander N, a VLGC with a total capacity of 78,543 CBM built by NKK Corporation, Japan. With the delivery of the ship, BLT will reflag the ship into the Indonesian registry in line with BLT's commitment to the Indonesian Shipping Regulation known as Undang-Undang Nomor 17 Tahun 2008 Tentang Pelayaran, which among others implements the cabotage principle in Indonesian waters to develop the domestic shipping industry. The vessel has also been specifically chosen to comply with Indonesian Regulation Permendag Nomor 63/M-DAG/PER/12/2009 which requires that ships which are reflagged into the Indonesian registry should not be more than 20 years old to ensure high quality and standards for such ships. This is particularly important as many of the ships which are used within Indonesian domestic waters are older than 20 years.

With the reflagging of the Commander N, the Indonesian shipping industry will have taken a major step in supporting the government's strategic commitment to using more of Indonesia's gas resources across the large Indonesian archipelago instead of petroleum. It will also mark a new era for the development of the Indonesian shipping industry as it will be the first Indonesian-flagged VLGC and by far the largest gas tanker in the Indonesian registry. This vessel will be an important addition to BLT's total fleet strength of 104 vessels (including newbuildings).



Nigeria to ban foreign vessels from ship to ship transfers

The Nigerian Maritime Administration and Safety Agency (NIMASA) has taken steps to ban foreign vessels from undertaking ship to ship transfers.

A notice to this effect has already been sent out stating that the action is illegal. The matter refers to the practice of refined products being imported to Nigeria in foreign-flagged vessels, usually from offshore platforms, with the products then transferred to smaller vessels and taken ashore to one of the jetties.

A spokesman for NIMASA said the agency was acquiring the necessary means of enforcing the law, including patrol boats and at least one other helicopter. An existing helicopter is unavailable because of a faulty engine which has been returned to the manufacturer because it is within the warranty period. **Source : ports.co.za**

New Gate 3 complex opened at Jebel Ali Port Staff Reporter

Container trucks and other commercial vehicles exiting from DP World, UAE Region's Jebel Ali Port and Jebel Ali Free Zone will be able to use the dedicated inspection facility at the Main Gate 3, following the official opening of an expansive, integrated clearing facility on January 18.

The new Gate 3 Complex, spread over 88,906 square metres, is designed to facilitate quicker movement of cargo-laden vehicles by bringing together various departments and clearing authorities, such as the DP World Documentation Section for issuance of electronic gate passes, Dubai Customs for inspection of goods and Dubai Municipality Food Control to check imported food items, before they are released into the local market.

The new-look Gate 3 Complex provides parking space for 188 trucks and pick-up vehicles, including 30 inspection bays for container trucks plus 28 inspection bays for pick-up vehicles used by Dubai Customs. There are also another 29 inspection bays for container trucks to be used by Dubai Municipality in a separate area within the complex.

A 3-storey building accommodates DP World, UAE Region and Dubai Customs offices, while a nearby 2-storey block provides 1,586 square metres of space for materials detained by Dubai Customs.

The Gate 3 Complex has two lanes for vehicles to enter the facility, and three exit lanes that lead directly to Dubai's arterial road network in addition to one more exit lane for returning to Jebel Ali Free Zone. **Source : Khaleejtimes**

EU-REGELGEVING STIMULEERT VERKOOP GASOLIE

Het bunkeren van gasolie steeg vorig jaar in Rotterdam met circa 20 procent van 252.414 ton naar 302.607 ton. Aan



het eind van 2009 nam de afzet van deze lichte olie aanzienlijk toe vanwege nieuwe milieuregelgeving van de Europese Unie. Zeeschepen die langer dan twee uur aan de wal liggen, moeten brandstof met een zwavelgehalte van maximaal 0,1 procent gebruiken, oftewel gasolie.

De verkoop van bunkers in Rotterdam daalde in 2009 met 6 procent van bijna 13 naar 12,2 miljoen ton. De daling is veroorzaakt door de kredietcrisis. Daardoor arriveerden vorig jaar minder schepen in de haven. Vorig jaar nam de overslag in de Rotterdamse haven af met 8,5 procent.

In totaal werd 302.607 ton gasolie, 11.732.038 ton stookolie, 22.715 ton dieselolie en 110.232 smeerolie gebunkerd. Dat resulteerde in een totale verkoop van 12.167.592 ton. Het aantal bunkerleveringen daalde licht van 21.864 naar 20.748.

Met Singapore en Fujairah (Verenigde Emiraten) behoort Rotterdam tot de drie grootste bunkerhaven ter wereld.

