

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 025



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**HAL's VEENDAM seen cruising Antarctica**

**Photo : Bram Belder – De Groot ©**

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The Dutch cargo vessel **Eemhaven**, is a typical example how ships looked like in the 60's and is here shown in a watercolour painting made by **Hans Breeman**. The Eemhaven build in 1963 for a company named -van Uden- located in Rotterdam sailed regularly from Rotterdam to South America and also was equipped with a passenger accommodation for 8 persons. It must have been a pleasure to sail with a ship like this.

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



Above seen the 1980 built VCT flag bulker **KATINA** at Bunkering Area 4, Malta on Friday 22nd January, 2010.

Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## UPDATE UIT HAITI



Vijf dagen na aankomst in het rampgebied, heeft het noodhulpdetachement van de marine de laatste eigen hulpgoederen uitgedeeld. De hulpverlening richt zich nu vooral op het ondersteunen van andere organisaties bij het veilig uitreiken van goederen.

De laatste hulpgoederen werden zaterdagochtend op twee locaties uitgereikt. Eén groep mariniers bezocht Soeurs de la Sagesse, een instituut voor doven en blinden, waar ruim 70 kinderen wonen. Een andere groep bracht hulpgoederen naar een klein tentenkamp, waar ontheemden een tijdelijk onderkomen hebben gemaakt. Hier verleende de marine arts ook medische zorg. In het – gedeeltelijk ingestorte – ziekenhuis leverden de mariniers de laatste

medische artikelen af.

De mariniers van de 32ste infanteriecompagnie zijn dit weekend ook begonnen met de distributie van circa 1.000 shelterboxen. In elke box bevinden zich primaire overlevingsmiddelen voor tien personen, zoals een tent, een geïsoleerd grondzeil, thermische dekens, een fornuis, kookspullen, gereedschap, muggennetten en watercontainers en waterzuiveringstabletten.

**Hr.Ms. Pelikaan** keerde zaterdagochtend terug in Port-au-Prince, waar direct werd begonnen met het lossen van 15.000 kg hulpgoederen en 45.000 kg materiaal van het Amerikaanse duik- en bergingsteam. 's Middags assisteerde de bootgroep van het Korps Mariniers bij het transport van een doodziek meisje van de wal naar het hospitaalship **US Comfort**, dat enkele mijl voor de kust ligt.

## **Coast Guard: Oil spill in Texas waterway contained**

The Coast Guard said a crude oil spill in a southeast Texas port had been contained to a two-mile area and was not believed to have hurt any local wildlife.



It was unclear exactly how much oil spilled into the water when an 800-foot tanker collided with a towing vessel pushing two barges near Port Arthur on Saturday, but the Coast Guard said it could be as much as 450,000 gallons. The Coast Guard said the crash left a 15-by-8-foot hole in the tanker and damaged one of its oil tanks, resulting in the spill.

No one was injured, but the Port of Port Arthur was closed and some nearby residents were evacuated for about seven hours. The cause of collision was still under investigation. According to Petty Officer Richard Brahm,

the ship's crew members said they pumped 69,000 barrels from the damaged tank that carried 80,000 barrels, so they have 11,000 barrels - about 450,000 gallons - that they could not account for.

Several local officials said only 1,000 barrels, or about 42,000 gallons, of oil had been spilled into the water.

Brahm acknowledged that it didn't look like hundreds of thousands of gallons of crude was in the water. He said some might still be in the damaged tank. Even if 450,000 gallons were released, the spill would still be much smaller than the 11 million gallons spilled in Prince William Sound when the **Exxon Valdez** ran aground in 1989.

Coast Guard Capt. J.J. Plunkett said initial reports indicated none of the oil in the Texas spill had affected area marshes or hurt any local wildlife. He said officials believed the oil spill was "pretty much contained" in a 2-mile stretch of the Sabine Neches Waterway, where the spill took place and that runs along the city of Port Arthur, about 90 miles east of Houston.

"That would make the cleanup shorter, not longer," Plunkett said. "The unknown of it is mother nature and what she's going to do with spreading around the oil." Plunkett said the cleanup effort was expected to last at least through Sunday.

The two vessels were still blocking the waterway Saturday night, with a couple of Coast Guard ships floating near them. The smell of oil was at times strong in the air and throughout the waterway one could see the orange plastic floating barriers that had been put in place by the Coast Guard to contain the spill.

Fewer than 100 people in a 28-block area of downtown were evacuated from the area following the collision because hydrogen sulfide - a hazardous gas with a rotten egg smell - was emanating from the oil, said Port Arthur Police Officer Wendy Billiot. But they were allowed to go home by Saturday evening after the gas was no longer being

detected. Mike Free, a battalion chief with the Port Arthur fire department, said authorities would re-evaluate whether to order another evacuation when the two metal vessels are separated. Plunkett said officials were working a plan on how to separate the vessels to ensure there is no fire or explosion and that no additional oil is spilled. During the collision, the towing vessel also hit another tanker that was tied to a pier. Brahm said that tanker sustained some damage, but had no leaks.

The damaged tanker, the **Eagle Atome**, is owned by AET Tankers, a Malaysian company with offices in Houston. AET said in a statement that it was working with authorities to determine how much crude had spilled.

One of the worst shipping accidents in the area was the June 1990 spill from the Norwegian tanker **Mega Borg**. It leaked 4.3 million gallons of crude oil about 60 miles off Galveston. **Source : PE-Com**

## **Poole RNLI lifeboat station the most active in south west in 2009**

THE RNLI had its busiest year on record in 2009 – with Poole the most active lifeboat station in the south west. The volunteer crews from Poole launched some 200 times and rescued 242 people over the course of the year. That rose from 156 launches in 2008 during which 213 people were rescued.

The charity's 35 lifeboat stations in the south west launched 1,648 times last year, and RNLI lifeguards patrolling the region's beaches dealt with 10,253 incidents and assisted 12,356 people – the highest number since the service began in 2001. The figures have been released ahead of the charity's big fundraiser, SOS day on Friday January 29. Adrian Carey, RNLI divisional inspector for the south west, said: "The rising number of incidents in the south west illustrates the demands being put on our volunteer lifeboat crews, especially during the summer season.

