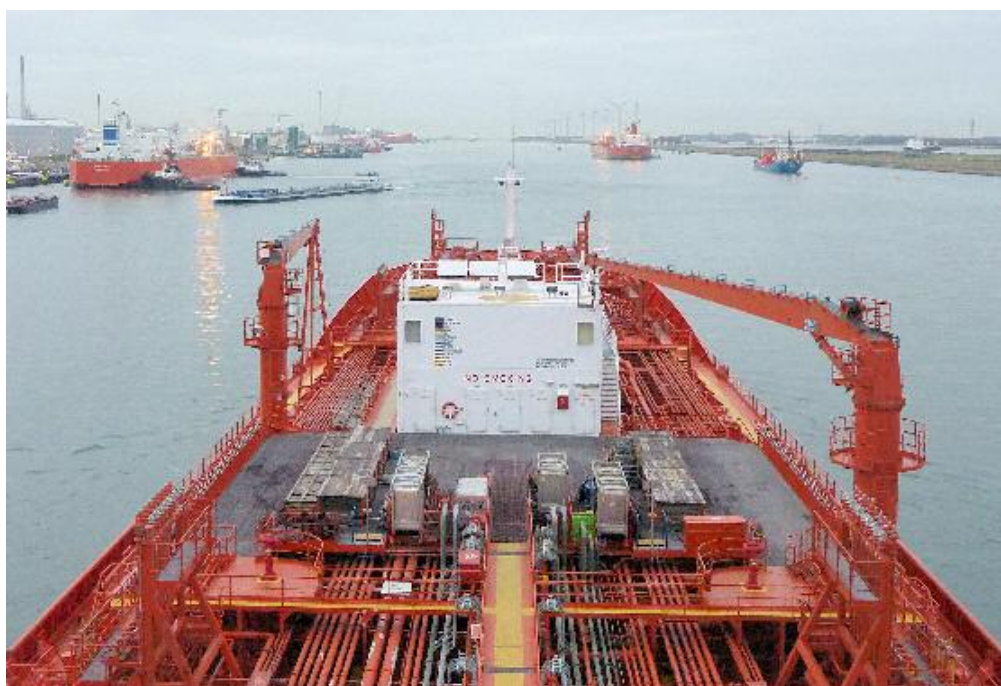


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Rotterdam Europoort seen from the departing BOW JUBAIL
Photo : Marijn van Hoorn (c)

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The 1973 built **SAGA RUBY** seen departing from Willemstad – Curacao

Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

Supreme Court rules partly in favour of Tallink over icebreaking fees

The state is determined to force Tallink to pay old icebreaking and navigation fees as the company seems to have taken advantage of a legal loophole that enabled it to leave these fees unpaid.

Supreme Court ruled in October that the state claim made against Tallink Group and its subsidiary Hansatee Cargo for lighthouse and navigation fees violates the constitution. However, the dispute is likely to drag on since the Supreme Court found that unconstitutional were only some provisions, but not all provisions used by the state in justifying its claim.

The state has been in court for years attempting to claim about 30 million kroons from Tallink for icebreaking and navigation fees dating back to 2003 and 2004.

Tallink claims that in 2003 when it used the icebreaking and navigation services in question, the fees for such services were established by a ministerial decree and not by law. BBN reported that Tallink had refused to pay the dues and has also contested in court the already paid Lighthouse and Ice Breaking dues from the period 1999 to the end of 2002 in the total amount of 38.1 million kroons. After the Supreme Court ruled against the state, economy minister Juhan Parts initiated the drafting of the amendment to the Maritime Safety Act. The situation was also angering Finnish shipping companies that had duly paid their fees and considered it unfair that Tallink should be allowed to escape without a penalty. **Source : balticbusinessnews**

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

AUSTAL CATAMARAN TO DELIVER HAITI RELIEF



The US Maritime Administration (MARAD) has announced that Austal-designed and built 113 metre high speed catamaran "**Huakai**" is being sent to Haiti to assist with relief efforts.

Completed in 2009 for Hawaii Superferry, the vessel can transport people, vehicles and other cargo at speeds of up to 40 knots. The catamaran's usefulness in the humanitarian effort is also greatly enhanced by its shallow draft and large loading ramp. The 20 metre stern quarter, bi-fold ramp enables the ship to be loaded and unloaded without relying on shore-side facilities such as port cranes, which are not in use following the earthquake.

While no details have been released regarding the intended use of "**Huakai**", the ship may serve as a link between Haiti and Naval Station Guantanamo Bay,

Cuba or Miami. This would enable frequent, high speed transportation of relief supplies into Haiti and facilitate transfer

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of personnel to and from the country. Depending on the length of the trip, the catamaran can carry nearly 800 tonnes per voyage.

Currently based in Virginia, the vessel is one of five MARAD controlled ships being mobilised for Haiti relief and will be crewed by Hornblower Marine Services personnel. "Sending these ships will help those on the front line of this effort to save as many lives in Haiti as possible," US Secretary of Transportation Ray LaHood said.

"These ships and skilled crews are ideally suited to assist in Haiti by providing unique capabilities."

With Port au Prince's docks and cranes destroyed or severely damaged, response officials reportedly felt it was quicker to call vessels that can temporarily take their place. "**Huakai's**" hydraulically operated aluminium ramp has a clear width of 4.5 metres and is designed for trucks weighing up to 42 tonnes.



The involvement of "**Huakai**" in Haitian relief efforts is the latest demonstration of large high speed, shallow draft aluminium catamarans assisting with humanitarian support. Austal's 101 metre "WestPac Express" has operated as a high speed theatre support vessel with the US Marines for the past nine years, and provided important humanitarian support during the 2004 Asian Tsunami.

In late 2008, Austal was contracted by the US Department of Defense to build up to ten 103 metre Joint High Speed Vessels (JHSV). Similar in design to "**WestPac Express**" and "**Huakai**" the JHSVs will be used by the US Army and

US Navy to assist with humanitarian relief operations and other activities requiring rapid intra-theatre deployment/transportation of personnel, equipment and supplies, supporting military logistics and sustainment.

The Austal JHSV will be equipped with a ramp to enable the use of austere piers and quay walls, common in developing countries, while the vessel's shallow draft (under 15 feet) will further enhance port access. Construction of the first JHSV "**Fortitude**" is currently underway at Austal's US facilities.

6 killed in pirate battle, more fighting feared

At least six pirates have been killed in fighting between pirates over a ransom in the coastal town of Harardere, in Somalia's central region of Mudug. The record-breaking ransom, which was estimated to be US\$7 million, was taken from Greek oil tanker **Maran Centaurus** released on Monday.

