

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 034



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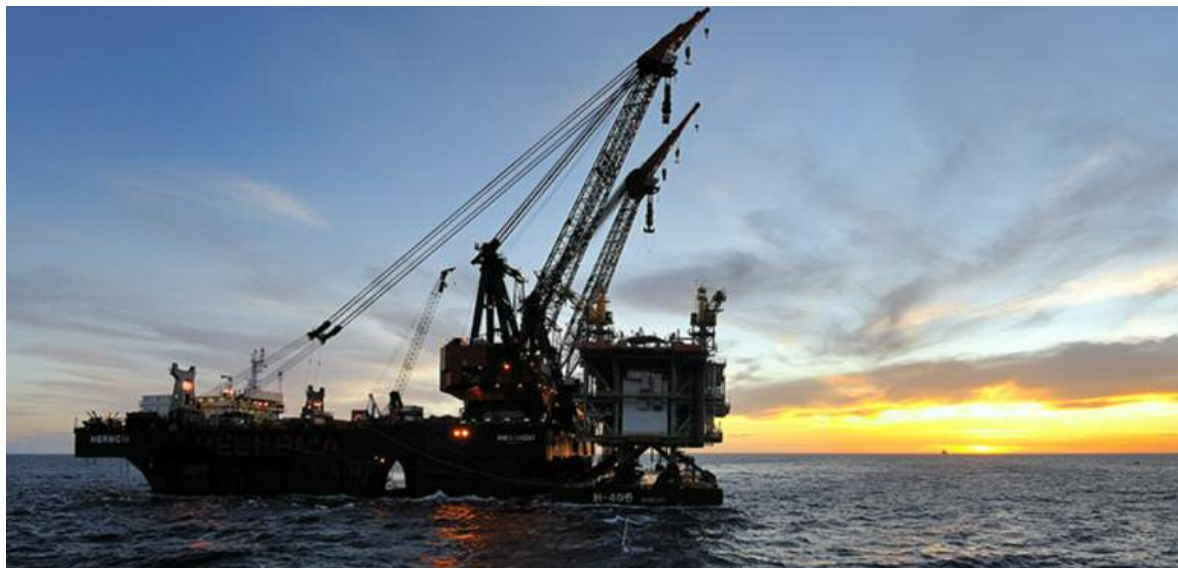
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**Heerema's HERMOD seen lifting the Peregrino-B topside from the H-406 barge  
Photo : Capt. Jan Berghuis (c)**

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## Soldiers to guard ships

Chinese army soldiers are being deployed on board Hong Kong-registered ships sailing off Africa to counter the threat of pirates, a newspaper reported on Monday. The People's Liberation Army is providing special forces soldiers to patrol slower, vulnerable Hong Kong-registered ships as they sail through the Gulf of Aden, the South China Morning Post said.

Roger Tupper, director of Hong Kong's Marine Department, said the offer of armed soldiers had been accepted by ships registered in Hong Kong although it was not known how many escorts had been provided. Naval officials involved in the operation off Somalia told the newspaper the teams of soldiers were drawn from China's deployment of three warships stationed off Somalia. Other Hong Kong shipping companies operating bulk carriers have accepted escorts from the Chinese warships as they pass through the pirate-plagued seas, but not armed soldiers on board their vessels. Hong Kong reverted to Chinese sovereignty in 1997 under a "one country, two systems" arrangement and has a sizable but low-profile contingent of Chinese army soldiers stationed in the city. **Source : SAPA**

## Cambodia ship held by court, not taken by Somalis

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A Cambodian vessel reportedly hijacked off Somalia instead was detained in the Somaliland port of Berbera on court orders, a port official said on Saturday.

The Kenya-based East African Seafarers' Assistance Programme earlier in the week had said the MV **Layla-S** had been hijacked after discharging its cargo in the breakaway northern enclave of Somaliland last year.

However, assistant chief of Berbera port Bile Hirsi said the ship was held after a local businessman, whose goods were destroyed in a fire on board another ship that belongs to the owners **Layla-S**, asked the court to detain it.

"The ship is in Berbera port by the order of the regional court of Berbera, because Abdillahi Omar -- a businessman who had a lot of merchandise on the ship that burned outside the port last October -- made a complaint to the regional court and the court ordered that the ship should remain in the port," he said.

Bile said the businessman wanted compensation for merchandise destroyed in the Maria Star fire.

Somaliland, which declared itself independent in 1991, is proud of its relative stability compared with the south of Somalia, where hardline Islamist rebels control large amounts of territory and are battling a weak Western-backed government. **Source : af.reuters**

## The Necker Nymph: Richard Branson unveils new plaything



Billionaire Sir Richard Branson has added an underwater sea plane to his pile of luxury playthings in the latest pitch to lure the super rich to his Caribbean island. The entrepreneur plans to charge guests at his Necker Island resort \$26,800 for a two-hour glide through the ocean, 40 metres below the surface, but only after they fork out \$98,000 for seven nights aboard the resort's catamaran, the **Necker Belle**.

