

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 022



Number 022 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 22-01-2010**

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A rare photo at a rare location, above seen the 1989 built Swedish icebreaker ODEN operating near Mc Murdo Station (Antartica) – Photo : Wouter Vernooi ©

D: 10,300 tons (12,900 fl) S: 17 kts free (3 kt through 1.8-m ice)
Dim: 107.80 (93.20 pp) × 31.00 max (29.40 over "reamers;" 25.00 wl) × 7.00 (8.50 max.)
A: provision for: 4 single 40-mm 70-cal. Bofors L70 AA; . . . mines
M: 4 Cegielski-Sulzer 8ZAL-40S diesels, geared drive; 2 shrouded CP props; 24,480 bhp—bow and stern thrusters
Electric: 4,800 kw (4 NEBB 1,200 kw alternators, Sulzer AT-25H diesels, 1,750 bhp each, driving)
Range: 30,000/13 Fuel: 2,917 tons heavy oil, 854 tons diesel
Crew: 32 tot. + 17 spare berths

IN MEMORIAM

The editor of the newscippings learned that unexpected passed away,



Capt. KLAAS BAKKER

Morra, 24-07-1942

Dokkum, 17-01-2010

After a successful voyage with the tug FAIRMOUNT ALPINE from Dalian to Cape Town, Klaas returned to Holland, After arriving home in the afternoon and seeing his family for a couple of hours, he suddenly passed away on his favourite place of his bench, commencing his last voyage.

As everybody can understand that this came as a complete shock for his family, friends and for his colleagues with Fairmount because over the last 10 years Klaas was part of the team who ensured that various projects, tow-outs of Fairmount Marine were handled with professional care. All with Fairmount people will miss him and the way how he could guide the various crew of all nationalities into a safe operations

Leaving behind his beloved ones:

Mrs Christine Bakker-Renggi
Dennis Bakker
Valesco Bakker

The service for Klaas, will be held Saturday the 23rd of January 2010 at 14.00, at the Mortuarium Rondweg-West 158 in Dokkum. After the service he will be brought to his last resting place at the cemetery "Lindenhof" in Dokkum
Condolences as from 13.30 hrs Lt

******* KLAAS , REST IN PEACE *******

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :**

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The Korean dredger **GORYO – 6HO** seen operating off Colombo Port, the dredger was originally built in 1985 as bulk carrier and was converted to sand carrier / dredger in 2001. The **Goryo-6HO** can carry up to 27,000m3 of material.

Photo : Piet Sinke ©

Hanjin Shipping marks 60 years with new book

Korea's astonishing rise to the rank of the world's ninth-largest exporter would never have been possible without leading shipping firms like Hanjin Shipping. Yesterday, this subsidiary of Hanjin Group launched a book to mark 60 years since the founding of its precursor, Korea Shipping Corporation, which merged with Hanjin Container Lines 33 years ago to form the company as it exists today. The book, titled "**Hanjin Shipping - History of 60 Years**," made its debut at a ceremony at the Lotte Hotel in Sogong-dong, central Seoul, yesterday. About 150 significant figures from related industries and the government were in attendance, including Chairwoman Choi Eun-young, Korea Maritime Research Institute Director Park Hyon-kyu and Vice Minister Choi Jang-hyun of the Ministry of Land, Transport and Maritime Affairs.

"Hanjin Shipping has been growing together with the country's economy, with the firm playing a significant role shipping necessities to the public in the early days after the nation's founding, acting as guardians of national security during the Korean War and becoming a bridge sending Korean products across the globe with the dawn of the export-

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oriented era,” Chairwoman Choi said in her opening remarks at the event. Korea Shipping Corporation was the Republic of Korea’s first government-run company, founded in December 1949, and in 1988 it merged with Hanjin Container Lines, founded by Cho Choong-hoon in 1977, to create Hanjin Shipping. After Cho handed over the reins to his second son Cho Soo-ho in 1994, the company began a push to dominate overseas markets. Hanjin Shipping has now expanded to become one of the world’s top 10 shipping firms. Asked in an interview with the JoongAng Daily how the company had been able to survive so many economic crises, Kim Jong-do, executive vice president of public affairs for Hanjin Shipping, said, “The company began unfolding strategies targeting global markets earlier than other domestic shipping firms, and that was probably how we were able to overcome all the difficulties we’ve faced.”

Chairman Cho Soo-ho passed away in 2006, and his wife Choi Eun-young officially stepped in as chairwoman in January 2009. However, with the global financial crisis sweeping companies all over the globe at the end of 2008, the shipping industry both at home and abroad has faced rough times for more than a year. Under the leadership of Chairwoman Choi, Hanjin Shipping has transitioned into a holding company structure, but its future will depend on a reliable recovery of global trade. Chairwoman Choi’s active involvement in management in recent years has also stoked rumors inside the industry that she is moving toward a possible spin-off of the shipping behemoth from its parent Hanjin Group. The two volumes in “[Hanjin Shipping - History of 60 Years](#),” around 700 pages total, took over two years for the task force specially formed for the project to compile. The company hopes the book will be used as a resource for various organizations involved in the shipping industry and academic institutions.

Source: Joongang Daily



WALLENIUS WILHELMSSEN [TORTUGAS](#) spotted on the RED SEA outbound from Port Sudan, North Africa Jan. 20,
Photo : Charles Dauphin Miller - www.tugboatphotos.com ©

Nedlloyd-dag 'Draag uw steentje bij'

Het [Maritiem Museum](#) bewaart meer dan veertienhonderd objecten en duizenden foto's die samen het verhaal vertellen van het wereldbedrijf Nedlloyd. Aan ieder voorwerp kleven herinneringen en anekdotes. Van sommige objecten weten we veel, andere hebben hun geheimen nog niet prijsgegeven. Die leven voort in de hoofden en harten van de mensen die er gewerkt hebben.