"With people choosing to holiday at home during this recession our inshore lifeboats in particular, have got increasingly busy. "But this means added cost to our charity and if economic trends continue, we are in for another busy year in 2010 so will need yet more financial help. SOS day gives people an excuse to have some fun by organising an event of their choice with the added benefit of supporting the RNLI."

**To take part in RNLI SOS Day or to make a donation log on to**  
**[www.rnli.org.uk/sos](http://www.rnli.org.uk/sos)**

**Source : Bournemouth Daily Echo**



## **Fisherman injured on Dutch trawler**

A 34-year-old man, who was injured while working on a Dutch-registered trawler off the west coast, has been treated at Kerry General Hospital in Tralee. The crewman sustained a fracture to his arm when he was struck by a steel rope. The vessel, formerly known as the **Atlantic Dawn**, was 143 miles west of Loop Head when the accident occurred. The local lifeboat picked up the man as dense fog prevented the Shannon-based coast guard helicopter from carrying out an airlift. **Source : RTE News**





## Piracy threat drives away cruise ship tourists from Kenya

Kenya is losing its cruise ship business to South Africa due to increasing pirate attacks in the Indian Ocean off the Somali coast, industry players have said. Despite the intense campaign by the Kenya Tourism Board (KTB) to market Kenya in Europe, the country's largest cruise tourism market, the cost of insurance by vessels plying the Somali waters has gone up due to the high risk caused by pirates.

This has made the voyage costly, with cruise tourism focus shifting to South Africa, said Abercrombie & Kent regional director for East Africa, Mr Auni Kanji, who has also been handling most of the vessels. Kenya expects to receive only 10 cruise vessels this season, which began in November and is expected to last until April, this year.

This is a sharp drop compared to 15 vessels received last year that visited Zanzibar and Cape Town. The country received over 20 vessels between 2005 and 2007, Kanji said. Although pirates have never been able to hijack cruise vessels due to what maritime experts attribute to their height and relatively high speed, last year's statistics show an increase in the sea attacks. The Kuala Lumpur-based International Maritime Bureau, says Somali pirates ventured further out to sea last year to capture vessels.

"Pirates are now more desperate to hijack ships. Recent attacks, at a distances of over 1,000 nautical miles from Mogadishu indicate the capability of the Somali pirates," the bureau said in its annual report. In the Gulf of Aden alone, 116 actual and attempted attacks took place, compared with 92 in 2008 targeting bulk carriers. Ten crew members were injured. In all, Somali pirates were responsible for 217 acts of piracy in 2009.

The other problem keeping cruise tourist away from the Mombasa, according to Kanji is lack of sufficient infrastructural support at the Mombasa port. "We at least need a berth for cruise vessels, with facilities to cater for that," Kanji said. The cruise ships calling at Mombasa port use berth 1 and 2 which are also used to handle conventional cargo and vehicles. In 2006, the Ministry of Transport shelved plans to construct a modern cruise terminal at Mombasa port after failing to find a strategic partner to invest in the facility.

The plan, contained in the port's 25-year master plan and its strategic plan of 2005 currently under review, would have re-developed berth one and two into world class cruise ship facility at the cost of \$3 million. According to the draft of the revised master plan presented to the port's stakeholders mid last year, it was suggested that a long term solution for the cruise would be to build a cruise terminal in the western side of Port Reitz

"Timing is dependent on the construction of by pass to Ndongo Kundu and the development of the cruise market liner," said officials. The East and South Africa Indian Ocean countries have formed the Cruise Indian Ocean Association (CIOA), which will host a forum in Durban in May, this year, to present cruise lines and operators with an overview of the varied facilities and attractions the South and East African Indian Ocean states offer. The two-day conference will provide a meeting point for top cruise line executives, with delegates from tourism, hospitality and marine sectors in East and Southern Africa, according to the public relations manager at the Kenya Ports Authority, Mr

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Benard Osero CIOA last year signed a Memorandum of Understanding with Sea trade Communication Ltd during the Seatrade Europe convention at Hamburg, Germany.

The peak season for cruise ship visits is between November and March, during the European winter season. A Value Added Tax on all marine and port services introduced this year by the government at the port of Mombasa may have also contributed to the poor performance of the industry due to its effect on the cost. According to Kanji, the tax was not well thought out and it would be desirable to struck it out. In letters sent to the KPA, the shipping lines said their decision to give Mombasa a wider berth was due to the VAT which would increase the operational costs for vessels calling at the port.

"The new requirements will push the cost of calling at the port of Mombasa up by 16 per cent. For instance, pilotage fees, which per operation are subjected to a minimum charge of \$150, would rise to \$174. Pilotage is but one of the services offered by KPA," a letter from Mediterranean Shipping Company dated September 17 this year read, adding that it was the first time the line was dealing with such a charge. The marine services expected to be subjected to the punitive VAT provisions include pilotage fees, tug services, mooring services, port and harbour dues, supply of fresh water, dock, buoyage and anchorage, among a long list.

In response to the threats, Kenya Ports Authority chief operations manager Joseph Atonga said they had taken up the matter with relevant authorities and he expected a solution soon. **Source : [businessdailyafrica](#)**



The 2005 built **SCL BERN** seen in Rio Grande – **Photo : [Marcelo Vieira](#) ©**

## Fishing crew rescued after boat runs aground

A U.S. Coast Guard crew rescued three fishermen whose boat had run aground in southeast Alaska Friday. Coast Guard officials say the crew of the **Alaska Adventure** was traveling between Petersburg and Juneau when they ran aground. Soon after, their boat lifted to a 45-degree angle, prompting the crew to abandon ship and use their lifeboat.

A Coast Guard crew arrived on the scene around 7:30 p.m. and extracted the crew. There was no sign of fuel leaking onto the ocean waters. The owner of the boat and the Coast Guard will attempt to refloat the vessel Saturday.