The **Necker Nymph** seats two guests and a pilot, who operates the luxury sub with a joystick. Unlike other submarine vessels, which use ballast to propel themselves under water, the **Nymph** uses downward 'lift' on the wings to make its descent. Passengers will have to take scuba diving training before being able to use the **Nymph**.

But once properly prepared guests will be able to explore ship wrecks and reefs or follow pods of dolphins, the sub's designers and builders, Hawkes Ocean Technologies, say. "The Nymph is an entirely new class of vehicle for us - think of a sleek convertible under water," Hawkes Ocean Technologies spokeswoman Karen Hawkes said "It is different from our other submersibles because it was specifically designed to dive to scuba depths in tropical waters." It joins Branson's considerable arsenal of an airline, record label, mobile phone company and a string of restaurants.

**Source : Garry Luxton**



The **BOA SIW** seen departing from Rotterdam - Photo : Henk van der Heijden ©

## FILITSA RELEASED BY SOMALI PIRATES

"The last pirate left at around 22h00 local time (19h00 UTC) and the vessel is supposed to sail free," one of ECOTERRA's marine observers reported a short while ago. It had been a very tense situation on board throughout the afternoon after a significant ransom had been dropped by plane. A pirate on board the **MV Filitsa** had told Reuters earlier they were expecting to receive \$3 million for the release of the cargo ship and crew.

When the first pirate group had left with the money for safe areas on the mainland without paying out those still on the vessel and another group boarded it was feared that the piracy situation just would go into a new round. Two helicopters from a nearby warship, presumed to be U.S. American, while EU NAVFOR insisted they had no vessel nearby, were at one point seen hovering over the hostage ship. But when night fell and the naval vessel had backed off the remaining pirates rushed to shore. The Marshall Islands-flagged bulk carrier **MV FILITSA** loaded with fertilizer had been sailing from Kuwait via the United Arab Emirates (UAE) en route to Durban in South Africa when it was attacked and seized on Nov. 10, 2009 at a position 513 nautical miles north-east of the Seychelles .

The 1996-built, 23,709 dwt cargo-ship has a crew of 22, including three Greek officers, 18 Filipino seamen as well as one Romanian officer for whom the nightmare is now over. The ship which was lately held near Hobyo belongs to the Greek company Order Shipping Co. Ltd., who had not provided the full crew-list, and so far has not yet confirmed the release. **Source : Ecoterra**

## Supertanker rates may jump 75%: broker

The cost to move crude oil from the Arabian Gulf to the U.S. Gulf Coast using supertankers may jump 75 percent this year as the fleet declines, according to shipbroker Charles R. Weber Co. Rates on the voyage for very-large crude carriers, or VLCCs, will rise to an average US\$21,000 a day from last year's US\$12,000, according to Weber, based in Greenwich, Connecticut.

The broker said 71 new VLCCs are scheduled to be delivered this year and 75 older ships will be scrapped. There are currently 540 VLCCs in service, according to Weber. "The lower level of fleet growth seen on VLCCs will likely help to support rates this year," said George Los, an analyst at Weber. An expanding fleet of medium-sized tankers "is undoubtedly going to cap any gains" in rates for those ships. The number of medium-range tankers, which are used to ship gasoline to the U.S. from the Caribbean and Europe, is projected to rise 11 percent to 1,379 this year from 1,246 in 2009, according to Weber. Rates to use the smaller tankers in the Caribbean market may average US\$6,750 a day this year, up 8 percent from US\$6,250 a day in 2009, according to Weber.



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VLCCs, which are primarily used to move crude oil, can carry more than 1.46 million barrels of oil. Medium-range tankers can carry 340,000 to 467,500 barrels of gasoline.

VLCC rates for shipments to the U.S. Gulf Coast from the Arabian Gulf stood at Worldscale 70 yesterday, or about US\$44,000 a day after fuel costs, according to data from New York-based shipbroker Poten & Partners. The rate fell 69 percent last year from 2008 to an average WS 29.41 as oil demand dropped during the worst global recession since World War II. Worldscale points are a percentage of a nominal rate, or flat rate, published by the Worldscale Association in London. Tanker rates got a boost earlier this month as cold weather delayed shipments and raised demand for heating oil. The rally was "just a seasonal strengthening," Jonathan Chappell, an analyst at JPMorgan Chase & Co., said in a report Jan. 22. Prices are "expected to ease substantially through the spring and summer." Weber estimates a 9.6 percent increase in the fleet of Suezmax tankers, which can carry 876,000 to 1.46 million barrels of crude. The broker said 54 new Suezmax tankers are expected to be delivered this year and 16 may be scrapped. **Source: Bloomberg**



After the successful transportation over land by Mammoet of the **CSD MERCURIUS** now also the Boskalis owned **CSD PARA I** was successfully transported over land and launched into the Cuyutlan laguna as can be seen above

**Photo : Pieter Kuzee ©**

## Skipper jailed on safety breaches

A Cornish ferry skipper has been jailed for six months after pleading guilty to breaching safety regulations.