Harardere town is the second base of Somali pirates and the battle between the two groups left at least 6 people, including civilians dead and ten others injured. Civilians were among the injured people. "Three pirates and three civilians died in the clashes which occurred in the district, some residents were also among the wounded people with most hit by stray bullets" said Ali a resident in Harardere. Witnesses said residents fear another armed clash among the pirates. "The clashes occurred after pirates took ransom from Greek oil tanker **Maran Centaurus**, which was held for months," said Abdullahi Ali a resident in Harardere. The pirates gave some US\$200,000 dollars to the crews comprised of 28 crews, urging that the money was goodbye gesture for their former hostages, who stayed with them longer. Harardere elders told Garowe Online there is fear of clashes but they are trying to mediate the two groups and broker harmony. The ransom-hunting Somali pirates have made millions of dollars from the hijacking of international vessel transiting in the Gulf of Aden, one of the world's most busiest shipping lanes. **Source : Garowe Online**


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Maran Centaurus release confirmed

Maran Tankers Management confirmed that its 300,000dwt oil tanker "**Maran Centaurus**", hijacked some 762 miles off the coast of Somalia on November 29, was released by the pirates holding it at 0830 hrs local time Monday. The tanker with all crew on board is now under naval escort on route to a suitable safe port.



"All 28 members of the officers and crew of the **Maran Centaurus** are safe and well and looking forward to being reunited with their families, who have been kept fully informed of the situation throughout the period of the hijacking," the company said in a statement. "Maran Tankers Management Inc. is delighted that those on board, the vessel and her cargo have been released. The company thank the master, officers and crew for their courage and fortitude in dealing with this very difficult situation in such a professional manner. The company also thanks all those government and non- governmental organisations who supported throughout, the effort to release the vessel. Special thanks are extended to the Greek Government and in particular the Minister of Defence, Mr Venizelos.

Maran Tankers Management Inc. will not be releasing any details of the dialogue 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. The EU NAVFOR command said the **MARAN CENTAURUS** is now heading towards Durban and a EU NAVFOR warship HS **SALAMIS** is monitoring the situation. **SALAMIS**, named after the 480BCE battle during the Persian War, in which the Greek allies defeated the Persian navy, is a type MEKO 200 HN multipurpose frigate of German design. The Greek navy has sent a helicopter to assess the situation on board the released tanker and to provide for any immediate medical assistance on board. **Source : Eccoterra**

Iran: Westerse schepen mogelijk doelwit

Westerse oorlogsschepen in de Perzische Golf kunnen een doelwit van het Iraanse leger zijn, als de nucleaire installaties van Iran worden aangevallen. De Iraanse minister van Defensie Ahmad Vahidi zei dat dinsdag, Vahidi sprak zijn afkeer uit tegen de aanwezigheid van de Westerse schepen in de Perzische Golf. Volgens de minister gaat het om meer dan negentig schepen die een „militaristische sfeer" scheppen. Teheran zegt dat het nucleaire programma alleen bedoeld is voor vreedzame doeleinden. De Verenigde Staten en andere landen vrezen dat het land een atoomwapen

ontwikkelt. Ondanks VN-sancties gaat de Islamitische Republiek door met het omstreden nucleair onderzoek. De Verenigde Staten en Israël noemen militair ingrijpen in Iran een optie, als de diplomatie faalt.

Crew evacuated from grounded ship in Turkey

A cargo ship sailing under the flag of Moldova suffered catastrophic structural damage after it tore in two and sunk near the Black Sea coast in Turkey, world media reported on January 19 2010. The ship suffered severe damage from the bad weather in the region, which is also causing mayhem along the Bulgarian Black Sea coast.

Reportedly, the 21-strong crew were all plucked out of the cold waters by a Turkish rescue service of patrol boats and helicopters, Bulgarian Dnevnik daily reported. Among the crew were 17 Turkish nationals.

A mayday signal was sent from the sinking vessel at 9am Bulgarian time; shortly afterwards the Turkish coast guard and other rescue teams were mobilised and dispatched to the scene. The ship, a 145 metre **Orcum C**, left Ukraine towards the Turkish port of Guven Foreland in Kilyos, nearly 30km north of Istanbul, reports say.



Once the hull broke in two and the distress signal was released, an initial attempt by helicopters and rescue ships to reach the beleaguered vessel and sailors failed because of severe winds and high waves, the Turkish Hurriyet Daily News reported.

It has been reported that oil has been leaking into the Black Sea since the break-up of the vessel. Another incident was reported by the Turkish authorities as a Maltese ship requested assistance while leaving the Bosphorus Strait for the Black Sea. **Piper**, a 82.5m ship, reported machine failure. Two rescue boats were dispatched to the scene and a rescue operation is still underway. **Source : Sofia Echo / Photo's: AP News / Reuters**



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Port Trust to share ship data with Navy

In a move that would further shore up security around the port here, the Cochin Port Trust is learnt to have agreed 'in principle' to provide 'slave display' — repeated display — of its sophisticated two-radar VTMS (Vessel Traffic Management System) information at the Joint Operations Centre (JOC) for coastal security located at the Southern Naval Command.

The agreement, reached between the Port Trust authorities and the Navy here on Tuesday, is seminal as it puts an end to their differences of opinion over the cost of VTMS sharing. "However, it still requires procedural clearance (from the Ministry of Shipping) and the agreement would thus be between the Ministry of Shipping and the Ministry of Defence," sources told The Hindu.

VTMS, interfaced with the automatic identification system (AIS) that has been made mandatory for every ship by the International Maritime Organisation (IMO), identifies vessels and tracks real-time their movement through the shipping channel as soon as the VTMS radars, with a range of 20 to 30 nautical miles, pick them up. "As a tool to detect, identify and track vessels, all in real-time, it is significant for safe navigation and detection of unauthorised or unscheduled entry of vessels into the harbour," say sources. The Navy was holding discussions with Cochin Port Trust for access to VTMS imagery after the JOC was set up last year, but the latter demanded that the Navy pay for it. The Navy, on its part, took up the matter with the Ministry of Defence and a few rounds of discussions were held between the defence and shipping ministries to resolve it. **Source : The Hindu**

Drilling rig in the North Sea evacuated

The "**Songa Dee**" crew of around 50 persons was evacuated to nearby platforms and to shore. The rig is located just south of the Alfheim Field, 130 nautical miles north-west of Stavanger. The 1983-built 3,325 dwt M/V "**Far**

Grimshader suffered engine problems while working in the vicinity of the semi-submersible drilling rig **"Songa Dee"** operated by Marathon Petroleum. The supply ship is not leaking, and has been pulled away from the rig, but was Tuesday morning still caught in one of the rig's anchor chains. With waves of three metres, the work to free the supply ship is difficult, NRK reports. **Source : Norway Post**

Jaisu seeks to salvage Princess for 5th time

Jaisu Shipping Co Pvt Ltd is the lone firm to have shown interest in salvaging the **River Princess**. This is the fifth time that Jaisu has bid to remove the vessel that has remained grounded off the Sinquerim beach for the last nine years.