* Bunkeren is het leveren van brandstof aan de scheepvaart. Op dit gebied concurreert de haven van Rotterdam wereldwijd met andere havens omdat de grote containerschepen met een 'volle tank'- 10.000 ton stookolie - hun gehele string - vaste route langs havens tussen bijvoorbeeld Zuid-Oost Azië en West-Europa - kunnen afleggen. Op topsnelheid verbruikt een groot containerschip per dag 250 tot 300 ton stookolie. Volgens www.bunkerworld.nl kost een ton bunkerolie vandaag 19 januari US \$ 456,-. In Singapore doet een ton vandaag US \$ 476,- Niet alleen de kredietcrisis maar ook de hoge bunkerprijzen hebben de vaarschema's van de scheepvaart beïnvloed. Veel schepen varen tegenwoordig zuiniger oftewel minder hard (slow steaming).

GMMOS Group's Grandweld Wins \$128 Mln Contract to Build Salvage Tugs for Algerian Port Authority



Grandweld, a United Arab Emirates-based shipbuilding, ship repair and conversion specialist, has secured a major contract worth \$128 million for the construction of three new Salvage Tugs for Sogeport-GICEP of Algeria. Grandweld is a division of GMMOS Group, a leading provider of marine services to the offshore oil & gas industry backed by

Abraaj Capital and Waha Capital.

"This contract for three 58m Salvage Tugs is yet another achievement for Grandweld and has helped us maintain a strong and healthy order book into 2012," says Mr. Jamal Abki, General Manager of Grandweld. He further says: "International recognition, experience, quality of work and commitment for on-time delivery at Grandweld are some of the strengths that helped us win this contract." Contracts have been signed with the ports of Algiers, Arzew and Skikda for the three vessels intended for sea search-and-rescue operations in co-operation with the Algerian Coast Guard. The vessels will each be delivered during the time frame between 26 to 31 months. Powered by two 4,000kw

diesel engines to achieve bollard pull of 130t, these vessels will be designed to meet unmanned machinery requirements with FIFI 2 and DP capabilities as per the requirements of the owners.

From its shipyard at Al Jadaf in Dubai, Grandweld has built a strong reputation for on-time delivery of high-quality offshore vessels within budget. Established in 1984, Grandweld has developed into one of the leading shipbuilders in the GCC region with a portfolio of both steel and aluminum vessels. Grandweld is dedicated to providing international standards in shipbuilding that has gained international attention with a global client base spread.

Bintulu visited by giant Korean container ship

Bintulu International Container Terminal (BICT) at Bintulu Port recently received a maiden call from one of the biggest container vessels to the port that earmarks the launching of a new direct shipping service, Korea Indonesia Express (KIX Service), by YSC Line.

Founded last May, YSC Line is a major container shipping lines in South Korea. The containership, MV **Forever Prosperity**, of 1,504 twenty-foot equivalent (TEU) capacity arrived at Bintulu from Jakarta on Jan 9.

The vessel, together with MV **Catena** and MV **Victoria Trader**, with a carrying capacity of 1,740 TEUs and 1,300 TEUs respectively, will serve the shipping route under KIX Service. The routing for KIX Service are Bintulu – Hong Kong – Keelung – Pusan – Mokpo – Keelung – Hong Kong – Singapore – Jakarta.

The vessels will call at BICT on a weekly basis with allocated window every Friday. Bintulu Port said in a statement that aside from the port of calling, YSC Line would also accept container booking to Kobe, Osaka, Tomakomai, Akita and Nigata in Japan through Pusan. **Source : The Star**

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Hanjin Shipping announces 2010 Trans-Atlantic rate recovery program

Hanjin Shipping has announced a rate recovery program for the Trans-Atlantic trade in the year 2010.

The program, consisting of three quarterly rate restorations, will be applied to all shipments between North America, Northern Europe and the Mediterranean, both east and west bound.

According to Hanjin Shipping, the Trans-Atlantic trade suffered severe losses in 2009 caused by massive drop offs in cargo volume, which has pushed freight rates to unreasonably low levels. While the trade is now showing signs of recovery in the form of improving volume figures, fuel and other operation costs are increasing as well.

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Hanjin Shipping comments, "This rate recovery program is necessary for us as we must maintain the quality service and schedule reliability that our customers expect from us. We will continue to seek all possible measures that will bring mutual benefits for us and our customers during this time of crisis. " **Source: transportweekly**



I.T.C's AHTS **Blizzard** seen handling the anchors for **Stanislav Yudin** at the "Greater Gabbard Windmill Farm Project" offshore Harwich.