**Source : [KTUU](#)**

## Ship in distress in Sea of Okhotsk drifts near ice edge

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The ice-covered transport refrigerator **Smolninsky** reached an ice edge in the Sea of Okhotsk on Sunday. The ship in distress has a 25-degree list to the left side. Overcoming the severe weather conditions, it has reached the ice edge area where it will drift. The sea rescue vessel **Spravedlivy** is expected to come there later on Sunday.



Photo : via Mike Voitenko

The supplier vessel **Smit Siby** belonging to the Sakhalin Energy company for a third day ensures safety of the **Smolninsky**, an officer on duty at the Yuzhno-Sakhalinsk sea rescue coordinating centre, Nikolai Ivanov, said.

Aboard the **Smolninsky** are 20 crewmembers and 1,500 tonnes of fish. The crew tries to straighten the listing vessel and break the ice cover.

A Mi-8 helicopter took eleven passengers from the ship and airlifted them to the Sakhalin city of Nogliki on Saturday. According to the preliminary information, the people are fishermen rescued from other vessels who returned to the Primorsky territory.

The refrigerator got in the distress situation on January 22 when it carried a cargo of fish from a fishing area. A severe storm, frost of up to 20 degrees and waves caused icing of the **Smolninsky**. It listed and was in danger of sinking. The ship is from the port of Nakhodka. Its length is 85 metres. It can carry 2.483 tonnes of cargoes. On December 22, 2009, the ship left Vladivostok for South Korea. **Source : Itar-Tass**

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The **NEPTUN 9** seen enroute Rotterdam – Photo : Wil Kik ©

## US to Deploys Auxiliary Vessels for Haiti Relief Efforts

The United States Maritime Administration (MARAD) is deploying five ships to assist with relief efforts in Haiti.

The MARAD-owned auxiliary vessels **Gopher State**, **Petersburg**, **Huakai**, **Cornhusker State** and **Cape May** are ready to sail to support relief efforts in the country. US Secretary of Transportation Ray LaHood said the ships will help those on the front line save lives.

"These ships will add crucial capabilities by supporting operations to move large volumes of people and cargo," LaHood said. Acting maritime administrator David T Matsuda said the ships and skilled crews are ideally suited to assist in Haiti by providing unique capabilities. "One cargo ship can carry as many as 400 fully loaded cargo planes," Matsuda said.

Huakai is a new high-speed ferry obtained by the Maritime Administration that can cruise at a maximum speed of 40k.

**Gopher State** and **Cornhusker State** are tactical auxiliary crane ships designed to load and unload containers and other cargo in ports. **Petersburg** is an offshore petroleum discharge system tanker based in Alameda, California overhauled to deliver petroleum products to military forces in areas where port facilities are damaged.

The Virginia-based **Cape May** is a sea barge clipper class vessel capable of lifting outsized objects, such as 90ft causeway sections or 110ft coastguard patrol boats. **Source : naval-technology**

## NAVY NEWS



Artist impression of the new to build 204 mtr long Joint Logistic Support Ship **KAREL DOORMAN** for the Dutch Navy, the contract to build this vessel was signed in December 2009 with **Damen-De Schelde Naval yard**, the construction is expected to start in 2011, and the delivery by the yard is expected half of 2014, after trials the new 27.800 tons vessel will replace the **Zuiderkruis** which will be 39 years old in 2014.

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## Indian Navy commissions six new crafts

The Indian Navy has augmented its fleet of fast attack crafts with the commission of six new ones as part of enhancing coastal security to prevent infiltration of possible terrorists and prevent 26/11 type terror attacks. The acquisition of six new fast attack craft, which could touch a speed of 70 kmph and the proposed commissioning of 50 to 60 intermediate and small fast crafts to be deployed at various ports along the western and eastern coasts were aimed at enhancing the coastal security and to augment the Navy's fleet, Rear Admiral P Murugesan, Flag Officer Commanding, Eastern Fleet, told reporters on board Navy Ship **"INS Jalashwa"**.

To a question of 'aging' ships in the Indian Navy, he said all ships were being maintained well. "Every year we constantly maintain and upgrade ships and its accessories. Everything is new including, weapons, radars and communication equipment," he said. He said the Indian Navy also has the responsibility in safeguarding merchant ships as nearly 90 per cent of India's export and import was being done through the sea. Earlier, a contingent of media and the families of naval personnel were shown the wide range of operations carried out by Navy in the sea as

part of "Day at Sea" programme during which naval ships '**Rajput**', '**Ranjit**', '**Rana**', '**Jalashwa**', '**Kulish**', '**Nirbhik**' and '**Nishank**' called on at the Chennai Port. Source : Central Chronicle

## Communities Museum first priority for Ticonderoga group

The group seeking to bring the **USS Ticonderoga** home to Pascagoula is setting its sights first on constructing a maritime museum. Dr. Jack Hoover, president of the Mississippi Maritime and Warship Museum, said last week that the group is taking "a new tack."

"We've got to have that museum there anyway to go with the ship," Hoover said. He said, "There are multiple reasons for doing this. No. 1, we feel there is a lot more support for the maritime museum at the present time. No. 2, it will cost less money. No. 3, we can do it in a shorter time frame. No. 4, I think having the maritime museum there may give momentum to going ahead and later getting the **Ticonderoga**."

State-owned Lowery Island, north of the U.S. 90 high-rise bridge, was selected last year as the location for the museum and ship. The project was first announced to the Pascagoula City Council in September 2007. The 30,000-square-foot, three-story museum would detail the area's shipbuilding history, which dates back 200 years. Hoover said the museum is expected to cost about \$12 million, including a parking lot and road access.