The state government had issued its seventh global tender on December 13, 2009 with some key changes in the conditions. This time the state gave the winning bidder the liberty to choose the shortest period within which to execute the work of salvaging the **River Princess**.

The other conditions of re-floating and towing away the ship to an authorized ship breaking yard or cutting it up into not more than five pieces and removing the debris without causing any environmental damage remain. "We have received a single tender—a technical bid from Jaisu—and its scrutiny is under

way.

If the technical bid is found competent, the company will be asked to submit a financial bid, Goa Tourism Development Corporation managing director Nikhil Dessai, who is holding additional charge as director of tourism, said. Tourism director Swapnil Naik and north Goa collector Mihir Vardhan, who are members of the Goa Disaster Management Authority, are out of the state at present. **Bron: Times of India**



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FACTBOX - Ships held by Somali pirates

Somali pirates have freed the Maran Centaurus, a Greek-flagged tanker carrying 2 million barrels of oil for a record ransom and witnesses said four pirates were killed in a clash between rival groups over the cash.

The release of the ship came a day after the money was dropped onto its deck on Sunday. The Maran Centaurus was seized on Nov. 29 with 28 crew aboard. The ransom was believed to be between \$5.5 million and \$7 million, officials said. Here is a list of ships under the control of Somali pirates:

- * **WIN FAR 161**: Taiwanese tuna boat, seized on April 6, 2009.
- * **AL KHALIQ** - Seized on Oct. 22, 2009. The Panamanian-registered ship carried 26 crew, 24 of them Indian. It is owned and operated by SNP Shipping of Mumbai. The 38,305 dwt bulk carrier was seized west of the Seychelles.
- * **THAI UNION 3** - Seized on Oct. 29, 2009. Pirates on two skiffs boarded the tuna fishing boat with 23 Russians, two Filipinos and two Ghanaians on board.
- * **FILITSA**: Seized on Nov. 10, 2009. The 23,709 dwt cargo ship had a crew including three Greek officers and the rest Filipinos. The Marshall Islands-flagged ship had been heading from Kuwait to Durban, South Africa, when it was attacked 500 miles northeast of the Seychelles.
- * **THERESA VIII**: Seized on Nov. 16, 2009. The chemical tanker was hijacked in the south Somali Basin, northwest of the Seychelles. The 22,294 dwt tanker had a crew of 28 North Koreans. The captain of the tanker died from gunshot wounds sustained during the hijack, a Somali pirate said.
- * **NESEYA**: Seized on Dec. 18, 2009. The Indian dhow with 13 Indian crew members was seized off the coast of Kismayo in southern Somalia.
- * **SOCOTRA 1**: Seized on Dec. 25, 2009: The Yemeni-owned ship was captured in the Gulf of Aden after it left Alshahr port in the eastern province of Hadramout. There are six Yemeni crew aboard.
- * **AL MAHMOUD 2**: Reported on Dec. 28, 2009. The cargo vessel left Yemen's southern port of Aden on Dec. 18, with 15 sailors and a captain on board -- all Yemenis.
- * **ST JAMES PARK**: Seized on Dec. 28, 2009. The UK-flagged 13,924 dwt chemical tanker had been sailing to Thailand from Spain with a chemical used to make plastics when it sent a distress signal from the Gulf of Aden. Its 26 crew members were from Bulgaria, Georgia, India, the Philippines, Poland, Romania, Russia, Turkey and Ukraine.
- * **NAVIOS APOLLON**: Seized on Dec. 28, 2009: The Panama-flagged 52,000 dwt bulk cargo vessel was seized about 800 miles off the Somali coast, north of the Seychelles. The vessel was sailing from the U.S. to India with a cargo of fertiliser. The Greek management company confirmed there were 19 crew.
- * **ASIAN GLORY**: Seized Jan. 1, 2010. British-flagged vehicle carrier, hijacked approximately 900 miles north of the Seychelles. The 25 crew aboard consists of eight Bulgarians, including the captain, 10 Ukrainians, five Indians and two Romanians.
- * **MV PRAMONI**: Seized Jan. 1, 2010. The Singaporean-flagged 20,000 tonnes dwt chemical tanker was hijacked in the Gulf of Aden on route from Italy to India. The 24 crew consists of 17 Indonesians, 5 Chinese 1 Nigerian and 1 Vietnamese. **Source : The Star**

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Marine start hulpverlening Haïti

Het marineschip **Hr.Ms. Pelikaan** arriveerde gisteren te Haïti. Daar ontving het marinedetachement een nieuwe taakstelling. De nadruk komt nu te liggen op het toegankelijk maken van de haven van de hoofdstad, het begeleiden van humanitaire hulpverleners en het evacueren van weeskinderen.

Het ondersteuningsvaartuig van de Koninklijke Marine in het Caraïbisch Gebied arriveerde gisterochtend (lokale tijd) voor de havenmonding van Port-au-Prince. Daar startte de bemanning direct met het uitvoeren van hydrografische metingen, het markeren van een veilige vaarroute en het verwijderen van de grootste obstakels in de havenaanloop met de scheepskraan. Enkele uren later meerde het marineschip – als eerste schip sinds de aardbeving – af in de haven. Hierop startte de bemanning direct met het lossen van de eerste hulpgoederen.

Marineschip kan hulpgoederen nog niet kwijt

De hulpgoederen die het Nederlandse marineschip **Hr. Ms. Pelikaan** aan boord heeft, kunnen nog niet worden verspreid in Haïti. Het is de bemanning maandag gelukt om aan te meren aan een kade in de haven en wat spullen van boord te halen, maar het meeste ligt nog in het ruim.

Dat zei de commandant van het schip, luitenant-ter-zee der eerste klasse Maarten Veenstra, dinsdag vanuit Haïti. Hij hoopt dinsdag goede afspraken te kunnen maken met het World Food Program (WFP) over de distributie. Veenstra heeft het verzamelpunt van het WFP bezocht, maar dat zit in een afgesloten steegje in de stad waarvoor rijen Haïtianen staan.

Volgens Veenstra is het daar veel te druk en te gevaarlijk om de spullen af te leveren. „Mensen zijn hongerig en duiken zo op een vrachtwagen waarvan ze denken dat er spullen in liggen”, aldus Veenstra.