Graag nodigt het [Maritiem Museum Rotterdam](#) oud-Nedlloyders daarom uit voor een bijzondere [Nedlloyddag](#) op zondag 24 januari van 12.00 tot 16.00 uur (museum is open van 11.00 tot 17.00 uur). Onder het thema 'Draag uw steentje bij' doen we deze dag een beroep op het collectieve geheugen van Nedlloyd. We vragen u om uw kennis, informatie en anekdotes te delen en op deze manier voor het nageslacht te bewaren.

Gedurende de dag kunt u uw kennis en herinneringen achterlaten op video en een cursus volgen waarin u leert hoe u informatie kunt toevoegen aan ons digitale archief Maritiem Digitaal. In de bibliotheek zijn verschillende collectiestukken opgesteld waarover we graag meer zouden willen weten. Wellicht kent u het ontbrekende stukje van de puzzel? In de middag kunt u luisteren naar een lezing of kijken naar films waarin oude Nedlloydtijden herleven. Uiteraard is er ook volop gelegenheid om gezellig bij te praten met uw oud-collega's en is er een muzikaal optreden.

Voor wie: [oud-Nedlloyders](#) (met introducee)

Tijd: 11.00 - 17.00 uur (programma van 12.00 tot 16.00 uur)

Aanmelden: het museum is op deze dag open voor iedereen, maar het zou fijn zijn als u zich van tevoren aanmeldt bij de afdeling Publiekszaken via (010) 413 26 80 of info@maritiemmuseum.nl

SEAFARERS STILL DYING IN ENCLOSED SPACES

Despite much effort being put into formulating training programmes and initiating legislation, experienced seafarers continue to die as a result of forgetting or ignoring the most basic of rules, says UK-based training provider Videotel programme.

It has produced a film that sets out to explore the main reasons why so many seafarers lose their lives in such tragic circumstances. Based on real case studies, the programme shows how five highly experienced seafarers lost their lives and how another almost suffered the same fate because of that natural human instinct, to help as quickly as possible a person in trouble. Videotel says it hopes that by distributing this programme, it will make seafarers think much more seriously before entering enclosed spaces.

Captain Timothy Crowch, a former commercial airline pilot who now works with organisations around the world in the development of safety management systems, presents the programme. In so doing, he points out that the airline industry has for many years endeavoured to understand the factors that lead to human error; simply to attribute a death or injury to human error and leave it at that is no longer acceptable, if it ever was. **Source : Maritime Global Net**



Piet Sinke, Operations Manager T&T Bisso Salvage (Asia) and editor of the **shipping newscippings** gave a yesterday a "Salvage" presentation for 60+ multicultural "strategy and policy" students at the **University of Singapore (NUS)**, above seen Piet together with dr. **Marleen Dieleman** of the NUS

Voedseldistributie

De noodhulp van het marinedetachement op Haïti richtte zich gisteren primair op het begeleiden van hulpverleners en het distribueren van hulpgoederen.



Het marineschip **Hr.Ms. Pelikaan** arriveerde maandagochtend in Port-au-Prince. Voor het marinedetachement ligt de focus van hulpverlening op het verbeteren van de havenfaciliteiten Port-au-Prince, het begeleiden van hulpverleners, het uitgeven van hulpgoederen en het evacueren van 100 Haïtiaanse adoptiekinderen. Deze taakstelling uitte zich gisteren in het begeleiden van het USAR team en het bevoorraden van drie weeshuizen. Daar werden noodrantsoenen, voedselpakketten, water, luiers en kindermedicatie gebracht. Ook onderzocht de marinearts honderd weeskinderen. In de haven van Port-au-Prince voorzagen mariniers diverse families in bootjes van voedselpakketten en water.

Vandaag richt de noodhulp zich op het begeleiden van honderd Haïtiaanse adoptiekinderen, het afleveren van hulpgoederen aan het 'World Food Program' en het distribueren van levensmiddelen onder de bevolking.

De bemanning van **Hr.Ms. Pelikaan** bestaat uit 15 personen. Daarnaast zijn voor deze inzet ook 45 mariniers van de 32ste infanteriecompagnie van het Korps Mariniers uit Aruba, de bootgroep van het Korps Mariniers, zes militairen van de Arubaanse Militie en twee man van de Koninklijke Marechaussee geëmbarkeerd. De bemanning is verder aangevuld met logistiek, technisch en geneeskundig personeel van het Commandement der Zeemacht in het Caraïbisch Gebied.

Crowley Establishing Flow of Relief Cargo into Haiti

Planning for Future Shipments Directly into Port-au-Prince

Crowley Maritime Corporation, working under contract with the U.S. Transportation Command (USTRANSCOM), is unloading Haiti relief cargo in Rio Haina, Dominican Republic today. Fifty six of the 68 20-foot containers of water and meals-ready-to-eat (MREs) will be trucked across the border into Haiti.

The remaining 12 loads aboard the container ship **Macajama** will be transported by water to Port-au-Prince, Haiti and be offloaded in an experimental lightering operation and delivered across a beach on Friday. If successful, future shipments could be made directly to Port-au-Prince.

The Crowley plan calls for the **Macajama** to anchor offshore near the port's damaged south pier and near the exposed beach. Using a shipboard crane on the Macajama, the 12 remaining containers would be lowered onto a smaller vessel operated by G and G Shipping and delivered across the beach on wheels.

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A team from Crowley's TITAN Salvage subsidiary surveyed the port area Monday and determined that such an



operation was possible. They also determined that it would be possible to establish a temporary docking structure on the beach using a Crowley 400-foot-long by 100-foot-wide flat deck barge. Crowley is mobilizing such a barge (the 410) and a crane from Orange, Texas that could be used for cargo discharge, and plans to have both on the scene in Port-au-Prince on, or about, Feb. 2.

PHOTO: TITAN's chartered Caravan sea plane - used to transport TITAN's survey team from Pompano Beach, Florida to Port au Prince - at Port au Prince Haiti.