George Pill, who appeared at Truro Crown Court, admitted going to sea without a serviced life raft and not having a device to release the raft. The charges relate to Pill's now out-of-service 50-passenger vessel, the **Haven Rose**, which operated in Falmouth during the summer tourist seasons. Pill, 61, of Beacon Road, Falmouth, was also ordered to pay £8,500 costs.

The court heard that Pill, who had spent more than 50 years working as a boatman in Falmouth, bought the ferry for £10,000 in 2006. The raft was due to be serviced in December 2007, but Pill decided to test it on dry land himself.

The breach of health and safety regulations was noticed when a marine surveyor carried out a safety inspection on board the vessel the following August. The inspection found the hydrostatic release unit (HRU), which releases the raft when needed, was also out of date.

Defence counsel Andrew Maitland told the court that the **Haven Rose** was being operated by two of Pill's sons and he had not been on board for two years because of his health. The breaches occurred at a time when he was separated from his wife and going through a difficult divorce.

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Judge Christopher Elwen told Pill that he had deliberately breached the regulations. "The idea that this was a mere oversight is laughable - you have been a boatman for 50 years running similar boats in the area," he said. "You are well aware, as are other boatmen, that passenger safety is of paramount importance.

"These charges relate to the proper servicing of life saving equipment and cutting corners in this way is not excusable, you were saving a trifle, only £500.

"The very firm message needs to go out to owners and operators of vessels in the estuaries and around the coasts of Cornwall that this sort of behaviour will not be tolerated." Pill said, "I'll be all right", to family in the public gallery as he was taken down to the court cells. **Source : BBC NEWS**



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## Somali pirates made off with more than \$60m ransom money last year

Somali pirates managed to scoop more than \$60 million in ransom payments from shipowners in 2009, according to a report from a regional anti-piracy watchdog. Last year 47 vessels and nearly 300 crewmembers were seized by pirates, the Seafarers' Assistance Programme report said. In the first month of this year a further 12 ships have been hijacked.

**Source : Seatrade Asia**

## Hundreds visit new Sennen Cove Tamar class lifeboat



Hundreds of people have been to see Sennen Cove's new state-of-the-art lifeboat. The £2.7m **City of London III** Tamar class was described by the RNLI as one of the most sophisticated lifeboats developed.

Residents were also invited to inspect improvements to the boathouse and slipway, which have cost a further £4m.

About 300 people attended the open day and £700 was donated to the charity as part of its SOS fundraising weekend.

With a top speed of 25 knots, the new 16m (52ft) self-righting lifeboat is bigger and faster than the previous Tyne class **Norman Salvesen**. **City of London III** also has a computerised system which allows the crew to control many functions remotely from the safety of their seats. **Source : BBC**



Birds-eye view as seen from the 20.000 tons crane **TAISUN** of the Yantai Raffles Shipyard

**Photo : Newbuilding team Stornes (c)**

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## CNV Vakmensen bereikt akkoord over cao bij berger Smit

Het principeakkoord bij bergingsbedrijf Smit Salvage en Smit Heavylift werd dinsdagochtend met applaus onthaald op de drijvende bokken. Onderhandelaar Albert van Damme van CNV Vakmensen stelde dinsdagochtend tevreden vast dat de leden blij zijn met het resultaat. "De kou is uit de lucht. We hebben maandagavond bereikt wat we wilde bereiken."

De afspraken van maandagavond komen neer op een cao voor drie jaar, van 1 januari 2009 tot 31 december 2011. In die periode wordt de automatische prijscompensatie toegepast (inflatiecorrectie op de lonen) en wordt drie keer een eenmalige uitkering van 1.000 euro uitgekeerd. Een daarvan wordt wel gekoppeld aan vooraf bepaalde bedrijfsresultaten. Welke dat zijn moet nog worden bepaald. De werknemers bij Smit Salvage en Smit Heavy Lift krijgen bovendien een deel van hun pensioenpremie terug. Volgens Albert van Damme is met het principeakkoord bovendien een belangrijke ongelijkheid in de beloning weg gewerkt. "De weekendtoeslagen van de zogenoemde varende maandloners waren al heel lang niet geïndexeerd. Daardoor was voor bijna de helft van de werknemers een scheve situatie ontstaan qua beloning, in vergelijking met de collega's. Dat is nu gerepareerd. We hebben - al met al - een uitstekend akkoord bereikt. De leden lieten dat vanochtend ook blijken. Uiteraard stemt mij dat tevreden."

## CASUALTY REPORTING



## Cargo ship collides with boat in Shanghai



Three sailors were rescued from the accident, and an investigation is under way, according to local media  
**Source : China Daily**

A net is set up to prevent any possible oil spill from polluting the Huangpu River in Shanghai after a cargo ship and a boat collided on the Huangpu river on February 1, 2010.