NAVY NEWS

Royal Navy commander admits crashing nuclear submarine

A Royal Navy commander has admitted crashing a nuclear submarine into the bottom of the Red Sea.

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Commander Steven Drysdale was forced to bring **HMS Superb** to the surface after it hit rocks 80 miles south of Suez on May 26, 2008. The grounding damaged the bow and sonar equipment on the 272ft vessel, which is capable of carrying Tomahawk cruise missiles.

Cmdr Drysdale, from Miskin, near Cardiff, admitted failing to ensure the safe direction of the Swiftsure class hunterkiller submarine. Lieutenant Commander Andrew Cutler and Lieutenant Lee Blair, who were also on-board, also admitted failures in their duty at the hearing at HMS Nelson court martial centre at Portsmouth Naval Base, Hants.

Lt Cmdr Cutler pleaded guilty to failing to supervise the plot officer adequately. Lt Blair admitted a charge of "failing to take into account all the dangers in or near the planned movement of the submarine", which was carrying a crew of 112. Judge Advocate General His Honour Judge Jeff Blackett adjourned the hearing until March when all three officers will be sentenced.

At the time of the incident, the Ministry of Defence said the submarine's reactor was "completely unaffected" and there was "no environmental impact" from the collision. Cmdr Drysdale joined the Navy in 1984 and was appointed commanding officer of **HMS Superb** in December 2006.

He had previously been navigating officer and then watch leader on the Swiftsure-class submarines **Sovereign** and **Spartan**. **HMS Superb**, which came into service in 1976, was the first British submarine to visit the Arctic Ocean and sail under the polar ice caps.

She was deployed in support of operations in Afghanistan in 2001 before being decommissioned in September 2008. The MoD said the accident had not led to the submarine being taken out of service earlier than already **Source : Telegraph**

Malaysia to Receive Second French Submarine

The Royal Malaysian Navy (RMN) is expected to receive a second submarine from France in June 2010, according to Navy Submarine Commander First Admiral Mohammad Rosland Omar.

The submarine, **KD Tun Abdul Razak**, is likely to arrive at the Malaysian naval base in Sepang Bay, according to world.brunel.fm. The Scorpene-class submarine is undergoing the second phase of trials being carried out by its Spanish manufacturer, Navatia, off Cartanega in Spain.

"The voyage home is expected to take two months. Come June, we will have two submarines here," Omar said. France delivered the first submarine, **KD Tunku Abdul Rahman**, to the Lumut naval base in Peninsular Malaysia on 5 September 2009.

RMN Region II Commander First Admiral Anuwi Hassan said the operations and programmes of both submarines for 2010 and 2011 had been laid out. "Operating ageing vessels is a challenge for the navy but RMN was able to put 70% of them into service," Hassan said.

"They are not too old to operate and have not exceeded their lifespan, but the cost of maintaining them is unsteady and we are able to repair and put them back to service. "We hope to acquire new assets to back up the present fleet under the 10th Malaysia Plan 2011-2015." **Source : naval-technology**

Queen Elizabeth Class Carriers Use Intech

Intech has been awarded a design & build contract for the high-tech climate technology aboard the new **Queen Elizabeth Class** aircraft carriers being built for the British Royal Navy. The order represents a value of more than about \$187m. The ships, which are 918.6 ft long, are the largest naval ships ever to be built in the UK.

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The two aircraft carriers are about 65,000 tons each, a size between the American Nimitz class and the French Charles de Gaulle class. The high-tech design and build order is a direct order from Babcock Marine, a member of the Aircraft Carrier Alliance.

The order comprises a total solution for the technical design, engineering, equipment, supply, installation and set-up of all HVAC systems (Heating, Ventilation & Air Conditioning) on board both of the ships. The order was awarded to the German business unit Imtech Schiffbau-/Dockbautechnik.

A sizeable share of the activities will be performed in co-operation with the English business unit Imtech Marine UK, which recently has executed several other projects for the British Royal Navy. Both business units are part of the Imtech Marine Group, Imtech's marine division.

The ships are being built at five English shipyards with final assembly at Rosyth, Scotland. HMS [Queen Elizabeth](#) is scheduled to enter service by 2016 and HMS [Prince of Wales](#) will follow two years later. Source : [marinelink](#)

UK MoD Considers Outsourcing Royal Auxiliary Fleet

The UK Ministry of Defence (MoD) is considering leasing, chartering or even converting second-hand ships from private companies to fulfil the needs of the Royal Fleet Auxiliary (RFA) fleet in an effort to save money. The MoD had looked to buy six new refuelling tankers for the RFA as part of a programme called Mars, but have changed course after around 20 companies showed an interest in participating in the part-privatisation of the RFA, also known as the Merchant Navy.

The outsourcing could go ahead as part of a review into the RFA fleet or could be introduced solely for the six new refuelling tankers the MoD had initially planned to purchase. According to shipping industry experts, outsourcing the fleet management could save tens of millions of pounds for the MoD, which is under pressure to cut its budget.

Some companies have expressed an interest in supplying ships as a private finance initiative similar to contracts already issued by the MoD for its air-refuelling fleet and military satellite communications. BAE Systems, in collaboration with South Korean industrial conglomerate Daewoo, are expected to submit their proposal for the construction of the vessels. Source : [naval-technology](#)

German Navy heads for Southern Africa

Four ships of the German Navy are currently en route to Southern Africa. The naval flotilla consists of the ammunition ship [FGS WESTERWALD \(A1435\)](#) and replenishment vessel [FGS FRANKFURT](#) which are due in Walvis Bay on 29 January, and will be followed by the frigates [FGS NIEDERSACHSEN \(F208\)](#) and [FGS BRANDENBURG \(F215\)](#) arriving at the Namibian port several days later on 2 February. Although it hasn't been announced, it is possible that the four ships will continue on to Simon's Town and take part in joint exercises with the South African Navy.

Source : [ports.co.za](#)

SHIPYARD NEWS

ABG Shipyard gets court nod to recast Western India Shipyard

ABG Shipyard has received clearance from the Bombay High Court to go ahead with the restructuring of loss-making Western India Shipyard (WISL) and hopes to complete the process by the end of next month.

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The scheme provides options for the long-term restructuring or one-time settlement of the debt of the secured lenders of WISL, along with other matters, including reorganisation of the share capital of WISL. Dhanajay Datar, chief financial officer, ABG Shipyard, said the secured lenders have two options. Under the first, they can convert up to 36% of their secured liabilities into equity shares of WISL, 42% into a convertible zero-coupon loan bearing 0% interest per annum and the remaining 22% into a term loan at 11% per annum payable after 9 years.