Crowley has extensive experience designing solutions to complex challenges, and has delivered a multitude of large production modules, equipment and supplies across beaches for energy companies in the Russian Far East, Alaska's North Slope and West Africa.

A new wave of Haiti relief supplies in approximately 100 20-foot containers is being loaded today at Crowley's Port Everglades facility on the Roll On / Roll Off ship Crowley Americas and will be transported to Rio Haina for delivery on Saturday. Those containers, also moving under contract with USTRANSCOM, were consolidated and stuffed at Crowley's Miami warehouse. They will be trucked across the border into Haiti.

The Macajama is scheduled to return to Port Everglades over the weekend and load more relief cargo, which could be delivered directly to Port-au-Prince next week, if the test lightering operation is successful Friday.

As announced last Wednesday, Crowley has suspended indefinitely its regularly scheduled commercial cargo services to and from Haiti. The situation in Haiti remains unstable and Crowley's priority remains getting relief supplies to the people impacted by the devastating earthquake. Crowley continues to offer its twice weekly service to and from the Dominican Republic.





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Row over Haiti cruise stop overs

As recovery efforts continue in Haiti, a cruise ship operator's decision to resume visits to the devastated Caribbean nation has sparked debate on whether it is appropriate for tourists to return to the country so soon. Less than a week after the deadly quake hit, Royal Caribbean Cruises decided to continue with its scheduled ship calls at the resort of Labadee on Haiti's northern coast.

The private resort, leased by Royal Caribbean from the Haitian government, was largely unaffected by the magnitude 7.0 earthquake. Critics have accused the company of being insensitive to the suffering and humanitarian disaster about 129km away, where up to 200,000 people are feared to have died. Others have also suggested that the Labadee dock could be better used to ship in much-needed relief supplies, although Royal Caribbean says US military advisors have visited the site and declared it unsuitable.

"It was hard enough to sit and eat a picnic lunch at Labadee before the quake, knowing how many Haitians were starving"

The cruise line's ship **Independence of the Seas** was the first to return last Friday, just three days after a quake struck the capital Port-au-Prince, with three more ships scheduled to stop at Labadee this week. But Royal Caribbean says it is proud of what its ships are doing, and Adam Goldstein, the president and CEO, said the liner's visit to Labadee was contributing to Haiti's recovery in their own way.

"Being on the island and generating economic activity for the straw market vendors, the hair-braiders and our 230 employees helps with relief while being somewhere else does not help," Goldstein wrote on the company's blog.

"The north [of the country] is going to bear a good part of the burden of the agony of the south, and the more economic support there is to the north, the better able the north will be to bear this burden. People enjoying themselves is what we do."

Royal Caribbean Cruises has also announced plans to provide at least \$1 million in humanitarian relief to survivors of the Haiti quake. But the decision to go ahead with the visit has divided passengers.

A survey by an online cruise reviews and news website, Cruise Critic found most passengers backed the company's decision to resume its port calls in Haiti. However, several passengers said they would stay on board ship when it docks in Labadee, with one saying he was "sickened".

"I just can't see myself sunning on the beach, playing in the water, eating a barbecue, and enjoying a cocktail while [in Port-au-Prince] there are tens of thousands of dead people being piled up on the streets, with the survivors stunned and looking for food and water," another passenger wrote on a Cruise Critic internet forum.

"It was hard enough to sit and eat a picnic lunch at Labadee before the quake, knowing how many Haitians were starving," said another. "I can't imagine having to choke down a burger there now." **Source : Al Jazeera**

Piracy – Greek bulker evades capture

A Jamaican-flagged, Greek-owned bulker **MILTIADES** (28,126-dwt, built 1983) came under attack by Somali pirates off the coast of Yemen on Sunday (17 January) but managed to evade capture.

The vessel came under attack from a skiff some 130 nautical miles southwest of the Yemeni port of Al-Mukalla, with the pirates opening fire with AK-47 automatic rifles. A security team posted on the ship used red flares to ward off the attack while the ship took evasive action. The pirates eventually abandoned the attack and left the scene.

Meanwhile, it has been revealed that the Yemen Navy has for the past two years had an unofficial arrangement with a British security company to provide armed escorts for ships sailing through pirate infested waters. The cost of escorting the ships was given as USD55,000 per ship, which was split between the moonlighting Yemeni naval crew and the security company according to the reports.

The Gulf of Aden is one of the world's busiest sea lanes with between 1,500 and 1,600 ships passing the Horn of Africa each month. Over the past two years a steady percentage of those ships were captured and held for ransom by pirates. But in recent months the cost of each ransom has escalated and reached the record figure of USD 7 million for the VLCC Maran Centaurus which was paid this week. **Source : ports.co.za**

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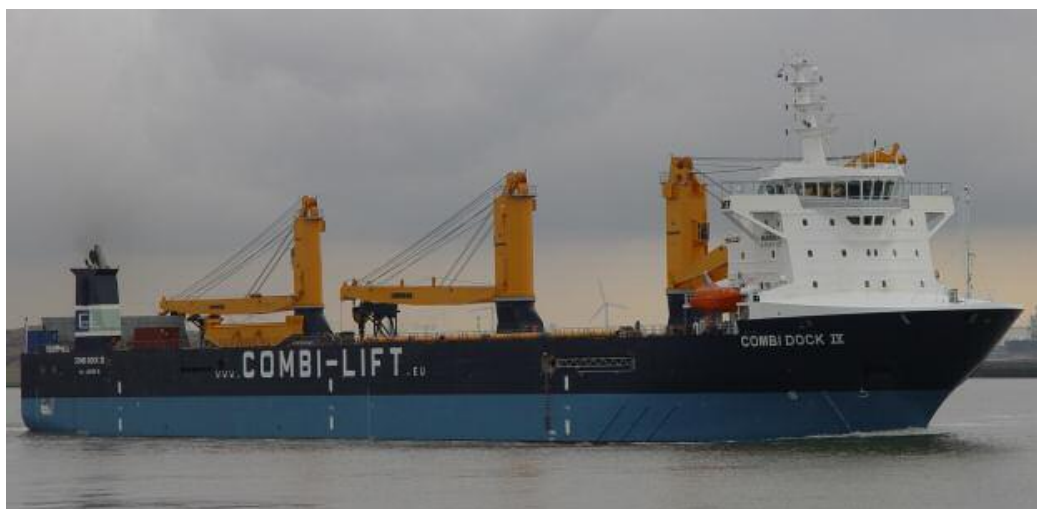
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The **COMBI DOCK IV** seen outward bound from Rotterdam – Photo : Frans de Lijster ©