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## Royal Navy warship HMS Chatham arrives in Gulf of Aden for NATO Counter-Piracy Operation

Royal Navy warship **HMS Chatham** arrived in the Gulf of Aden, Jan. 29 to take part in NATO's **Operation Ocean Shield** - the code name for NATO's counter piracy mission off the Horn of Africa and into the Somali Basin. Along with other multinational Task Groups and warships in the area, **HMS CHATHAM** will help to protect the merchant ships, many of which bring goods in to the UK, as they transit this busy sea area.

Since leaving the UK at the beginning of January, **HMS Chatham's** Ship's Company have spent their time carrying out 'mission rehearsal' practicing the tactics and procedures. The full range of the Ship's counter piracy capabilities has been tested, from the Lynx helicopter and fast rigid inflatable boats, though to the embarked Royal Marines boarding team; the sailors and Marines are all now eager to use their training in an operational theatre. **HMS Chatham** is currently patrolling a section of the Internationally Recommended Transit Corridor (IRTC), an agreed shipping lane that passes through the Gulf of Aden, where the NATO Task Group and warships from other nations can oversee merchant shipping, detect suspicious activity and deter the pirates from mounting an attack.

Captain Chris Beesley, the Officer in Charge of the Royal Marines detachment said "During the transit to our area of operations, we have integrated with the Ship's Company and kept a busy training program. This has included practicing our Close Quarter Battle drills, fast rope insertions and, of course, plenty of physical exercise. All the Royal Marines on board are now eager to begin our operational tasking."

Commander Simon Huntington, the Ship's Commanding Officer said "It is good to be on patrol here after months of preparation. On our first day on patrol there have already been three separate occasions where warships have intervened in suspected pirate activity in the IRTC. **HMS CHATHAM** is ready and eager to contribute to that effort."

**HMS Chatham**, a Type 22 frigate was launched in 1988. Based in Plymouth, she is 150m long, has a crew of 250 and displaces 5,300 tonnes. Whilst officially designated a frigate, her comprehensive weapons fit gives her, in reality, the firepower of a cruiser. She is capable of engaging targets above, on or below the sea surface. The Ship carries anti-air and anti-missile SeaWolf missiles, anti-ship Harpoon missiles, anti-submarine Stingray torpedoes and a Lynx helicopter; she is also fitted with a variety of guns of up to 4½" (114mm) bore, advanced radars, sonars, computer systems and communications equipment to carry out her tasking. Powered by gas turbine engines, **HMS Chatham** can sprint at speeds of up to 30 knots. She is the seventh Royal Navy ship to bear the name; one of her predecessors had the honor of transporting the body of Admiral Lord Nelson from **HMS Victory** to Greenwich Hospital, where he lay in state until his funeral at St. Pauls Cathedral. **Source : Eucom**

## Hr. Ms. Tromp vertrokken naar Somalië



Het Luchtverdedigings- en Commandofregat **Hr. Ms. Tromp** is maandagmorgen om 10.00 uur vanuit haar thuishaven Den Helder vertrokken naar de wateren rond Somalië om daar deel te nemen aan de antipiraterij-missie Atalanta.

Ondanks de zware sneeuwval vertrok **Hr. Ms. Tromp** maandagochtend stipt op tijd. Uitgezwaaid door familie en vrienden gooide de bemanning van het marinefregat de trossen los om op te stomen richting de kustwateren van Somalië waar ze medio februari beginnen met hun

missie tegen piraterij.

Operatie Atalanta is een door de Europese Unie geleide missie en richt zich op het terugdringen van piraterij voor de kust van Somalië. Belangrijkste taken van de EU-taakgroep zijn het escorteren van schepen varende voor het 'World Food Program', het beschermen van kwetsbare scheepvaart in de Golf van Aden en de Indische Oceaan en het verstoren van piraterij. Momenteel wordt de taakgroep aangestuurd door een EU-staf onder Italiaanse leiding. **Hr. Ms. Tromp** is het vijfde schip van de Nederlandse marine op rij dat in de wateren rond Somalië wordt ingezet in het kader van piraterijbestrijding.

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## Largest Milan-2010 naval war-game at Port Blair from Feb 4

India will host the largest four-day naval wargame, Milan-2010, involving 12 nations in the Asia Pacific region from Thursday, in which means to counter terror threats to coastal and island territories would be debated keeping in mind the 26/11 attacks in Mumbai by LeT.

"There would be a discussion on maritime terror and the means to counter the attacks like what happened in Mumbai (during Milan-2010)," Assistant Chief of Naval Staff (Foreign Cooperation and Intelligence), Rear Admiral Sudharshan Shrikhande told reporters here today. The seventh edition of Milan, being organised by the Indian Navy at Port Blair once in two years since 1995, would have nine naval ships from eight countries and representatives from four others participating in a tabletop exercises, apart from a passage exercise at sea and a seminar on humanitarian assistance and disaster relief (HADR) from February 4 to February 8.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 034

"The amount of patrolling required for preventing the 26/11 type of attacks in other countries too is the same as in India. So, these issues will be discussed," Shrikhande said to a query in this regard. Among other issues to be discussed would be illegal entry of foreign ships into the waters of the respective countries, just as India had experienced when a North Korean vessel anchored off Andaman and Nicobar Islands last year and had to be apprehended.