In the other option, secured lenders can opt for a one-time settlement for 42% of their liabilities.

Datar added that the company's immediate aim is to know which option the lenders will opt for and see to it that WISL has the funds to pay the lenders off. "Once the scheme is implemented, we will look at acquiring a 60% stake in WISL," Datar said. "WISL will not find it difficult to get funding from banks as, after the restructuring, the balance sheet will look healthy with Rs 60 crore equity and Rs 110 crore debt... Also, the company will be a part of ABG, which would be reassuring to banks," he said.

WISL's secured liabilities stand at Rs 270 crore as on March 31, 2009. According to a source, ABG is likely to shell out Rs 35 crore for a 51% stake in WISL through the purchase of convertible shares. As a step towards rehabilitating WISL, ABG will grant a Rs 25 crore loan to WISL and provide technical and marketing expertise through a service provider agreement. However, the interest-free unsecured loan of Rs 25 crore or part of it will not be repaid without the consent of ICICI Bank, which is acting on behalf of all secured lenders. **Source : DNA India**

WAGENBORG BARGE 7 LAUNCHED



inland tankers and 2 BT traders coming weeks and will sail before Chinese new year half February to Rotterdam. This barge will be available end of June in Rotterdam.

Monday, January 11 the New building "**Wagenborg Barge 7**" (dims,100 x 33 x 7,6 mt.) was launched in Nanjing in China, this is the third oceangoing barge which "**Veka Shipbuilding**" in Werkendam built for Wagenborg Towage, the barge will be loaded with 5 NB



Shipyards loom as Croatia's biggest EU hurdle

The long-delayed sale of ailing state shipyards has become a key obstacle in Croatia's European Union accession talks, which Zagreb aims to complete this year, EU diplomats said on Tuesday. Brussels wants the former Yugoslav republic to sell the indebted shipyards and cut high state subsidies, reform its inefficient judiciary and step up the fight against corruption before joining the bloc, which could happen in 2012.

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The opening of the demanding justice area of EU entry talks, which also hinges on Zagreb's full cooperation with the United Nations war crimes tribunal, now seemed within reach, leaving the shipyards as the main problem.

EU entry talks are divided into so-called chapters. Candidates are often required to meet specific benchmarks before they can open and close a chapter, enabling Brussels and member states to keep tight control over progress.

"I think we are approaching a moment when opening of chapter 23 (Judiciary) can be reached," said Ambassador Manuel Salazar of Spain, which holds the rotating EU presidency.

But he told a news conference that the chapter on competition policy, which includes state aid to industries such as the shipyards, was not in such good shape.

"There we have a very different situation. Discussions on the completion of opening benchmarks have not even started. I am not very optimistic in the short term. There is still a lot of work before a decision can be taken," Salazar said. The first attempt to sell the six shipyards -- once a flagship export industry that is now piling up debt -- failed last September amid low investor interest. The government is expected to call another sale tender by mid-February. If it fails the docks, which employ more than 15,000 people, might go bankrupt and burden state coffers with debts the government has guaranteed. Croatia already has 16.1 percent unemployment and around 50,000 jobs were lost in the last 12 months because of recession. However, a government source said the assessment boded relatively well for Zagreb's EU hopes.

"The competition chapter is difficult to open, but once it is done there shouldn't be big problems, while the judiciary is more complex and member states will demand some track record and closing benchmarks," the source said.

Another EU diplomat praised progress Croatia had made in fighting corruption since Prime Minister Jadranka Kosor took over in July, illustrated by a number of investigations into malpractice in state companies and ministries.

"We see progress almost day by day, a change in the mood. The election of Ivo Josipovic is a further indicator of this positive mood," said Paul Vandoren, who heads the European Commission delegation in Zagreb. Josipovic, a Social Democrat, won a presidential election this month, running on a strong anti-corruption platform. **Source: Reuters**

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Service on a plate

SO IS it worth running ferries between Portsmouth and northern Spain or not? Curiously, two companies have made very different calls on this proposition, only about a fortnight apart from one another.

Late last year, Brittany Ferries announced plans to add a second vessel to its Portsmouth-Santander service, as a result of which frequency will rise from once a week to three times a week. It insisted that demand was exceeding expectations despite the recession, and forward bookings for 2010 were described as strong.

Now P&O Ferries has revealed that it is pulling out of Portsmouth-Bilbao in September this year, when the charter on the vessel that currently works the route expires.

Pride of Bilbao, which goes back to owner Irish Continental Group, was regularly filling up its 2,500-passenger capacity in peak season. Even so, Dubai-owned P&O reckons that it was losing millions of pounds. We recall also that Acciona Trasmediterranea set up on the Portsmouth-Bilbao crossing in 2006. But not even Spain's largest ferry operator could not make a go of it and pulled the plug early the following year.

What is odd here is Santander and Bilbao are only about an hour's drive away from each other, thanks to a direct motorway connection. Consumers have therefore not lost out, and Brittany has been presented with a niche market on a plate. We only hope it can make it pay. **Source : Lloyd'sList**

Finnish ship turbine maker Wartsila to lay off 1,400 people worldwide

Wartsila Corp., a leading maker of ship turbines, said Tuesday it will lay off 1,400 workers worldwide and cut production to save costs and increase competitiveness. The Finnish company plans to close its propeller and components manufacturing units in Netherlands, slashing 570 jobs. It employs more than 1,500 people in that country.

Wartsila stock surged 12.8 percent to close at euro33.83 (\$48.31) on the Helsinki Stock Exchange. The company said it will move its generating units production in Vaasa, western Finland, to China to remain competitive in Asian markets.

"The world has dramatically changed in a short period of time. China has become a strong maritime center and its growth will continue," CEO Ole Johansson said. "We have a choice — either to stay in Vaasa and twiddle our thumbs or go nearer to the customer."

Wartsila said the restructuring plans will save it some euro90 million during the next two years. The Helsinki-based group's net sales grew 14 percent in 2009 compared to 2008, Wartsila said in a preliminary financial review. It said net sales will likely fall by 10-20 percent this year from 2009 levels and that profitability will fall by 10 percent.

The company is scheduled to publish its 2009 earnings report on Jan. 28. Wartsila, a leading supplier for builders and operators of vessels and offshore installations, also builds power plants and provides power generation services.

Last year, it cut more than 600 jobs globally. Currently, Wartsila employs 18,500 people in 70 countries.