NAVY NEWS

Aircraft carriers must be built, navy chief warns

The head of the Royal Navy warned that Britain must press ahead with plans to build two new aircraft carriers in coming years, insisting that the vessels would provide essential platforms for the conduct of defence operations on land and in the air. In a speech seen as a direct rebuttal of one made this week by the head of the army, Admiral Sir

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Mark Stanhope, First Sea Lord, acknowledged that the Ministry of Defence was facing acute budget restraints as a result of the fiscal crisis.

But as Britain's three service chiefs prepare for an overhaul of defence spending after the general election, the admiral said Britain must retain "high-tech weapons" and "highly capable platforms" to counter the military challenges it faced in the 21st century. "The carriers are about supporting [military] effect ashore, not protecting the fleet, as at Jutland," he said, referring to the first world war sea battle. "We have got to be clear that the requirement for carriers is a joint requirement for defence as a whole."

Admiral Stanhope's comments came one day after a speech by General Sir David Richards, the head of the army, who fleshed out his long-held belief that the defence establishment had not fully adapted to the security realities of the world after the cold war. Addressing the International Institute for Strategic Studies on Monday, Gen Richards said that "high-tech weapons platforms are not a good way to stabilise tottering states - nor might their cost leave us any money to help in other ways".

In Gen Richards' view, defence ministries spent too much fighting wars of the past and too little preparing to take on the kind of insurgencies seen in Iraq and Afghanistan. Admiral Stanhope hit out at suggestions that the defence chiefs were "at loggerheads" ahead of a forthcoming Strategic Defence Review. "We are trying to pursue a clear, articulated debate on what defence means," he said.

But the speeches are the first time this generation of service chiefs, appointed last summer, have engaged publicly on the future shape of the armed forces. Some analysts say the debate contrasts with the two main political parties' unwillingness to engage on the issue. Although Labour and the Conservatives are both committed to holding an SDR if they win the election, neither is likely to say before polling day how they would reconfigure the UK's defence structure.

Source : ft.com

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Royal Navy flotilla withdrawn to cut costs, weeks before Haiti disaster

A Royal Navy flotilla that might have provided relief in the first hours after the Haitian earthquake was withdrawn weeks before the disaster because of budget constraints, the Ministry of Defence said last night.

Naval sources told The Times that the unpublicised cut marked the first time that the Royal Navy has had a significant gap in cover in the Caribbean since the 17th century. The force, which usually includes a Royal Fleet Auxiliary vessel and a frigate, is deployed in Caribbean waters to provide support to British overseas territories, particularly during the May-December hurricane season, and to support Britain's counter-narcotics role in the region.

During the summer, Prince William was deployed on board the frigate **Iron Duke** in the Caribbean. However, the fleet replenishment ship **Fort George** was ordered back to Britain in October and the **Iron Duke** arrived back last month.

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Neither was replaced, though the Navy has previously maintained a rolling deployment of Royal Fleet Auxiliary vessels in the region to provide disaster relief. When **Fort George** arrived in the Caribbean in June it was as a replacement to **HMS Largs Bay**, which had provided cover in the region since the end of the previous hurricane season in November 2008.



Naval sources said that the vessels could have provided rapid assistance in the chaotic first 48 hours after the earthquake. Fort George has a large flight deck and can carry three helicopters while **Iron Duke** has a Lynx helicopter.

Photo : Kees Bustraan ©

Fort George is designated as one of the Navy's disaster relief vessels. "The ship holds stores and equipment to conduct humanitarian assistance and disaster relief ashore; with the capacity to evacuate victims if required," according to the Royal Navy website. During its deployment, the crew of **Fort George** undertook disaster relief exercises in

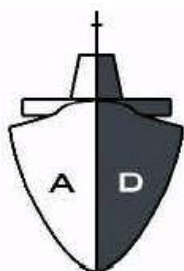
Anguilla, the Turks and Caicos Islands and Montserrat.

In a statement last night the Ministry of Defence said: "The Royal Navy maintains a maritime presence in the Caribbean to reassure overseas territories. This task is mandatory during the hurricane season — when our assets are most likely to be required — which runs from June 1 to November 30.

"This year, as part of a package of savings measures identified to enable the MoD to remain within '09-10 budgets, cover outside the hurricane period has been temporarily withdrawn." **Source : timesonline.co.uk**

SHIPYARD NEWS

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The M/V **"Rostock"** belonging to SCANDLINES DEUTSCHLAND GmbH, Germany, seen under piping, steel and paint works, at the CERNAVAL Shipyard, in Algeciras, Spain.

Photo: Pablo de Celis ©

S. Korea's STX Partners with UAE Shipbuilding Industry

STX Group signed a partnership with the United Arab Emirates in order to further develop its shipbuilding business in the nation. The UAE, which awarded a nuclear power plant project to South Korea's state-run electric company, last year, is bolstering ties with South Korea. STX Offshore and Shipbuilding Co., Ltd. and the Korea Shipbuilders' Association signed a memorandum of understanding (MOU) with Abu Dhabi Shipbuilding (ADSB), a local shipbuilder based on the UAE, for a business partnership.