"The **Ticonderoga** is a much more expensive item because of the towing, renovation and the docking," he said. Placing the **Ticonderoga** is expected to cost about \$17 million, he said. The Navy changed its docking requirements to include having at least 3 feet of water under the ship and a docking facility that can withstand a Category 5 hurricane, he said. Hoover said the group has an agreement through Oct. 31 with the Navy to acquire the ship. If progress is being made, the Navy will continue to hold the ship for the project, he said. Hoover said that he and Pat Keene, vice president of the group, will soon speak to the Legislature's joint committee on tourism about the project. "We were told last year when we went before the joint tourism committee, 'Will you come back next year and give us an update because we really like what we heard?'" Hoover said. Hoover said that the project will be vying for a portion of a \$34 million bond issue for tourism development.

The decision to work on the maritime museum first was made after an engineering study was presented at the group's annual meeting Thursday. The **Ticonderoga** was built at the Ingalls Shipyard in Pascagoula and commissioned in 1983. The ship was decommissioned in 2003 and is moored at the Naval Inactive Ships Maintenance Facility in Philadelphia. The 567-foot-long guided missile cruiser was the first Navy ship to employ the Aegis combat system that integrated weapons systems. Source : gulfive

## Indonesian Navy to Send New Corvette to Lebanon

A Sigma Class corvette will be deployed by the Indonesian Navy to support peace missions of the UN Interim Force in Lebanon (UNIFIL) in April 2010. Indonesian Navy chief of staff Vice-Admiral Agus Suhartono said the warship **KRI Frans Kasiepo-368**, would be officially inaugurated before joining the maritime task force (MTF) in Lebanon, according to Antara News.

"We are inaugurating the Dutch-made Sigma Class corvette as the part of the Indonesian warship fleet in February before backing the mission," he said. "It would leave for Lebanese waters in March and would arrive there in April 2010." The Indonesian Navy has already deployed the **KRI-Diponegoro-365**, which had been in the region for almost a year in support of the Garuda XCVIII-A mission. Source : naval-technology



## SHIPYARD NEWS



BC Ferry **Spirit of British Columbia** shortly after drydocking at Esquimalt Graving Dock on January 6th 2010.  
Photo : Capt Andy Patterson (c)

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## New vessel contract announced

The **Marie Elise** is being built at Thoma-Sea Ship Builders in Lockport. Thoma-Sea is about to start building a new series of boats with a similar look. A local offshore operator has announced it will order eight new supply boats, a \$250 million investment, for deepwater oil-and-gas operations. And executives say the new contract will keep local skilled employees on the job.

Gulf Offshore Logistics of Mathews says four of the new boats will be 300-foot platform supply vessels built at Thoma-Sea Ship Builders in Lockport. The others will be 220-foot high-speed offshore-service vessels, constructed at the Gulf Craft shipyard in Patterson. The first deliveries are expected in 2012.

"Talking with our customers, all our signals are showing business is going to be picking up," said Dave Glover, who handles business development for Gulf Offshore Logistics. "We're optimistic about the future of the Gulf."

The new vessels will give the company a total of 21 deepwater ships, as well as 23 vessels equipped for shallower waters. That fleet provides transportation for offshore construction, exploration and production by both major and

independent oil-and-gas companies. The company also has its own dock at Port Fourchon where the ships stop to refuel and reload supplies and drilling chemicals. Formed in 2003, the company has about 250 employees. Since 2008, when the price of crude oil rose to historic highs of nearly \$150 per barrel, the oil-and-gas industry has been in a slump because of lower crude prices and a lower demand for energy across the globe. And that has meant a sharp drop in new orders for the equipment, supplies and vessels that support the energy industry, which is a major driver of the economy of the Terrebonne and Lafourche area. Given the down market, Ken Hocke, a senior editor for WorkBoat Magazine, a trade journal, said such contract releases have been rare across the industry in recent months. "In this climate, that's a major announcement," he said. "Any new building activity... will give encouragement to other shipyards."



Walter Thomassie of Thoma-Sea Shipbuilders, called the new project "significant" and said the company was "extremely pleased" to have landed the contract. "It allows us to stabilize our workforce," said Thomassie, explaining that GOL had been the company's largest customer over the past four years, ordering a total of five vessels. Without a backlog of work to be done, "you have to make some tough decisions. We don't have to make those tough decisions now."

The work will keep its 130 employees in Lockport busy for about three years, Thomassie said, and the company may likely add more as the project ramps up. In the recent boom years of the oilfield, the yard has employed as many as 320 workers, but many of those were short-term foreign laborers or independent contractors. While he says the company hasn't done a mass layoff among permanent staff, they have downsized their workforce through attrition and not rehiring temporary workers when their visas ran out. For the moment, this work will keep their permanent staff busy. "These people have families to feed, budgets to meet," Thomassie said. "Guys get nervous when they don't see a backlog." The new boats' diesel-electric engines are designed to leave less environmental impact.

"They will service offshore fields using less fuel and greater speeds," Thomassie said, explaining the design was developed in partnership with the Technology Associates engineering firm in New Orleans. "All that translates into less emissions and lower cost for the customer." **Source : houmatoday**

## China's shipbuilding rush holds dangers

It has been about one year since China adopted its shipbuilding stimulus plan. Apart from pledges to support Chinese shipbuilders financially, the stimulus plan focuses on the necessity to control overcapacity in the industry. Looking back over the past year, the warnings about excessive capacity seem to have been neglected by some. Regardless of the gloom lingering in the global shipbuilding industry, some local governments in China continued to be obsessed with plans to create shipbuilding bases in their jurisdiction.

An official in central China's Hunan province, for example, earlier expressed the ambition to turn the province into a world-renowned shipbuilding base. Another province in central China even sets the goal of achieving 100-million DWT ship output in the coming years. Although shipyards have already criss-crossed the southeastern provinces of Jiangsu and Zhejiang, some local governments were still giving encouragement to the industry.

Under the shipbuilding stimulus plan, government authorities, including land, maritime, environment and financial departments will not accept applications for the building of new shipyards or berths. Some local companies, however, built the shipyards or berths before getting permission, falsifying the fact that they had already had such facilities.

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The urge to build more ships is mostly driven by administrative forces, rather than the market.