French Dock Workers Threaten More Strikes

French dock workers' leaders set a mid-February deadline for the government to respond to their demands for more waterfront jobs or face further industrial action. The CGT union, which represents the majority of dock workers, said it will launch an indefinite work-to-rule campaign at France's seven largest ports, including top box hubs Le Havre and Marseilles, on Feb. 12 if Transport Secretary Dominique Bussereau fails to give adequate assurances on job creation. French dock workers staged 24 hour nationwide strikes on Jan. 4 and Jan. 11 and have refused to work overtime or at night since early November to protest what the CGT says is the government's failure to honor a pledge to create up to 30,000 jobs as part of a reform of publicly owned ports.

The dispute centers on the transfer of around 2,000 container crane operators and maintenance workers from port authority payrolls to private stevedores. The government promised to create as many as 30,000 jobs to win dock workers' support for the reforms. Dock workers staged three months of rolling strikes in 2008 but called off their action after Parliament voted for the reforms. The other ports facing industrial action are: Dunkirk, Rouen, Bordeaux, Nantes-Saint Nazaire and La Rochelle. **Source: Journal of Commerce**

Last few days of Poole ferry

A FERRY fanatic has bought his dream ticket on the final crossing of the year-round Poole to France ferry service as hundreds join an on-line group mourning its demise.



The **BARFLEUR** seen moored in Cherbourg - Photo : Piet Sinke ©

Christopher Grist, 43, said he had visited the ferry terminal at Hamworthy after learning of the service's demise and bought a ticket for the final crossing of the **Barfleur**.

The £53 million vessel, which has serviced the popular Poole to Cherbourg route since 1992, will make the crossing for the final time at 11.45pm on January 31. "I love it. I sailed on the **Barfleur** during its first week and I've been travelling regularly ever since. Coming down to the port in the evening and travelling at midnight is the most amazing thing," said Mr Grist.

"The **Barfleur** will be greatly missed in Poole. Cancelling the service will cause a lot of people a lot of problems, particularly for people who travel five or six hours to the ferry," he added. The 18,000 tonne ferry will be replaced temporarily by the **Armorique** until March when the service will cease. Operators Brittany Ferries said the route had been making a loss since 2003. The high-speed May to September service out of Poole on the **Normandie Vitesse** will remain.

Meanwhile, more than 500 people have joined an online group Save the Poole to Cherbourg Passenger Ferry, including several from France, who have posted messages of support. One said: "My mum and dad live in France. Please don't get rid of this crossing. I won't get to see them as often." Another commented: "It is a great shame, I travel back and forth to Cherbourg on a regular basis, and I sincerely hope that another ferry company wants to come in and do this run. It would be a great loss to Poole."

A third posted: "Have many good memories of trips aboard. So convenient as well for all of us in this area." The group was started by 15-year-old Callum Willis, who said, in a letter to the Echo: "It is great loss for the port and the people of Poole and Dorset as a whole." He has also started an online petition. The **Barfleur's** last sailing will be January 31.

Source : **ournemouthecho**

Tallink Superfasts to Haiti?

The Estonian daily Postimees reports about talks between Tallink and international aid organisations about a possible charter of one or both Superfast vessels to Haiti, where the vessels(s) could be used as accommodation ships. Tallink has so far not commented on the reports, but according to Postimees the ferries' crews are already getting vaccinated against hepatitis as a preparation for the possible charter.

For dull details in Estonian and Swedish, resp., see:

<http://www.postimees.ee/?id=213495>

<http://svenska.yle.fi/nyheter/artikel.php?id=177330>



The **BALMORAL** seen moored in Willemstad – Curacao

Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

Norfolkline Drives Business Straight into Scotland

Since Norfolkline reintroduced the Rosyth-Zeebrugge route, an increasing number of businesses are taking advantage of the cost savings and environmental benefits of the direct Continental link, the latest being major car manufacturer, Mazda.

As of January 2010, Mazda will ship all Scotland-bound vehicles via the Norfolkline service and, with over 6,000 cars forecast over the year, will become the biggest car importer north of the border. Delivering its vehicles directly into the country through the Rosyth port, Mazda will reduce its CO2 by 493 tonnes per annum and save 280,000 transportation miles over its previous delivery destination in Grimsby - over 260 miles away. Commenting on the new business partnership, Bas van Helden, route director of Rosyth-Zeebrugge service for Norfolkline, said: "As Scotland's only direct ferry link to the Continent, this route offers convenience, cost savings and carbon footprint reductions, and it is encouraging to see more and more businesses, such as Mazda, utilising these benefits.

"The new partnership sits well with our existing portfolio, which already comprises a number of large-scale vehicle manufacturers including Mercedes-Benz. We look forward to working with Mazda and helping to reinforce their commitment to greener business practice." David Rodriguez, head of sales, planning and distribution for Mazda UK, added: "Scotland is our most successful market in the UK. On average we sell more cars per dealer than anywhere else, but delivery time to the dealers was the highest of any UK dealer. With an increasing volume of Mazdas in Scotland we were faced with having to increase the number of lorry journeys which in turn would have led to a greater CO2 footprint, and it was these three factors that were the catalyst for change.

"Norfolkline's service into Rosyth seemed the perfect solution: our customers get their cars a day earlier, we reduce our CO2 footprint and, with 280,000 fewer miles travelled by lorry, we have done a small amount for reduced traffic congestion."



Above seen the **Fugro Commander** in the (Icy) Dutch port of Delfzijl.
Photo : Nico Jan Meijering (c)

Pertamina to boost tanker fleet

State oil and gas firm Pertamina plans to invest \$333 million to buy 12 tankers this year. Suhartoko, Pertamina senior vice president of shipping said the company planned to order 12 tankers for delivery between 2012 and 2013. The company has already tendered for the construction of four liquefied petroleum gas tankers for a total investment of \$128 million. The tender is for a pair of 3,500 cbm capacity LPG carriers, and two 23,000 cbm capacity vessels. Pertamina is awaiting shareholder approval to acquire three 3,500 dwt tankers; one 6,000 dwt tanker; two 17,500 dwt tankers and LPG carriers of 3,500 cbm and 45,000 cbm. The smaller tankers are to be ordered from domestic Indonesian yards, while the larger tonnage will be ordered from overseas yards. **Source: seatradeasia**

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Rebirth of BHP wharf in Newcastle harbour

THE completion of a \$25 million refurbishment of a berth at the former BHP steelworks site was marked yesterday with the arrival of a vessel with a weighty delivery for the Bayswater power station. Two 250-tonne transformers were carefully and slowly unloaded onto oversized trucks using the cranes of the heavy-lift vessel **Victoria Scan** at Mayfield No.4 berth. The equipment was to be taken to Bayswater in the early hours of the morning.