Under the partnership, along with the overall plant designing, STX will provide supports in building an integrated operation system which is required when ADSB build additional shipyards. STX and ADSB will cooperate in developing human resources required for shipbuilding works.

The two shipbuilders also agreed to work together closely in marketing activities for orders of commercial ships, military vessels, offshore service vessel (OSV) placed in the Middle East region and exploring potential markets. The two shipbuilders will launch a joint committee and working groups by different business areas to begin discussions for detailed action plans.

South Korea's shipbuilder is expecting the partnership will pave the way to discover new business opportunities in resources development, port construction and new shipbuilding orders. **Source: Maeil Business**

East Wharf to hand over a tanker to FSB border guard

East Wharf Shipyard is launching on January 22 Ishim diesel tanker will ordered by FSB Border Service of Russia in Primorsky Krai, regional administration press service citing the Department of Industry and Transport of Primorsky Territory. "Eastern Wharf had totally upgraded the tanker and now Ishim ship meets all modern requirements", the report said.

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Total tanker's deadweight is at 5750 tons, cruising range of 5600 miles. The vessel can carry more than a thousand tons of diesel fuel. It can carry on its board a large supply boat, a working boat, a special handling transport pontoon, a helicopter for transshipping dry cargo to the shore. The tanker has passed all state tests.

Eastern Wharf became a joint stock company in 1994. The shipyard was created to build ships for the Russian Pacific Navy Fleet and the border guard forces in the Far East region. Over the years the company has built over 400 ships and vessels for Russian Navy, border forces and fishing companies. The EW has experienced in building export ships. More than 30 artillery, torpedo, missile boats have been built for Vietnam, Cuba, China, Indonesia, Ethiopia, Guinea and Iraq. **Source : Port News**

LEWEK FULMAR LAUNCHED IN SINGAPORE



At Drydocks World shipyard in Singapore hull 189 **Lewek Fulmar** (UT 788 CD) was launched at 19.01.2010. **Photo : Jan-Paul de Wilde ©**

Dubai World unit wins vessel building contract

A subsidiary of Dubai-based Drydocks World said on Thursday it signed a contract to build a large offshore construction vessel for Scottish Highland International Inc, part of Coastline Maritime. Southeast Asia Pte Ltd, which operates four shipyards in Singapore and Indonesia's Batam Island and has fourteen offshore supply vessels under construction, will build a 210-metre ultra large offshore construction vessel, Drydocks said in a statement. Drydocks World is part of troubled Dubai conglomerate Dubai World , but is not included in its parent company's \$22 billion restructuring plans.

The new vessel will be larger than the company's previous two - one still under construction and another delivered in April and operating in the Gulf of Mexico. Dubai World said in December Drydocks had sufficient financial capability to service its debt. The ship building arm of Dubai World has a \$1.7 billion loan maturing in November 2011. Dubai Drydocks, signed a \$2.2 billion loan in October 2008, involving 15 lenders, according to Thomson Reuters LPC. Bookrunners on that loan included HSBC and Standard Chartered. **Source: uk.reuters**

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China's number of completed newbuilds surge 47% in 2009

China's completed shipbuilding output in 2009 surged by more than 40 percent, with its share in the global market rising further. In 2009, China overtook South Korea as the country with the largest volume of newly-undertaken ship orders. According to the latest statistics, in 2009 China's completed shipbuilding output totaled 42.43m dwt, up 47 percent year on year; meanwhile, newly-undertaken ship orders in China in the year in question amounted to 26m dwt tons, down 55 percent. By the end of December 2009, ship orders in hand came to 188.17m dwt, down eight percent compared with the end of 2008. Moreover, China's completed shipbuilding output, newly-undertaken ship orders and orders in hand accounted for respective shares of 34.8 percent, 61.6 percent and 38.5 percent of the world market, up 5.3 percentage points, 23.9 percentage points and three percentage points year on year. **Source : Seatrade Asia**

Keppel delivers first rig of 2010

Keppel FELS has delivered another ENSCO 8500 Series semi-submersible drilling rigs to customer Ensco International.



Keppel FELS has delivered **ENSCO 8502**, the third of seven ENSCO 8500 Series semisubmersible (semi) drilling rigs it has been contracted to build exclusively for Ensco International. Delivered seven days ahead of schedule, ENSCO 8502 is on track to commence operations in the U.S. Gulf of Mexico in the second quarter of 2010, under a two-year contract with Nexen Petroleum USA with term extension options. The early completion was a culmination of progressive productivity gains achieved by Keppel FELS on the construction of the series. Construction lead time for ENSCO 8502 was reduced by 1.1 million man-hours compared to the first rig in the series. This represents a 15% boost in efficiency.

Photo : Piet Sinke ©

The ENSCO 8500 Series design is capable of drilling in up to 8,500 feet of water, and can be upgraded to 10,000 feet water-depth capability if required. The

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design includes a 35,000 foot nominal rated drilling depth, 2 million pounds of hoisting capacity, 8,000 tons of variable deck load and an open layout well suited for subsea completion activities. Improved visibility from the open deck configuration also enhances safety. With these features, the ENSCO 8500 Series rigs is especially well-suited for deepwater development drilling.

When the ENSCO 8500 Series is completed, Keppel-built rigs will make up 30% of the leading driller's premium fleet. Construction of the next four rigs remains on schedule with expected deliveries extending from the fourth quarter of 2010 into 2012. **Source : The Motorship**

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NewLead Holdings Ltd. Announces Closing of Container Vessel Sale

NewLead Holdings Ltd. announced that the **MSC Seine**, a 1990-built 2,917 TEU Container vessel, was delivered to her new owner today, January 20, 2010. As previously announced, the gross proceeds from sale will be used to reduce debt and add flexibility to the balance sheet. Earlier in the month, the company had delivered to its new owners another container vessel, the **Saronikos Bridge**. The delivery took place on January 7, 2010. Each of the vessels is a 2,917 TEU container vessel built in 1990, and their sale marks NewLead's exit from the container market.