Naval ships from Australia, Bangladesh, Indonesia, Malaysia, Myanmar, Singapore (two ships), Sri Lanka and Thailand, with representatives from Navies of Brunei, Philippines, Vietnam and New Zealand would join the exercise. A seminar on 'Navies in Humanitarian Assistance and Disaster Relief' would be addressed by Indian Naval Chief Admiral Nirmal Verma and inaugurated by Andaman and Nicobar Lieutenant Governor Lt Gen Bhopinder Singh.

India will be represented by four or five ships including its largest Landing Ship Tank and a Fast Attack Craft in the exercise. Australia would bring its warship **HMAS Gleneneig** patrol boat for the wargame.

However, there would be no fire power demonstration during the wargame, he said. "Milan, which started as a small effort with participation from Bangladesh, Sri Lanka, Thailand and Indonesia, has today grown into a 13 navies grouping in the Asia Pacific. Only Cambodia will not be attending this time.

Indian Coast Guard too will send its ships and officers for the exercise," he added. "The message from the grouping is one of need for maritime cooperation for navies to share knowledge and expertise on their own operational circumstances and to know each other's operating procedures so that there can be coordinated efforts in times of need," Shrikhande said.

He said already Indian Navy was coordinating with Indonesia and Thailand for a structured joint patrol along each other's maritime borders for about two or three times a year. **Source : Zeenews**

## US Navy FY 2011 budget seeks ten ships

The Navy Department's top budget official, Rear Adm. Joseph Mulloy, gave a briefing today on the Navy's FY 2011 budget request.

The shipbuilding plan calls for 10 new ships in fiscal 2011 – two Virginia-class subs, two DDG-51 destroyers, two littoral combat ships, one landing helicopter assault replacement, one mobile landing platform and two joint high-speed vessels, one each for the Navy and Army. The plan over five years calls for 53 new ships. However, the FY 2011 defense budget submission also calls for cancellation of the Navy's CG (X) cruiser. **Source : Marine Log**

## SHIPYARD NEWS

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## New ship joins MOS fleet

Norway's Nemo Subsea has taken delivery of a newbuild dive support ship which has been completed in a Singapore shipyard.





**Mermaid Asiana**, with DP2 positioning and a 12-man saturation diving chamber is also equipped for light construction with a 100 tonne crane, and was completed and delivered by Great Cormorant Maritime – a subsidiary of Robert Knutzen Shipholding Ltd, after being constructed by Singapore's ASL Shipyard.

The **MERMAID ASIANA** seen at the builders in Singapore - Photo : Piet Sinke ©

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

Nemo is owned by Mermaid Offshore Services Ltd, (MOS) which in turn is a wholly owned by Mermaid Maritime, headquartered in Thailand. Mermaid said today that the newbuild has already been offered for several contracts, and it will operate on charter to MOS offering subsea construction services. Recently Mermaid formed an alliance to expand into the European supply vessel market and with the delivery of the Asiana now owns eight subsea construction vessels, after the delivery of two other newbuilds, the **Mermaid Sapphire**, an ROV support vessel, last November and another dive support ship, **Team Siam** earlier this month. Source : Offshore 247

## Keppel deliver world's first newbuild accommodation semi

Keppel FELS is on track to deliver '**Floatel Superior**', the first of two newbuild accommodation semi-submersibles (floatels) to Floatel International. When delivered in March 2010, the DNV-classed '**Floatel Superior**' will be the only newbuild floatel in full compliance with the latest rules and regulations for the Norwegian sector. Capable of operating in the harshest offshore environments, '**Floatel Superior**' features accommodation for 440 persons in one-man cabins.

"Keppel FELS has designed and constructed some of the world's most robust harsh environment rigs for frontiers such as the Gulf of Mexico, Brazil and the North Sea," said Mr Tong Chong Heong, CEO of Keppel Offshore & Marine. "This has put us in a strong position today, to leverage our core competencies and experience, and extend them to offer a wider range of innovative and cost-effective solutions for various offshore applications. The possibilities are endless."

'**Floatel Superior**' is equipped with both Dynamic Positioning 3 (DP3) and eight-point mooring system capabilities. The construction of Floatel's second accommodation semi, '**Floatel Reliance**', is on track for delivery in the second half of 2010. Source : Baird

## Russian Sormovo shipbuilder launches a 5.6-ton DW tanker, Panama's order

Krasnoye (Red) Sormovo shipyard in Nizhny Novgorod, (of MGP Group) launched a tanker (project 19614) of deadweight of 5.6 tons. The ship was built under the Panama Saturn Shipping order. The tanker was named **Enceladus**, the Shipyard press office said.