Photo : Adri Haasnoot (c)

MISC builds up its chemical tanker fleet

MISC Berhad (MISC) reports it has held the naming ceremony of its 10th chemical tanker, the 38,000dwt Bunga Allium, the third in a series of eight IMO II chemical tankers ordered from the STX shipyard in South Korea by MISC. Bunga Allium was delivered on January 5 and has sailed on her first voyage from South Korea to Pasir Gudang. Her delivery brings the number of MISC's owned and in-chartered chemical tankers to 21, further strengthening MISC's position as a reliable and safe transporter of chemicals and vegetable oils.

The coming into service of Bunga Allium is part of MISC's rapid chemical fleet expansion programme, which will see MISC receiving a total of 15 chemical tankers over the next 2 years.

The naming ceremony was held at the Malaysia Marine and Heavy Engineering (MMHE) Yard in Pasir Gudang, Johor, officiated by Ms. Ngau Sue Ching, daughter of Ngau Boon Keat, Chairman of Dialog Group (Dialog). MISC and Dialog are joint venture partners in developing, managing and operating a tank terminal at the Port of Tanjung Langsat, Johor, Malaysia. Also present at the ceremony were MISC President/Chief Executive Officer (CEO), En. Amir Hamzah Azizan and the President and Chief Shipbuilding Officer (CSO) of STX Shipyard, G.S. Chung. **Source: seatradeasia**

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Gulf Navigation eyes more vessels as prices slump

Gulf Navigation Holding PJSC, Dubai's only publicly traded oil-tanker owner, is seeking to buy vessels after prices more than halved in two years. The cost of a five-year-old supertanker, capable of carrying two million barrels of crude, slumped 52 per cent to US\$77.3 million, according to data from the Baltic Exchange in London. Prices fell as fleets expanded, fuel demand fell and members of the Organization of the Petroleum Exporting Countries, accounting for 40 per cent of global oil supply, cut output.

'We're getting pretty close to the bottom,' chief executive officer Per Wistoft said in an interview last week at the company's offices here. The company may spend US\$80 million to US\$100 million buying ships this year and an announcement may come as early as this month, he said. Rental income from the vessels hauling Middle East crude to Japan, the industry's benchmark route, rebounded 94 per cent to US\$78,123 a day this year.

China is importing record amounts of oil and a cold snap in the Northern Hemisphere is boosting demand for fuel.

Gulf Navigation releases full-year earnings at the end of the month and earnings will be lower than in 2008, Mr Wistoft said. Earnings should improve this year, he said. The company declined 11 per cent in the last 12 months in Dubai trading, compared with an 8.4 per cent drop for Frontline Ltd, the world's largest operator of supertankers.

Gulf Navigation, which held an initial share sale in 2006, may buy back as much as 10 per cent of its stock, Mr Wistoft said. The Dubai-based company lifted 4.5 million metric tons of cargo in 2009. Gulf Navigation transported 1.9 million tons of crude oil, one million tons of petrochemicals and 1.6 million tons of dry cargo. The company owns one crude tanker capable of transporting two million barrels of oil and another that can ship one million barrels. It has six vessels that can transport crude or oil products and those tankers are now refitted to ship dry cargoes like grain or steel, Mr Wistoft said.

Gulf Navigation has four chemical tankers under a 15-year charter contract to Saudi Basic Industries Corp, the world's largest petrochemical maker known as Sabic. It's got another three chemical tankers being built, Mr Wistoft said.

The company may cancel that contract or seek to renegotiate the cost of the ships since the market price of the vessels is lower than the previously agreed amount, Mr Wistoft said. **Source : Bloomberg**

Wärtsilä schrapt 570 banen in Nederland

De Finse fabrikant van scheepsmotoren Wärtsilä gaat in Nederland 570 van de ruim 1500 banen schrappen. De ingreep maakt onderdeel uit van een wereldwijde reorganisatie, waardoor in totaal 1400 banen vervallen. Dit maakte het concern dinsdag bekend.

Wärtsilä heeft besloten om een deel van zijn productie in Europa over te hevelen naar China. Daar is de maritieme markt nog sterk aan het groeien. In andere delen van de wereld is het aantal orders sterk teruggelopen door de economische neergang.