Statistics from the China Association of the National Shipbuilding Industry (CANSI) show China's ship output totaled 36.54 million DWT in January to November 2009, up 41 percent from the same period in 2008. New orders came to 22.94 million DWT, down 61 percent. Order books at the end of November amounted to 188.96 million DWT, down 7.7 percent from the start of the year. Besides this, 65 percent of shipyards received no new orders over the 11 months.

The figures have set the alarms bells ringing about overcapacity and lack of demand in the shipbuilding industry. But why the rush for more ships?

As is well known, the shipbuilding industry involves massive investment. It serves the local governments' interest by creating jobs, generating taxes and boosting the Gross Domestic Product (GDP) growth. The high investment levels involved also means a lot of shipbuilders borrow large sums from banks. If delivery problems occur, both the shipbuilders and the banks will suffer losses.

It is improper for local governments to push the industry, said Bao Zhangjiang, a researcher at the China Ship Scientific Research Center. The shipbuilding industry still has its woes, he added. Blind investment in the sector will eventually backfire when market conditions in the industry worsen, he warned. Bao urged local government officials to respect the rule of the market in developing the shipbuilding industry. **Source: Xinhua**

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## Aframax Freight Rates Surged 23% in December

The tanker market continued to show strength in December, and freight rates grew further from November levels. This was the case for both segments of the market, crude and product tankers, and for most vessel sizes in each segment. Most of the losses in freight rates during the first half of this year had been gained back by the continued and gradual strength of the market during the last four months and freight rates in December were very close to levels at the beginning of the year. Average freight rates for crude tankers in December were about 25% lower when compared to December 2008, a big improvement in compression to last July when the y-o-y drop was above 70%. For the product tankers, the improvement is even better, from minus 60% in July to about minus 9% in December. The continued tying-up of tankers in floating storage operations for both crudes and petroleum products, China's growing crude imports for most of this year, the approaching phasing out of single-hull tankers from the market and expectations of higher traded volumes of crude oil and petroleum products in 2010 have all added support to freight rates over the last few months and are expected to continue to do so over the coming months.



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### Aframax

Freight rates in the Aframax segment increased the most in December, especially in the Far East and Mediterranean markets. To the East of Suez, Aframax freight rates on the Indonesia to East route gained 29% in December compared to the previous month, driven by increased overall market activity, while in the Caribbean; Aframax freight rates gained 13% on exceptionally good performance during the first week of the month driven by bad weather. Average monthly freight rates in the Caribbean were WS105, the highest since February this year. Aframax freight rates in the Mediterranean were fluctuating between WS100 and WS118 throughout December, benefiting from the lengthy delays in the Turkish straits. Freight rates on the cross-Med route ended the month achieving a 23% gain compared to the previous month to reach as high as WS118 by the end of the fourth week of the month, the highest rate since July 2009. Freight rates for the Med-NWE route followed the same trend, gaining 28% compared to November. On average, Aframax freight rates increased by 23% in December compared to November, but on y-o-y they were about 30% lower compared to December 2008.

### Suezmax

Freight rates in the Suezmax market were more modest in December than in November and were fluctuating within the WS70-range throughout the month. This segment of tankers lost 5% on average in December compared to the previous month and was the only segment that incurred losses this month compared to all other segments of the tanker market. For the West Africa to US route, freight rates were declining during the first half of the month reaching as low as WS66 from more than WS80 at the beginning of the month but increased afterwards to reach WS75 by the end of the month. Freight rates on this route ended the month at an average of WS 74, compared to WS76 the previous month. On the NWE to the US Suezmax route, freight rates followed almost the same pattern, losing 5 WS points or 7% in December January 2010 44 compared to November. Y-o-y, average Suezmax freight rates in December were 32% lower compared to a year ago.

### OPEC Sailings

According to preliminary data, OPEC spot fixtures increased in December by about 6% to average 11.9 mb/d, compared to 11.25 mb/d in November. Fixtures from the Middle East averaged 6.12 mb/d, indicating an increase of 2% compared to the previous month, while fixtures from outside the Middle East increased by 0.53 mb/d or 10% compared to the previous month. On a y-o-y basis, OPEC spot fixtures in December were 5% higher compared to December 2008. Global spot fixtures in December averaged 18.99 mb/d, 3% higher compared to a month earlier and were 2.59 mb/d, or 16% higher compared to the same month a year ago.

Sailings from OPEC in December were at 22.97 mb/d, compared to 22.77 mb/d the previous month, and were 4% lower than a year earlier. Middle East sailings were at 16.89 mb/d compared to 16.6 mb/d the previous month and were 4% lower than a year earlier. Crude oil arrivals in North America in December were at 8.31 mb/d compared to 8.41 mb/d a month earlier. Crude oil arrivals in Europe and the Far East averaged 11.77 mb/d and 8.32 mb/d, 4% lower for Europe and 2% higher for the Far East, both compared to a month ago.

**Source : Makis Theodoratos, Hellenic Shipping News Worldwide**



The **MEGA TRUST** seen delivering hull sections to a DSME shipyard.

**Photo : Don McClelland ©**

## CMA CGM ship arrested outside Durban

The 1,730-TEU container ship **CMA CGM OKAPI** remains under arrest in the Durban outer anchorage more than a month after the vessel's owner, German Claus-Peter Offen brought an action against the charterer as security after CMA CGM instituted restructuring at its head office.

A second ship under arrest but at Cape Town harbour this time is the general cargo vessel SUEZ which was detained shortly after arrival in the port this month. **Source : Ports.co.za**



Eight Mozambique Trawlers on dock at Eldock all Sisters - **Photo : Willem Kruk (c)**

## 5 896 container ships sailing the seven seas

As of January 21 there were 5 896 ships active on liner trades, offering 13 690 765-TEU capacity and 181 720 546-tonnes deadweight (TDW), according to the latest AXS Alphaliner figures.