A 3 tankers contract was signed in April 2008. The contract for the 4th vessel was confirmed by the summer of 2008, to be completed by October 2010.

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The first tanker **Titan** was turned over to the customer in October 2009, much ahead of the contract term. As for **Enceladus** it is to be launched in June, the 3rd tanker - in July 2010.

The project tankers are of "river-sea" class, the largest vessels for river navigation. The tanker specifics rated as 141 m in length, 16,9 m in width, 6,1 m in depth, draft - 3,73/3,60 m, carrying capacity - 5530/5030, the cargo tanks - 6720 m<sup>3</sup>, speed - not below 10 knots, the ship's crew - 14/16 people, self-navigation term - 15/10 days. The tanker can navigate on inland waterways and high seas, non-Arctic areas in accordance with the class of ship. The vessel is designed for transportation of diesel fuel, fuel oil and petroleum products and crude oil. Class of vessel: KM \* Ice1 R2-RSN AUT3 VCS Oil tanker / Chemical tanker type 2 (vegetable oil) (ESP), the KS company said.

According Andrey Ivanov, shipbuilding projects manager, Enceladus tanker's launch came smoothly, despite the frost. "Prior to running tests, to be held this spring, we'll finish painting the ship, then mooring tests", Mr. Ivanov was quoted as saying.

Krasnoye Sormovo Factory N112 is one of the oldest Russian shipbuilding companies, founded back in 1849. The vessels built at the Red Sormovo dockyards meet all the requirements of international conventions on the protection of life and the environment and have state-of-the-art equipment. **Source : Port News**

## New dredger launched at Uljanik shipyard



Uljanik Shipyard in Pula launched a self-propelled cutter-suction dredger ordered by Dredging and Maritime Management S.A. Luxembourg on Saturday. The "**Zheng He**" is the second of four dredgers to be built for the Luxemburg company.

The ship is 138 metres long, 26 metres wide and 8.8-12.2 metres high and has a capacity of 2,200 tonnes of cargo. It has a maximum speed of 13 knots. At Saturday's launching ceremony, shipyard officials said it was the most-important project in the Croatian shipbuilding industry in the last few years.

The reason for that is that dredgers are extremely-complex ships. The Uljanik ship will

be able to dredge to a depth of 37 metres. **Source : Croatian Times**

## Hanjin builds 8 container ships worth \$470 million in Subic Bay shipyard

Hanjin, a South Korean shipbuilder which leases some parcels of land at the Subic Bay managed by the Subic Bay Metropolitan Authority (SBMA), had built and sold eight (8) container ships worth US\$470 million to clients since the latter part of 2008 and 2009, respectively. Admiral Feliciano Salonga, SBMA chairman and head agency, said that the sale was part of the 36 vessels Hanjin will build in 2012 amounting to US\$3.4 billion.

Salonga said the Korean shipbuilding corp. has helped to infuse money to the national coffers despite the glooming economy brought about by the world economic recession last year.

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The controversial Hanjin Corp., despite of the reported deaths of its Filipino workers while in the performance of their works, has contributed significantly in terms of taxes and jobs to thousand Filipino workers, and as a result, the world economic slump has no repercussion effects to the country's economy. Hanjin has a total working force of 16,700 workers mostly Filipinos, others came from various countries or nations. The investment of the Korean shipbuilding corporation has reached to US\$1.8 billion as of January 6, 2010 but it is projecting to invest more come 2012.

Shipbuilding business in the country is now thriving as many more investors are coming in particularly that the world economy is starting to recover. Japan came and invested in shipbuilding at the harbor port in Balamban, Cebu which would rival the Korean Hanjin. At the Subic Bay, there are three other companies aside from Hanjin such as ACS, Ocean Pacifico and Australian Asia Marine Corp. (AMAC) which are specializing in building rubber boats, yatches and even smaller cruise ships. ACS is into building for rubber boats, Ocean Pacifico for 40-footer yatches, and AMAC for 20-footer cruise ships. The shipbuilding investors have preferred to set up their shipyards at the Subic Bay because the place is secured from the onslaught of typhoons as it is covered by the mountain ranges of Zambales.

Source: Manila Bulletin



The URAG newbuilding RT80-28 Fi-Fi-1 tug **ACCURAT** seen under construction in Singapore

Photo : Piet Sinke ©

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

## European shipyards to investigate Korean pricing

Some European shipbuilders, it seems, still see their problems as including artificially low pricing by Korea.

In view of what it calls "cases of unrealistically low offer prices in the shipbuilding market" and complaints by several members, CESA (the Community of European Shipyard Associations) is to establish a cost investigation procedure to "assess realistic production costs for what seem to be irrationally low-priced contracts."

CESA says the investigation will involve experts from the field and take the concrete project specification as well as the specific conditions of the respective builder into account. Only contracts for which European yards have tendered will



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be taken into consideration. Should the results indicate that the reported contract price is substantial below the estimated cost, CESA will contact both customer and builder for comments.