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The shipment signalled the commissioning of the refurbished former iron ore berth, the first infrastructure project to be completed at Mayfield, on time and budget, Newcastle Port Corporation said. It expands the capability of the port to handle a variety of cargo. Port corporation public affairs officer Keith Powell said the site was ideal for shipments

such as yesterday's, which required easy access to main roads.



The 265-metre wharf is part of 90 hectares of corporation-controlled land riverside to about 150 hectares of the steelworks site the Hunter Development Corporation controls. The berth consists of a 3630 square-metre wharf apron and about 8745 of hardstand, a hard-surfaced area for cargo handling and storage. The project used materials recycled from the old berth, including 4000 tonnes of concrete. The contractor, BMD Constructions, also used or sold about 240 tonnes of steel reinforcement and steel rail line. The corporation has developed a concept

plan for its strategically located land, which would be divided into precincts: a berth precinct, bulk and general precinct, general purpose, bulk liquid and a container terminal. The aim is to attract private developments. **Source :** Gary Luxton

Bunker Prices

Port	IFO 380	IFO 180	MDO	MGO	Date
Singapore	476.50 ↑ +2.50	484.00 ↑ +1.00	---	628.00 ↑ +3.00	2010-01-19
Rotterdam	446.00 ↓ -7.00	463.00 ↓ -9.00	589.00 ↓ -12.00	620.00 ↓ -14.00	2010-01-19
Fujairah	474.50 ↑ +1.50	483.00 ▶ 0.00	---	653.00 ↓ -1.00	2010-01-19
Busan	503.00 ↑ +7.00	513.00 ↑ +8.00	666.00 ↑ +11.00	676.00 ↑ +11.00	2010-01-19

Container fleet overcapacity to lessen by 2013

The current over capacity in the container shipping market is forecast to remain until 2013, based on the latest Alphaliner fleet projections. The idle containership fleet, which presently stands at 1.44 MTEU, is expected to remain at current levels for two more years before it will start to decline in 2012 to at least 10 percent, AXS-Alphaliner reports. However, the report highlights, demand for ships could grow faster than expected. Deliveries of new containerships are expected to reach 1.54 MTEU in 2010, a 43 percent rise over the total deliveries in 2009. The f

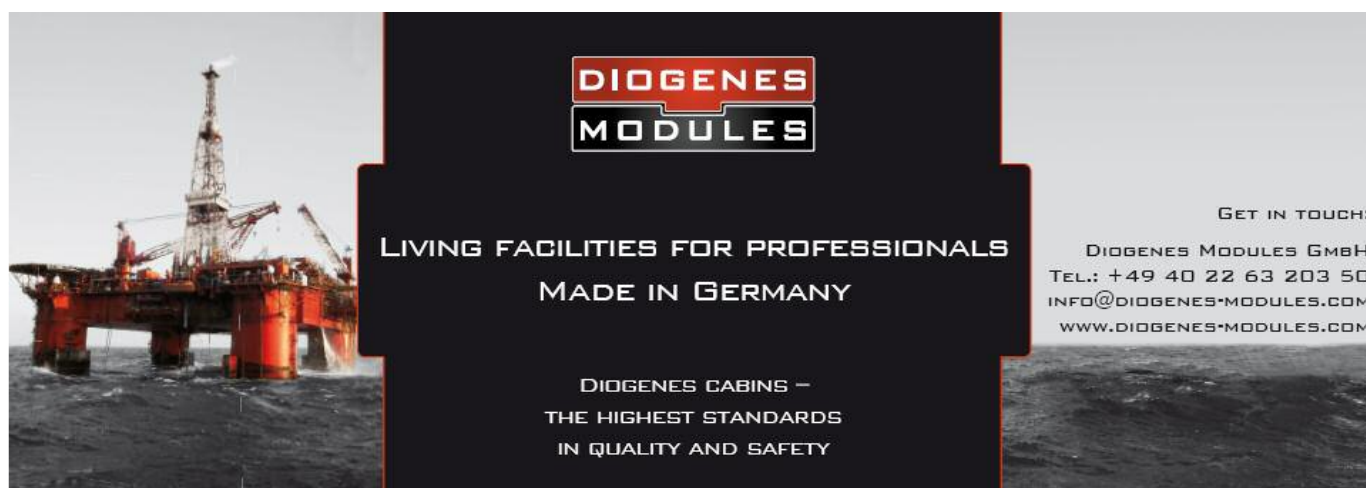
Espada Expands its Fleet in Gulf of Aden

Espada Logistics and Security-MENA has acquired five additional armed, fast-patrol vessels for use in the Gulf of Aden due to increased piracy and the growing demand for protection services.

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"Our customers have demanded a higher level of predictability when it comes to costs and scheduling, and it became clear that the only way to meet those demands was to acquire additional vessels," Jim Jorrie, president of Espada Logistics and Security-MENA, said. "The added capacity will also allow us to extend our escort area beyond the Gulf of Aden to now include the East Coast of Africa down as far as Mombasa."

"Many customers are requiring marine general liability insurance for their escorts; now, with these vessels, we'll be able to provide the protective coverage they desire." **Source : espadaservices**



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Port of Kiel Close to its 2008 Handling Mark

Despite the difficult economic climate, the Port of Kiel handled 4.86 million tons of cargo in 2009, nearly reaching its 2008 handling figure of 4.91 million tons. Individual business sectors developed in different ways. The handling of bulk cargo, containers and conventional breakbulk bound Lithuania was up while ferry traffic to and from Scandinavia and Russia posted declining volumes. Kiel was in fact even able to show a small increase in the passenger transport sector, handling 1.88 million passengers in 2009 against 1.85 million in 2008 as the port's significance as a sea tourist hub also continues to grow.

In terms of cargo handling, the Ostuferhafen is the strongest facility in the Port of Kiel, handling 2.3 million tons last year, 11% more than in the previous year. In March 2009, regular container handling began in the Ostuferhafen. The new container business is based on the import of ferro-alloys, which are high-value supplements for the west European steel industry and reach Kiel via Riga from Kazakhstan.