This includes 4 718 fully cellular ships, giving 13 101 095-TEU capacity. **Source : cargoinfo.co.za**

## BOOST FOR MOL ANTIFOULING PROJECT

Major Japanese shipping group Mitsui OSK Lines says that its joint research and development (R&D) project on antifouling paints will be incorporated into a government-industry initiative aimed at reducing CO2 emissions. This is a technology development support program sponsored by Japan's Ministry of Land, Infrastructure, Transport and Tourism. MOL, Nippon Paint Co., Ltd., and Nippon Paint Marine Coatings Co., Ltd. are jointly promoting R&D on high-

performance antifouling paints that improve vessels' fuel efficiency. This is a key element of MOL's CO2 reduction technology R&D initiative.

The project aims to develop a super-slick antifouling paint for ship bottoms that will dramatically reduce fuel consumption. With the addition of a high-performance low-ablation additive, the paint will significantly reduce drag. MOL will verify the paint's effectiveness in CO2 reduction by applying it to its operated vessels and carefully analysing its performance during voyages. The paint used in the project is expected to lower CO2 emissions 8% to 12% compared to conventional antifouling paints. **Source : Maritime Global Net**

## MISC will launch new service

MISC Bhd will launch a new service to complement its current Halal Express Service (HE1 and HE2).

MISC said the Malaysia East Asia Service (MES) would directly connect the Far East ports to Ho Chi Minh City in Vietnam and the South-East Asia region. "The service, which will commence with an inaugural voyage starting from Yokohama, will meet the growing demand for the carriage of cargo within the intra-Asia region," it said in statement.

The MES will serve the following port rotation: Yokohama, Nagoya, Shanghai, Kaohsiung, Shekou, Ho Chi Minh City, Singapore, Tanjung Pelepas, Jakarta, Singapore, Ho Chi Minh City and back to Yokohama.

It said with the new loop, MISC would offer the fastest transit from Japan, China and Taiwan to Ho Chi Minh City and Jakarta. "This service will also offer a direct call from Ho Chi Minh City back to Yokohama, Nagoya, Shanghai and Kaohsiung. In addition, MES serves to connect Jakarta and Ho Chi Minh City to other MISC services plying to the Middle East, Indian subcontinent, Australia and New Zealand at Singapore and Tanjung Pelepas," it said.

MISC has allocated a total of five vessels with a capacity of 1,200 twenty-foot equivalent units (TEUs) to 1,700 TEUs and equipped with a minimum of 200 plugs per vessel for the new service that will present a greater opportunity for it in the growing reefer market within the Asian region. "In line with the launch of MES and our focus to improve services to customers, the HE2 port rotation has been restructured," the statement said. "With extensive agency coverage, MISC is well positioned to meet the current and growing needs of its customers." **Source : The Star**

## Cargo handling at ports up for 5th month in row

Cargo handled by major ports in the country, a key indicator for economic activity, is staging a smart recovery. In December 2009, cargo handled was up for the fifth consecutive month at 49.1 million tonnes (MT) compared to 45.3 MT in the corresponding month last year, a growth of 8.3%. On a sequential basis, the cargo volumes increased by 1.9% compared to the previous month.

According to data from the Indian Ports Association (IPA), for the third quarter ended December 2009, the major ports have registered cargo growth of 10.7% compared to the same period last year, while sequential growth has been 9.7%. "For the fifth consecutive month, the cargo volumes at major ports have registered a growth over the corresponding months last year. For third quarter, cargo traffic at major ports registered a strong growth of 10.7% y-o-y and 9.7% q-o-q. Moreover, cargo growth of 5.1% y-o-y in year-to-date in the current fiscal indicates that economic activity is back on track. And with GDP expected to grow at 6.5% in FY10, we believe the Indian economy has come out of the last year's slowdown," Kunal Lakhani, an analyst at domestic brokerage KR Choksey said. Container cargo has registered a strong growth of 42% y-o-y and 12.2% m-o-m mainly on back of revival in demand in the global markets. As per the data, iron ore was the worst performing cargo in December as the volumes declined 10.5% y-o-y and 8.6% m-o-m. Coal volumes grew by 3.2% y-o-y, whereas on a sequential basis, volumes dipped 4.6%.



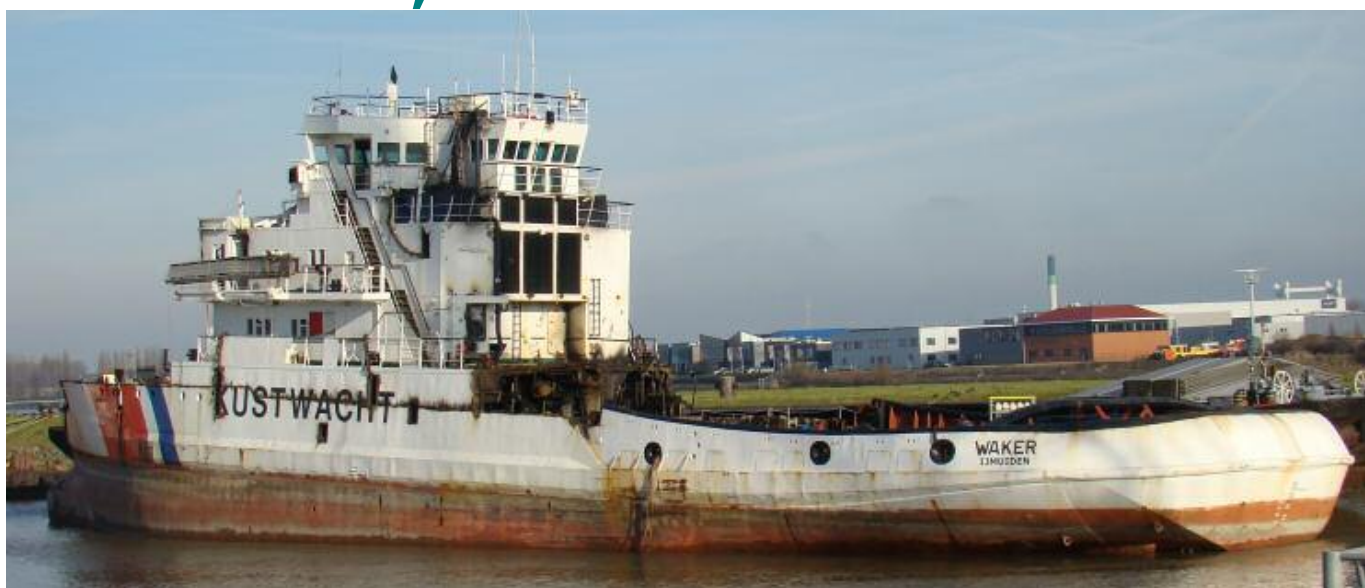
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Crude volumes have registered a fall of 2% y-o-y whereas growth of 1.9% m-o-m. During the third quarter, container and iron ore volumes grew by 16.6% y-o-y, whereas fertilisers and crude declined by 7.8% y-o-y and 1.1% y-o-y.