De omvang van de ingreep heeft bestuurder Theo Katerberg van CNV Vakmensen geschokt. "Door deze beslissing valt er in bijna 570 gezinnen, verspreid door het halve land een zware slagbijl. Drama op drama. Het is uiterst jammer dat de scheepsmotorenfabriek Wärtsilä kennelijk niets anders resteert dan deze forse ingreep. Overigens wil ik nog wel echt het naadje van de kous weten voordat ik met de leden kan toewerken naar een acceptabele oplossing."

Het Finse scheepsmotoren/voorstuwingsconcern Wärtsilä maakte maandagavond bekend aan vakbonden dat bij Wärtsilä Nederland in totaal bijna 570 banen worden geschrapt. De zwaarste klappen vallen bij de scheepsschroevenfabriek in Drunen (vroegere LIPS) en bij DTS Zwolle B.V.. In Drunen gaat het om ruim 320 arbeidsplaatsen die verdwijnen vanwege verplaatsing van productie naar China, in Zwolle om nog eens 100. Ook bij de

vestiging in Schiedam heeft de reorganisatie gevolgen, maar van geringere omvang. De vestiging in Kruiningen ontspringt de dans.

Theo Katerberg: "Wärtsilä wil zijn scheepsproducten voortaan gaan maken op zo'n beetje de enige plek ter wereld waar nog sprake is van scheepsbouw, China. Tengevolge van de economische crisis is op het westelijke halfmond de scheepsbouw geheel ingestort. Hier is de nieuwbouw gereduceerd tot nagenoeg nul. En de reparatie en het opkalefateren wordt ook haast niet gedaan. In tijden van crisis worden de oudste scheepsrompen het eerst opgelegd. Dus die reparatiebehoefte verdwijnt ook als sneeuw voor de zon.

Maar - zoals gezegd - hoewel het verhaal van Wärtsilä in eerste lijn plausibel klinkt, wil mijn bond echt alle feiten weten voordat we serieus aan de slag willen met een sociaal plan. De noodzaak tot deze ontslag golf moet echt staalhard zijn."

Katerberg noemt het wrang dat de onderneming in Nederland zo fors inkrimpt. "Begin 2002 hebben we bij DTS in Zwolle nog een flinke hoeveelheid werkgelegenheid kunnen redden. Ook toen wilde de Finnen de stekker er al uittrekken. Jammer, dat het nu alsnog gebeurt."

US authorities investigate foreign flag vessels

The US Internal Revenue Service, in an attempt to collect unpaid taxes, is investigating the US filing compliance of foreign vessel companies and the US companies that hire them to work on the OCS. The IRS says an increasing number of foreign vessels have applied to enter into and work on the OCS, and it believes a significant number of them do not comply with US tax requirements such as reporting US income and filing tax returns. Additionally, US companies that hired and paid foreign companies may have a withholding tax requirement of 30% of the amount paid to the foreign companies.

"This is something that we have suspected for a long time – that many of the foreign vessels that work off the US coast on mineral leases have not been paying US taxes," says Ken Wells, president of Offshore Marine Services Association, Wells cites one example in which a company publically reported that it had to pay the IRS \$3.2 million because foreign vessels it chartered had not paid US taxes.

"There have been too many instances in which foreign vessels were able to significantly undercut the rates offered by US vessels," he adds. Wells says an influx of vessels hit the Gulf of Mexico in 2005 to do clean-up and repair in the aftermath of hurricanes Katrina and Rita.

The IRS has mobilized a task force to determine the compliance of the companies in question. Currently, about 200 vessel owners and operators, which sail under more than 30 different flags, have been contacted, according to the IRS. Approximately half of those contacted have responded. The letter requests that the vessel owner file US tax returns and pay any tax and interest due, or provide a reason why the vessel owner believes that US tax returns are not required. The IRS says its goal is for the letter recipients to voluntarily respond. Alternatively, the IRS will consider traditional compliance action.

The IRS directive categorizes foreign taxpayers engaged in exploration related activities on the OCS as the following:

1. Contractors that perform services on the OCS, such as seismographic testing, drilling, repair, and salvage work
2. Vessel operators that transport supplies and personnel between US ports and locations on the OCS
3. Owners and/or operators of foreign-registered vessels that bareboat or time charter to persons engaged in activities related to the exploration for, or exploitation of, natural resources on the OCS.

For more information, visit: <http://www.irs.gov/businesses/article/0,,id=214906,00.html>

Source : Offshore

.... PHOTO OF THE DAY



Above seen the tug **LURIO** in the port of Nacala (Mozambique) – former : **Harmonie**, POR, Zwijndrecht
Photo : Richard Purchase (c)

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