In 2009 Kiel further consolidated its position as Germany's most popular cruise shipping port. There were 115 calls by 21 different cruise ships. For the first time, more than 290,000 travellers left or boarded cruise ships in Kiel. The trend to very big cruise ships continues. At peak periods, the Ostseekai Cruise Terminal alone was handling more than 9,000 passengers inside just a few hours. According to current information, Kiel will this year again surpass its previous good figures. To date, 138 ship calls have been registered for the summer cruise season 2010, which will open on April 28th with the arrival of the *Mona Lisa*. Visiting Kiel for the first time this year will be the *AIDAcara*, which is expected at the Ostseekai on no fewer than 21 occasions. The most frequent guests however will be the vessels of the MSC Shipping Company, among them *MSC Poesia*. **Source : Port of Kiel**

Port of Shanghai still hasn't overtaken Singapore

The world's top four box ports — Singapore, Shanghai, Hong Kong and Shenzhen — look set to remain as is, with Singapore expected to retain its title as the world's busiest. According to Shipping Gazette, Singapore's Maritime and

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Port Authority reported a 13.5% decrease in container movement in 2009, having handled 25.9-million TEUs compared to 29.9-m in 2008. The December container volume showed a year-on-year increase of 6% to 2.3-m TEUs. According to statistics from the Shanghai International Port Group, container throughput at Shanghai up till November has been 22.6-m TEUs.

PortWorld News quoted Wang Hongquan, vice-director for the Shanghai Transport and Port Authority, as saying that Shanghai's container throughput for 2009 will be about 24-m TEUs. The latest figures from the Hong Kong Marine Department show the port still held third spot, handling 20.9-m TEUs in 2009, a decrease of 14.6% from 24.5-m in 2008. But December's figures showed a three per cent increase to 1.8 million TEU from the same month the previous year. Meanwhile, as number four, the Port of Shenzhen's cumulative container throughput in the year of 2009 dropped 14.8% to 18.3-m TEUs according to statistics from the Shenzhen Transport Commission, news agency Xinhua reported. **Source : cargoinfo.co.za**

OLDIE – FROM THE SHOEBOX SS NIEUW HOLLAND

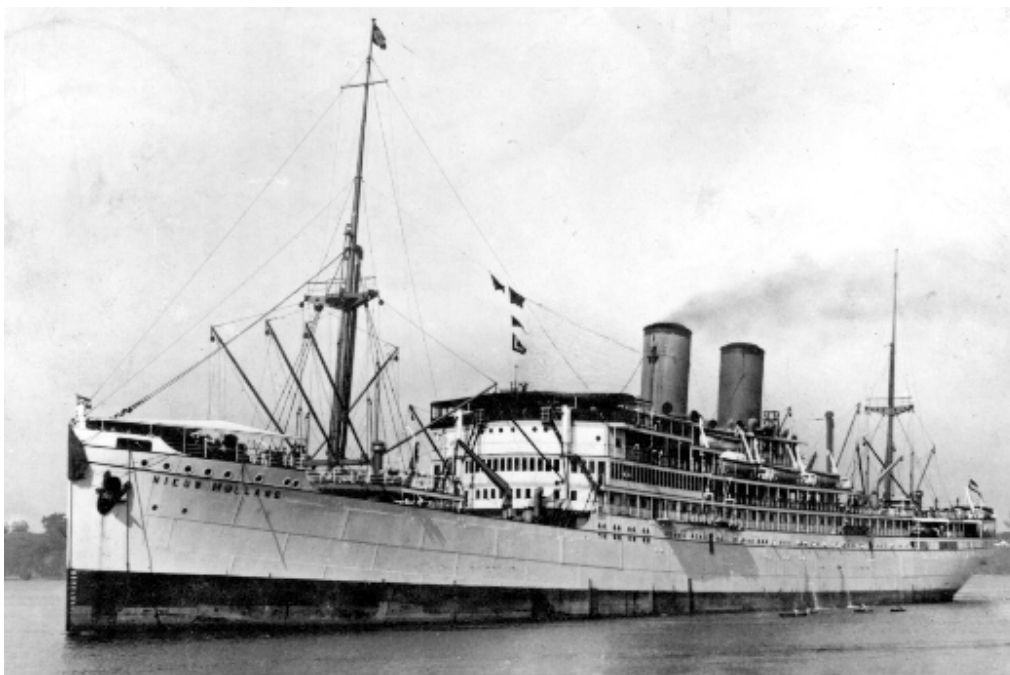


Photo : Coll. Joop van der Sluijs

SS **Nieuw Holland** was built in Amsterdam for KPM (Koninklijke Paketvaart Mij) and launched December 1, 1927. Upon completion on April 20 1928, she headed for Asia and commenced regular services from Malaya, via Singapore, Dutch East Indies, to Brisbane, Sydney and Melbourne. **Nieuw Holland** and her sister, SS **Nieuw Zeeland**, maintained a regular service between Australia and Asia until the outbreak of the war. These two KPM sisters were regarded as two of the most graceful pre-war liners to operate between Australia and Asia, with their magnificently decorated lounges clad with fine timbers featuring elaborate carvings. Their external appearance gave them a casual tropical feel being painted all white and buff to yellow funnels. **Source : ssmaritime.com**

.... PHOTO OF THE DAY



The **BULLY 2** seen fitting out in Singapore - Photo : Piet Sinke ©

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

BOEKBESPREKING

Door : Frank NEYTS

"De smeekbede van een oude slavin".



Bij Uitgeversmaatschappij **Walburg Pers** verscheen onlangs "**De smeekbede van een oude slavin en andere verhalen uit de West**". Het boek kwam tot stand in het kader van het project Sailing Letters van de Koninklijke Bibliotheek, Den Haag.

Nederland en Engeland hebben nogal wat zeeslagen met elkaar uitgevochten. Over en weer werden schepen tot zinken gebracht of veroverd. Scheepsladingen werden, samen met de aanwezige post, tot 'prijs' verklaard. De Engelsen maakten keurige beschrijvingen van de Nederlandse buit en de bemanningen van de gekaapte schepen werden uitvoerig verhoord. De verslagen daarvan werden – samen met honderdduizenden in beslag genomen papieren – eeuwenlang bewaard, aanvankelijk in donkere kelders en op tochtige zolders van de Tower of London en later in The National Archives. Niemand keek ooit om naar deze unieke verzameling, die meer dan 38.000 zakelijke en persoonlijke brieven bevat van en aan Nederlandse zeelieden, kooplieden en hun familie.

Pas in 1980 werden deze 'Prize Papers' door een Nederlandse onderzoeker ontdekt. Ieder 'Sailing Letters Journaal' bevat transcripties van opmerkelijke brieven en documenten, voorafgegaan door een uitgebreide toelichting. Een schrijnend voorbeeld is de brief van de voormalige slavin uit de titel van dit tweede deel in de reeks, gewijd aan de Nederlandse aanwezigheid in West-Indië.

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"**De smeekbede van een oude slavin**" (ISBN 90-5730-598-4) telt 142 pagina's en werd als hardback uitgegeven, inclusief een CD-rom. Het boek kost 19.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij **Uitgeversmaatschappij Walburg Pers**, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door **Agora Uitgeverscentrum**, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

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