In a recent interview, Anand Sharma, union minister for commerce, said, "exports have found their positive growth trajectory again. Our exports will reach \$200 billion by the next fiscal-end. By 2014, we will double our exports from last year's \$287 billion, including \$186 billion in goods exports and \$101 billion in service exports."

For December, the ports on the west coast have performed better than east and south. West coast ports have posted a growth of 14.4% whereas the east and the south ports have registered (-)1.6% and 7.5% growth. JNPT on the west coast recorded a strong growth of 24.7% y-o-y, while Haldia and Kolkata have been a drag. Among the southern ports, Cochin, Chennai and Tuticorin registered strong growth at 32.2%, 22.6% and 24.4%. **Source : Times of India**

## WAKER, SCRAPPING ONGOING



The superstructure seen ready to be lifted off by the **Missing Link** - Photo : Nico Ouwehand ©

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## Smit and Boskalis sign Merger Protocol

- Boskalis and Smit sign merger protocol
- Boskalis offers EUR 60 ex dividend
- Smit shareholders receive EUR 2.75 dividend over 2009
- Offer is recommended by Smit management and majority of supervisory board
- Boskalis to declare offer unconditional at 75%

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 025

With reference to the press release dated 12 November 2009, Royal Boskalis Westminster N.V. (Boskalis) and Smit Internationale N.V. (Smit) announce that they have signed a merger protocol for a full merger of the two companies. The transaction will be effectuated through an all cash public offer of EUR 60 ex dividend (instead of cum dividend as previously anticipated) by Boskalis for all outstanding shares in Smit.

The business combination will create a world class maritime service provider offering a strong platform for further growth. The strategic rationale of the transaction was already supported by the Board of Management and Supervisory Board of both Boskalis and Smit. As previously indicated two large shareholders of Smit, Delta Lloyd Groep and Janivo Beleggingen, have already confirmed an irrevocable undertaking to support and accept the proposed offer. In the merger protocol, Boskalis has agreed to a 2009 dividend payment to Smit shareholders of EUR 2.75 per share. RBS has provided to Smit a fairness opinion with regard to the offer price. Based on the above, the Board of Management and a majority of the Supervisory Board of Smit have decided to recommend the offer to its shareholders.

Boskalis will submit the draft offer memorandum with the Netherlands Authority for the Financial Markets (Autoriteit Financiële Markten) for approval no later than 4 February 2010. In line with the statutory timetable, Boskalis expects to launch the offer in the second half of February. Boskalis will declare the offer unconditional if more than 75% of the outstanding Smit shares are tendered. In addition, the offer will be subject to the customary conditions (see Annex 1 to this press release).

This is a joint announcement by Royal Boskalis Westminster N.V. and Smit Internationale N.V., as referred to paragraph 4 of the Public Offers Decree (Besluit Openbare Biedingen Wft). This announcement does not constitute an offer, or any solicitation of any offer, to buy or subscribe for any securities in Smit Internationale N.V.



Above seen the Astrakhan type vessel **ATLANTIC ELAND** making her maiden call at Durban. She is seen sailing up the Maydon Channel towards her berth at Maydon Wharf. **Photo : Shiphoto International, Durban ©**

The **ATLANTIC ELAND** and her 3 sister ships are operated by Canada States Africa Line (CSAL) on their service between Canada, US East coast and Gulf Coast ports and Southern Africa. This service has been in operation since 1956 under different names and operators. The regular ports of call are Montreal, Baltimore, Savannah, New Orleans and Houston in North America ; Walvis Bay in Namibia, Durban, Richards Bay and Cape Town in South Africa, while other ports are served on an inducement basis.

The four multipurpose Astrakhan type vessels are tween-deckers, fitted with a stern ramp and heavy lift gear which enables them to cater for all types of cargo such as bulk commodities, break-bulk, containers, ro-ro, hazardous materials, heavy lifts and oversized cargo.



Above seen from bulker "**CIC PRIDE**" at Caracas Bay on Curacao with **SEATRADE** vessel moored on Jetty #1.  
Photo : John Smit ©

## Box shipping lines slowly add vessels, expand service rotations

Signs are emerging of carriers adding vessels and port calls in response to capacity constraints as world trade picks up again following a period of idle shipping and service cutbacks. The most notable being Maersk Line, the world's biggest, which is revising port rotation of its US east coast-Central America '**South Atlantic Express**' (**SAE**) service by adding a New York call and another in Norfolk. The port rotation will be extended by one week from two to three weeks with the addition of the 1,730-TEU **Marie Schulte** in February, reports AXS-Alphaliner News. The amended port rotation is: Savannah, Wilmington (NC), Norfolk, New York, Norfolk, Miami, Puerto Cortes, Santo Tomas de Castilla and Savannah.