"Should, in such a case, the construction be located in the Republic of Korea," says the association, "CESA will formally file a complaint with the European Commission, referring to Article 3 of the so-called 'Agreed Minutes.' Under this binding bi-lateral agreement, the Korean Government agrees that the level of ship prices shall reflect all the factors of costs according to the definition of a normal value under the WTO Antidumping Agreement. CESA will seek clarification on the basis of this commitment through the consultation process established by the Agreed Minutes. Should the consultations confirm serious shortcomings on the implementation of commitments by Korea, an impact on the ongoing ratification process of the Free Trade Agreement between the European Union and the Republic of Korea might be expected."

CESA says it is taking these steps to contribute to a stabilization of the market.

"A sharp decline in market prices, particularly if these are unsustainable in comparison to production costs, would be detrimental also to shipowners, as they undermine a market correction on the supply side," says CESA. "Unrealistic price levels also reduce the value of the existing fleet affecting the refinancing options for owners."

Source : MarineLog

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## UAL opens in Angola

Universal Africa Lines (UAL), the specialist shipping line to West Africa's oil and gas theatre, has added to its African investments with an office in Luanda in Angola. Monique Gubler, a former MD of Panalpina in Angola is the new General Manager of UAL Angola.

Gubler says the office will satisfy demand in Angola for local content and black empowerment and UAL will develop the office and market in partnership with a local entity which has been approved by Sonangol, Angola's national oil and gas company. She says that UAL's investment will contribute to the development of a local shipping industry and augment regular shipments from South Africa as well as Europe and the USA into the West African region.

UAL maintains a regular bi-monthly service from South Africa to the West African oil theatre with many shipments originating in Angola. Oil and Gas equipment from the West African oil theatre will be sent to South Africa for refurbishment after which it will be shipped back to West Africa. Source : Ports.co.za



The **NUUK MAERSK** seen in Cape Town - Photo : Ruud Muis – Aegir Marine (c)

## China Shipping Container Foresees Net Loss for 09

China Shipping Container Lines Co., Ltd. predicted in late January, 2010 that it would record a net loss for 2009, and meanwhile, it announced a rise of transport fees on its routes. The Chinese container shipping company ascribed the prediction loss to the impact of the financial crisis, the decline of the global trade volume, the sluggish shipping market worldwide, and the sharp fall of container transport fees and volume. It reaped a net profit of CNY 130 million in 2008. The net loss prediction met market expectations, said the domestic securities house Guotai Junan Securities Co. Ltd., adding that its net loss would stand between about CNY 6 billion and CNY 7 billion.

The securities house believed that the demand for container transport would go up in 2010, for China's export would gradually come back. However, it warned that container shipping firms would still be confronted with challenges, such as the soaring oil prices and the delivery of more new ships. Amid the recovering ocean shipping market in 2010, China Shipping Container and several counterparts once lifted the transship fees at the beginning of this January. The further markup is deemed to help the dual-listed company achieve a turnaround. **Source: Ynet**

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## 'Geen ruimte voor groei in regio Rotterdam'

Er is geen ruimte voor economische groei in het zuidelijke deel van de Randstad. Volgens de Kamer van Koophandel Rotterdam zal er over tien jaar een tekort aan bedrijventerreinen zijn van ten minste 470 hectare.

Dat stelde de Kamer van Koophandel dinsdag. De organisatie baseert zich op een voorzichtig groeiscenario dat de provincie Zuid-Holland in November vorig jaar publiceerde. De Kamer van Koophandel meent dat te veel gemeenten woningbouw belangrijker vinden dan bedrijventerreinen. Daardoor gaat volgens de Kamer de komende jaren in de regio 320 hectare „verloren”.

De ondernemers menen dat gemeenten de waarde van bedrijventerreinen in de buurt onderschatten. Als de werknemers dicht bij hun werk wonen, kunnen ze eerder met fiets of openbaar vervoer naar hun werk, redeneert de Kamer. Hertel, een onderhoudsbedrijf voor de offshore- en havenindustrie, wil weer terug naar de stad, noemen de ondernemers als voorbeeld. Het bedrijf heeft de gemeente Rotterdam gevraagd of het zich op een terrein van 2 hectare op Rotterdam-Zuid mag vestigen.

De grote afstand tussen wonen en werken levert volgens de Kamer wervingsproblemen op voor bedrijven op de Tweede Maasvlakte. Chinese bedrijven overwegen daarom werknemers uit het buitenland te halen, omdat te weinig Nederlanders bereid zijn elke dag 90 kilometer naar en van de Maasvlakte te reizen.

## Fremantle Harbour dredging threatens WA beaches



BEACH THREAT: Aerial picture of Fremantle Harbour during dredging works. [Source: PerthNow](#)

THIS giant murky plume caused by Fremantle Harbour dredging was ballooning into the Indian Ocean on Friday, threatening popular WA beaches. Fremantle Ports is deepening the inner harbour to allow far bigger boats to berth. Tidal movements have swept sediment containing potentially toxic material up the Swan River towards Perth. Now the cloud is spreading in the other direction, outside the heads just south of Port, Leighton and Cottesloe beaches.