The sale of these vessels will create gross proceeds of approximately \$13.0 million. The Company plans to use these proceeds, less related expenses, to reduce debt.

"The disposition of these two vessels was one of our short-term goals, as it allowed us to exit the container sector and while adding flexibility to our balance sheet," said Mr. Michael S. Zolotas, President and Chief Executive Officer. "We will continue to optimize our fleet as we pursue operational excellence and accretive growth." NewLead Holdings Ltd. is an international shipping company that owns and operates product tanker and dry bulk vessels. The Company's products tanker fleet consists of five MR tankers and four Panamax tankers, all of which are double-hulled. The Company also owns three dry bulk vessels secured on period charters.

Source: NewLead Holdings Ltd., Hellenic Shipping News Worldwide



the **TINERFE** seen in Cape Town – Photo : Ian Shiffman ©

GOLDEN OCEAN IN CHARTER DISPUTE

John Fredriksen-linked dry bulker shipping company Golden Ocean Group has alleged that Singapore-based Trustworth Shipping has failed to honour its obligations as charterer regarding a ten-year time charter contract for Golden Ocean capesize newbuilding Golden Future. She is scheduled to be delivered from Jinhaiwan Shipyard to Golden Ocean by the end of this month.

According to Golden Ocean, following detailed negotiations with Anil V Salgaocar on behalf of Trustworth and its guarantor Salgaocar Mining Industries of Goa, the vessel was chartered on 2 February 2008 by Golden Ocean to Trustworth for a period of 10 years at a rate of \$40,500 per day.

Golden Ocean claim: "The charterers and the guarantors have recently without justification refused to take delivery of the vessel, stating that there is no contract or guarantee in existence, which is contrary to all oral and written communication leading up to, concluding and subsequent to the agreement." A statement adds: "Golden Ocean will make every effort to pursue and secure its claim for damages through legal proceedings. The vessel will now be employed in the market in order to mitigate losses." **Source : Maritime Global Net**

Van 19 februari tot en met 29 maart GEEN BEDIENING HARTELBRUG

Tussen vrijdag 19 februari 2010 en maandag 29 maart 2010 zal in verband met het vernieuwen van de gehele bruginstallatie van het beweegbare gedeelte, de Hartelbrug niet voor de scheepvaart worden bediend. Tussen 29 maart 2010 en 2 april 2010 is een beperkte bediening mogelijk.

De vaarweggebruiker wordt nadrukkelijk verzocht om in deze periode zich vroegtijdig op de hoogte te stellen van de voortgang of er enige wijziging in de planning heeft plaatsgevonden. Dat kan bij de brug- en sluiswachter op de Rozenburgsesluis (0181 - 214115 of marifoonkanaal 22) of het Haven Coördinatie Centrum, 010- 252 24 00 of marifoonkanaal 19.

In 1969 werd de bouw van de Hartelbrug voltooid. De provinciale brug over het Hartelkanaal verbindt Spijkenisse met de A15. De brug wordt bemand door brug- en sluiswachters van het Havenbedrijf. Zij openen de brug jaarlijks zo'n 100 tot 150 maal. De onderdoorvaartheogte is 10,80 meter (+ NAP).

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Singapore to help Vietnam build terminals for cruise tourism

The Singapore Tourism Board and tourism entrepreneurs will make their second fact-finding trip to Vietnam this quarter for a survey to help the country build terminals for cruise ships considered vital for developing the cruise tourism industry, an official said.

Vu The Binh, head of the travel department under the Vietnam National Administration of Tourism, said that Singapore consultants and entrepreneurs would survey a sea route from the central city of Danang to Nghe An to find suitable locations for cruise terminals. This survey follows a similar trip to other destinations in the country last year.

"Along with this assistance, Singapore will share experiences in operating cruise terminals as well as discuss cooperation between the two countries' tourism companies to woo international cruise passengers," he said.

Vietnam's tourism officials in 2008 went to Singapore to work with the Singapore Tourism Board and a Singapore cruise company to learn ways how to develop the cruise industry. These activities are part of a cooperation agreement between the two sides to develop the cruise tourism industry for Vietnam as well as to set up a circle route from Hong Kong to Singapore and Vietnam.

Binh said that the plan to build terminals for cruise ships now enjoy good conditions as the Prime Minister has approved a master plan to build the seaport system for Vietnam, under which some cruise ports will be built in the years to come.

"The important thing is that we find the best locations for such terminals. That's why we need to cooperate with Singapore to learn from their experiences," Binh said.

He said the tourism sector would meet with the Ministry of Communications and Transport about such developments.

Cooperation between Singapore and Vietnam to develop cruise tourism in Southeast Asia was also mentioned during the Vietnam trip this month by Singapore's Prime Minister Lee Hsien Loong. Tourism officials have proposed sea routes for cruise tourism from Singapore to Malaysia and on to Thailand and Vietnam before ending up in Hong Kong.

Vietnam has a huge potential to develop cruise tourism, as the country is situated between North and South Asia, and is in close proximity with two cruise hubs of the region namely Singapore and Hong Kong.

However, the cruise industry in the country is still underdeveloped. Vietnam welcomed nearly 300,000 cruise passengers in 2002 but after since the Severe Acute Respiratory Syndrome (SARS) outbreak in 2003 the number has fallen strongly to even under 100,000 passengers last year. There are no cruise terminals in the country for cruise ships, and international cruise ships have to drop anchor at cargo ports. **Source : Saigon Times**

Norden says to buy 3 tankers for \$79 mln

Danish shipper Norden A/S has agreed to buy three product tankers from a Turkish owner for about \$79 million to take advantage of a recovery in freight rates, the company said on Wednesday. Norden said it expected to take delivery of the vessels in March through April. "Norden estimates that the current asset prices in the product tanker market make it possible to make investments which will generate favourable returns as the freight rates are gradually normalising," Norden said in a statement. Norden spokesman Hans Boving however said 2010 would be another challenging year and freight rates were not certain to have reached bottom. Shipping has been hit hard by the global economic downturn, which has reduced world trade and freight rates, though many shippers see a slow recovery of rates in 2010.