CMA CGM started offering a North European feeder service from January 13 dubbed the '**FAS Denmark**' that links Hamburg to Fredericia, Halmstad, Copenhagen and Szczecin by deploying one chartered vessel, the 658-TEU **Electron**. Mauritius-based United Africa Feeder Line (UAFL) has added a third ship to its Pakistan-UAE-East Africa service, the 1,388-TEU **Concord** that joins the two 1,684-TEU vessels that already ply the route. The port rotation for this service is Karachi, Jebel Ali, Zanzibar, Mutsamudu, Longoni, Tanga, Mombasa, returning to Karachi. Finally, India's Chennai-based Caravel Logistics has purchased the 585-TEU **Christian Russ** that was built in 1994 from **Ernst Russ** and renamed her **Caravel Pride**. She is expected to be deployed on the Indian coastal services of Caravel Lines, the NVOCC division of Caravel Logistics. This Caravel Lines service calls at ports in Mundra, Cochin and Tuticorin. "Caravel adds to the half-dozen of carriers offering cabotage container services between Indian ports," said Alphaliner.

Source: Hong Kong Trade Development Center



## Container ships at risk of arrest in Australian ports: Inspection of container lashing equipment

Australian authorities have announced that they will conduct an inspection campaign focussed on container securing equipment. The 3 month campaign will start on 1 February 2010. In this period, ships calling at Australian ports may be boarded by a port or flagstate inspector who will give special attention to the loose and fixed container lashing equipment. "If an inspector finds a deficiency that is serious in nature, the surveyor may detain the vessel under the 1912 Navigation Act", the Australian Maritime Safety Administration (AMSA) has indicated.

It is not known yet how detailed these inspections will be, but best measures to avoid a failure on the container lashing equipment are:

- The vessel has an approved and up-to-date Cargo Securing Manual (CSM) with Container Securing Arrangement fit for the type and size of containers carried on board.
- The actual stowage and lashing of the containers meets the guidelines in the CSM.
- Only those lashing elements (twistlocks, lashing bars, turnbuckles etc.) are on board which are specified in the CSM. Different type of lashing elements are removed from the deck area.
- The inventory list for the container lashing equipment is up to date and shows at least the quantities which are listed in the CSM to be on board for a full deck stow.

Defective or unsuitable lashing equipment such as wrong turning twistlocks, twistlocks with broken handles / wires, heavily trade worn or corroded material is removed from the deck area and discarded. Lashing equipment is in an operable and well maintained condition; the CSM shows the maintenance advice. The printouts of the container lashing programme on board do not show any overloaded stacks (thus less than 100%). Manufacturers / suppliers of the lashing equipment and the classification society are the usual first points of contact, should deficiencies need to be rectified. **Source: Skuld**

## Industry 'not prepared' for MLC

Alarming concern that the shipping industry is 'not prepared for the huge challenge' of the fast-approaching implementation of the Maritime Labour Convention (MLC) has been raised by the International Maritime Employers' Committee (IMEC). An issue that seems to have taken on a slightly secondary role at a time when shipping is already facing phenomenal challenges, the MLC mandation has been compared to a 'train speeding down the track towards us', and that if the industry does not act right now, there will be major consequences.

Giles Heimann, Secretary General of IMEC, said: "The MLC is without doubt one of the most significant pieces of maritime labour legislation to hit the industry for as long as we can remember. Implementation is rapidly approaching, and I honestly believe we will be looking at implementation of the MLC during 2011. "Both for ship owners and managers, there are major consequences for the MLC being implemented, and there are requirements that they'll need to have in place. There are also major consequences for the flag and port states with regards to inspections and providing flag state administration," he warned.

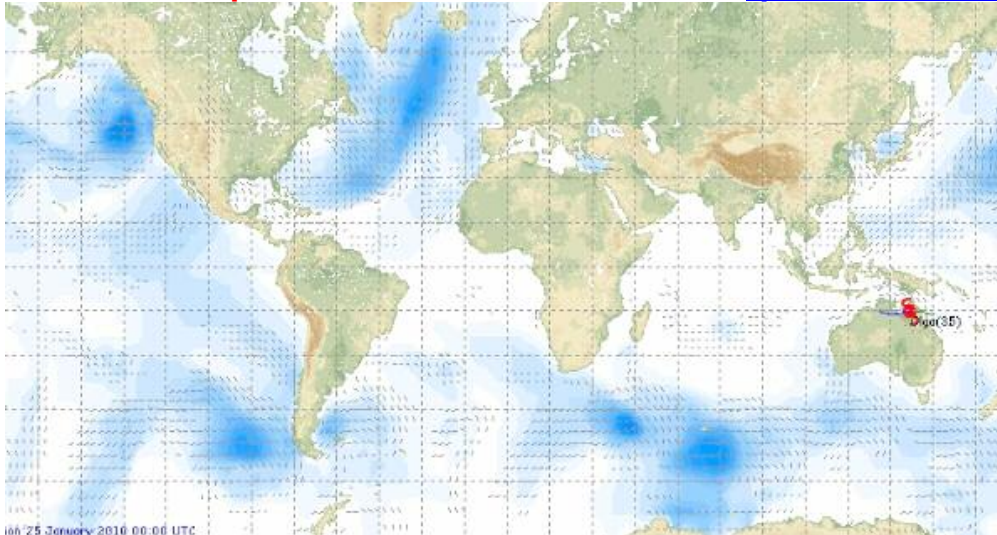
With insufficient preparation being the primary source for concern, IMEC has highlighted the potential problems regarding both flag state and port state guidelines for MLC inspections, given that the current port state control inspection competencies will be completely different to the regulations set out by the new Convention. Asserting how "the areas are completely different," Mr Heimann stressed: "You can't expect a guy who's probably been an engineer, a deck officer, who is proficient in safety and so on, overnight to understand the complexities of crew contracts, etc overnight. Administrations need to be acting right now to make sure that their inspectors are trained effectively to carry out these inspections." He added: "Time is very, very short. It is a huge piece of international legislation, and it is a huge challenge. On top of MLC we've got the amendments to STCW coming out as well, which we're all going to be concerned with. There is deep concern that the MLC is coming towards us, and we need to make sure we are prepared for it, because I don't think we are at the moment. I don't think the industry realises the size of the job we've got." **Source: Shipmanagement International**

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## **.... PHOTO OF THE DAY ....**

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The **BOW HARMONY** seen approaching Rotterdam-Europoort  
Photo : Marijn van Hoorn ©

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