Norden said it would continue to look for opportunities to expand its tanker fleet by buying second-hand tonnage, taking on new long-term charters or purchasing nearly finished new vessels from yards. With the addition of the three vessels, Norden's tanker fleet will grow to 31 vessels, of which 12 are owned by the company, it said. The new vessels will sail under the Singapore flag, and like all Norden's product tankers, will be operated by the 50 percent owned Norient Product Pool which will have 63 vessels after the new additions, Norden said. **Source: reuters**

Port of Shanghai declines 11pc to 25 million TEU in 2009

THE latest figures from Shanghai International Port Group (SIPG), operator of the Port of Shanghai, show that the port lifted 25 million TEU in the year of 2009, down 11 per cent compared to the 28 million TEU handled in 2008. In December, the port recorded the 2009's first monthly increase of 7.1 per cent to 2.4 million TEU, Xinhua reported.

Being the largest container port in China, Shanghai's throughput is closely related to the performance of China's foreign trade. According to customs statistics for December, China achieved trade value of US\$243 billion, up 32.7 per cent year on year. Export value rose for the first time since November 2009 by 17.7 per cent to \$130.7 billion.

Transport Ministry officials predicted that China's container throughput in 2009 would decrease seven per cent to 120 million TEU. Experts pointed out that Shanghai is heavily reliant on foreign trade cargo as its decrease was wider than the national rate. Singapore handled 25.9 million TEU in 2009, down 13.5 per cent, continuing to be the world's largest container port, and the gap between Shanghai and Singapore has narrowed to less than 1 million TEU. **Source : Schednet**

New Hamburg Süd ship named



Rio de la Plata, a sister ship to the **Rio Madeira**

Hamburg Süd's latest container ship, **RIO MADEIRA** was officially named at a ceremony held in the Uruguayan port of Montevideo last week (14 January). The 84,000-DWT ship with a container capacity of 5,900-TEU has a length of

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286m and a width of 40m and is deployed on the company's East Coast South America – Europe service. The ship was built at the Daewoo Mangalia Heavy Industries yard in Rumania and completed in mid-November 2009. The vessel is named after the Amazon's largest tributary, the 1,500-km long Rio Madeira.

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The **ZALIV VOSTOK** seen moored in Rotterdam – Photo : Robert Smith (c)

Suez Canal holds fees, sees revenue rise

Little impact from piracy off Gulf of Aden

The Suez Canal Authority chairman confirmed on Tuesday that transit tolls would remain steady in 2010 for the second straight year, but said that he expected 2.4 per cent growth in the strategic waterway's revenues this year.

He said that although canal revenues had decreased by 20 per cent in 2009 due to battered trade volumes during the global economic slowdown, piracy off the Gulf of Aden had little impact on the waterway that is a barometer for trade worldwide. The global shipping industry, also hit by tight financing, is gearing up for a second year of turmoil in 2010. Industry watchers estimate that as much as 15 per cent of the world's shipping fleet could end up out of commission in 2010.

'To support global trade movement and (help) shipping companies overcome this (financial crisis), we have decided to keep the tolls steady,' Ahmed Fadel told the news conference. Canal sources had said in December that the tolls for the canal, one of Egypt's main foreign currency earners, would stay on hold due to the fallout from the global financial crisis.

Mr Fadel told reporters on Tuesday in Ismailia, on the banks of the canal, that the authority could not consider reviewing tolls depending on fuel prices alone, but also on the recovery of the global economy and how shipping fares.

'Petrol is not the only factor. There are many other factors such as . . . economic growth, inflation, how maritime trade routes are moving,' he said. He said that canal revenues in 2009 were US\$4.291 billion, some 20 per cent lower than

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US\$5.381 billion in 2008. The number of vessels passing through the canal in 2009 was 17,228, also about 20 per cent down on the 2008 figure of 21,415.

'The effects of the global financial crisis are still facing the world and imposing difficult challenges. It is slowing recovery as growth in trade . . . has not reached the level indicating a true revival for the global economy,' he said.

Revenue from the canal fell 0.5 per cent to US\$390 million in December, the smallest year-on- year fall since November 2008, when faltering global trade began to hit shipping traffic. Hundreds of empty container ships, bulk carriers and others - so-called 'ghost ships' - were idled in deep sea ports in Asia and Europe during 2009 following the slump in freight as the global crisis caused world trade to plunge.

Doubts remain about whether the economic revival is sustainable once governments and central banks curb the flow of easy money that they have been pumping in to stimulate economies, but some believe that trade will hold up thanks to strength in emerging markets.

Pirate attacks off the coast of Somalia have fanned industry fears that insurance and shipping costs could be driven higher and force companies to use long sea routes, further denting prospects for growth.

Piracy has flourished in the Gulf of Aden and Indian Ocean shipping lanes, and seaborne gangs have seized several cargo ships, collecting tens of millions of dollars in ransom. But Mr Fadel said that it had had minimal impact on Suez operations. He said that the fall in revenues last year was '90 per cent from the financial crisis and 10 per cent from piracy'. **Source : Reuters**



The "**Deutschland**" seen moored at Pier No. 6 "EPV" of Valparaiso, Chile.

Photo : Jose I. Ramirez (c)

Panama awards fourth dry excavation contract in canal expansion

THE Panama Canal Authority (ACP) has awarded the fourth and final dry excavation contract (PAC-4) to complete the Pacific access channel to FCC-ICA-Meco, a Spanish, Mexican and Costa Rican joint venture. This contract will help create an access channel linking the new Pacific locks with the Canal's existing Gaillard Cut, which is the narrowest

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stretch of the Panama Canal. The PAC-4 represents the second largest contract and most complex project after developing a new set of locks for the Canal, a statement issued on behalf of the ACP said.

"Today marks another significant step forwards for the Expansion Programme and the ACP. Not only does this project represent the final contract for the Pacific access channel dry excavation, but it is also the last major Expansion Programme contract. We are proud to have reached such a pivotal point," said ACP executive vice president of Engineering and Programme Management Jorge Quijano.

"FCC-ICA-Meco is a consortium of seasoned, well-skilled and world-renowned professionals with great expertise in construction and engineering. We look forwards to partnering with them and appreciate the interest of all the competing firms."

The winning bid was chosen after the ACP released its request for proposals (RFP) for the excavation project on July 31, 2009. By the end of December, the ACP had received four bids for the contract. Following a comprehensive review, the ACP determined that the lowest bidder, FCC-ICA-Meco, met the requirements of the RFP and awarded the contract to this consortium, which is seeking US\$267.8 million to carry out the project.

The scope of work will include 26 million cubic metres of unclassified excavation, the installation of a backfilled cellular cofferdam water barrier and the construction of an earth-rock filled dam that will create part of the access channel's eastern bank. Other work under this contract includes the construction of access roads; management of disposal site areas for excavated or dredged material; installation of a dewatering system to remove surface and underground water; clearance of unexploded ordnances from former US military training facilities in the Canal area; and demolition work.

Expansion will build a new lane of traffic along the Panama Canal through the construction of a new set of locks which is intended to double capacity and allow passage to more traffic and longer, wider ships. **Source : Schednet**



The **SMIT CHEETAH** with in the background the **KAREN KNUTSEN** seen in Rotterdam-Europoort
Photo : Jan Oosterboer (c)

MSC to purchase Sevmash's 43.000-ton 4 chemical tankers

Murmansk Shipping Company (MSC JSC) plans purchasing four chemical tankers with deadweight of 43.000 tons built by Sevmash JSC (Severodvinsk, Arkhangelsk Region), said the MSC General Director Alexander Medvedev in his interview with journalists. "Just recently we have had a delegation of Chinese shipbuilders, with whom we have been negotiating over construction of a series of 30.000-ton bulkers, in order to continue the program of our company's fleet upgrade. We also carry out negotiations with several Russian enterprises, such as "Sevmash" over construction of such tankers. The Sevmash is currently building on its dockyards four chemical tankers with deadweight of 43.000 tons, and the MSC has entered into negotiations for the purchase of the tankers," Mr. Medvedev was quoted as saying by the MSC's newspaper.

Murmansk Shipping Company is a highly integrated corporation, which includes the fleet of three Russian shipping companies: Murmansk Sea Shipping Company JSC, Northern Sea Shipping Company JSC, Northern River Shipping Company JSC, with total deadweight of about 1.2 million tons. By August 4, 2004 presidential decree Murmansk Shipping Company is listed among top strategic enterprises and strategic joint-stock companies. Russian government holds 25.5% stocks in the authorized capital of the company. **Source : Port News**

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Vancouver's Deltaport container terminal opens third berth

THE third berth at Vancouver's Deltaport container terminal at Roberts Bank has opened for business proudly displaying its new super postpanamax gantry cranes that will accommodate biggest containerships afloat, reports The Vancouver Sun.

The two-year, C\$400-million (US\$386 million) project increases terminal capacity 50 per cent, from 1.2 million TEU to 1.8 million, handled over an area of 20 hectares.

Deltaport's pride is its set of three new dual-hoist quad cranes, the first of their kind in the Americas. "This type of crane is equipped to handle the widest ships that are out there," said International Trade Minister Stockwell Day.

Deltaport, which handles about 45 per cent of the container cargo that moves through Canada's west coast and more than half of the cargo through Port Metro Vancouver, is operated by TSI Terminal Systems Inc, a division of GCT Global Container Terminals Inc, owned by the Ontario Teachers' Pension Plan. **Source : Schednet**

ATI secures Batangas port concession

Asian Terminals Inc has won the 25-year contract to modernize, manage and operate a portion of the Batangas Container Terminal. In a disclosure, the company said it had received the notice of award from the Philippine Ports

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Authority (PPA) for the deal, giving the company full control of one of the country's busiest harbours situated a couple of hours south of the capital, Manila.

"ATI has received today from the PPA the notice of award of contract for the management, operation, development and promotion for Container Terminal 'A-1' in Phase II of the Port of Batangas, for a period of 25 years," the company told the Philippine Stock Exchange. Last year, PPA General Manager Oscar Sevilla said that under the privatization deal, ATI would have to pay a total of \$125m over the span of the contract. Everything ATI makes from the port in excess of this amount, it can keep for itself. **Source : Seatrade Asia**



The **RIG SUPPORTER** seen in Singapore – Loyang - **Photo : Capt Jelle de Vries (c)**

Eagle Bulk Shipping Inc. Takes Delivery of 28th Vessel

Crane Joins Fleet With \$60 Million in Minimum Contracted Revenue

Eagle Bulk Shipping Inc. announced that it has taken delivery of the **Crane**, a 58,000 dwt Supramax dry bulk vessel. The vessel has entered into a nine year time charter. The rate through February 2015 is \$18,850 per day; thereafter the contract converts to a profit-sharing charter with a base rate of \$18,000 per day. In aggregate, the **Crane** will contribute approximately \$60 million in minimum contracted revenue. **Source : Eagle Bulk Shipping, Inc.**

OLDIE – FROM THE SHOEBOX



Above seen 30-03-1982 the launch of the **BRITISH SPIRIT** at the Scott Lithgrows Ltd (Port Glasgow)
Photo : Ian Forsyth ©

.... PHOTO OF THE DAY



The bulker **KING SAIL** seen arriving in Rotterdam-Europoort
Photo : Marijn van Hoorn ©

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