Long-time Cottesloe resident Bob Sebsworthy said yesterday afternoon that he could see a "big muddy line" from the shore of the iconic beach. "It stretched

southwards as far as the eye could see," Mr Sebsworthy said.

"You could see a clear line of demarcation from the normal-coloured seawater." Sludge from the harbour is being sucked into tanks aboard a vessel and piped into a reclamation area outside Rous Head. About 3.1 million cubic metres of material will be dredged and two-thirds of it will be used to create 27ha of land for port-related purposes.

The work has sparked public outcry from people worried about health and environmental risks. The Fremantle Ports website said all test results were many times below safe levels for swimming. Fremantle Greens MP Adele Carles has called on Environment Minister Donna Farragher to direct the EPA to reassess environmental impacts.



She said the parents of children who had swum at Bicton Bars on the Swan River had complained to her of stinging eyes. **Source : Perth Now**

## **Dredging of Brahmaputra River gets under way**

Local news sources report that Narayanganj district administration in collaboration with the Bangladesh Inland Water Transport Authority has started dredging operations in the Brahmaputra River from Santupara to Panchamighat.

The aim of the project is to restore the navigability of the river and to repair the Langalbandha Ghat, a holy place of the Hindu community.

Water Resources Minister Ramesh Chandra Sen formally inaugurated the dredging project at the end of January. **Source : Dredging News Online**



ITC's **TYPHOON** seen enroute Rotterdam - **Photo : Jan Oosterboer (c)**

## **SCI orders two product tankers from China**

The Shipping Corporation of India (SCI) last week signed a deal for the construction and delivery of two product tankers.

In a statement to the Bombay Stock Exchange, SCI revealed that the builder would be China Changjiang National Shipping Group Corporation's Jinling Shipyard. SCI did not disclose the amount paid for the tankers. SCI's top management has indicated that it would take advantage of current low newbuild prices by making a series of vessel orders in 2010. **Source : Baird Online**

## French, Spanish Funds for Motorways of the Sea

Funding Commission authorises state aid to a Franco-Spanish Motorways of the Sea project and includes it among the twenty-two selected projects for Marco Polo financing

The European Commission gave its green light for the public financing from France and Spain to the Fres Mos project. It will link the French port of Nantes-Saint Nazaire with the Spanish port of Gijon, and will be operated by GLD Atlantique. This Motorways of the Sea project will also receive an EU grant in the framework of the 2009 Marco Polo II call for proposals, in which the Commission selected twenty-two projects with overall funding of \$92.3m. With these projects, the Commission expects to shift a total of 16.8 billion tonne/kilometres of freight away from the roads.

The EU Marco Polo II program selects each year a range of projects that aim to shift freight from the road onto more environmentally-friendly transport modes, such as railway, inland waterway and maritime transport. The EU initiative Motorways of the Sea aims to shift freight transport from road to sea, thereby reducing congestion on roads and decreasing the environmental impact of freight transport and can be supported by State Aid that is compatible with the EU rules. The Fres Mos Motorways of the Sea project intends to capture between three and five per cent of the road traffic passing through the western part of the Pyrenees. It is expected to reduce road traffic by around 40,000 trucks a year, a figure that is expected to double in five years.

The Fres Mos project will receive from the Marco Polo II program EU funding of approximately \$5.5m. Furthermore, the Commission also approved a complementary state aid for the project amounting to \$41.7m where France and Spain will each grant \$20.8m. The overall financing of the project will be limited to 35% of the eligible costs within the first four years of its operation in line with the applicable EU rules on State aid.

The Commission concluded that the State aid granted by France and Spain in this case is compatible with the internal market, since it significantly contributes to the EU's strategy for developing a network of Motorways of the Sea, while its impact on competition and intra Union trade is limited. **Source : MarineLink**



ITC's **BLIZZARD** seen enroute Rotterdam

**Photo : Ruud Zegwaard - <http://tugfoto.blogspot.com/> - <http://merchantshipsphoto.blogspot.com/> (c)**

## Rates up with shortage of boxes

The freight rate recovery has been far faster than anticipated because of a surge in demand in January and a shortage of boxes where they are most needed, reports Paris-based Alphaliner.

The Far East to Europe trade made the big gain, up 50% since October. Asia-Africa and Asia-Australia spot rates have also have risen over the past three months - but rates to the Middle East, especially to the Gulf region, remain under pressure. **Source : cargoinfo.co.za**

**Mother Theresa said :**  
" Let us not be satisfied with just giving money.  
Money is not enough, money can be got, but they need your hearts to love them.  
So, spread your love everywhere you go."

**<http://www.directaidperu.org/>**

## **Bibby Ship Management opens training centre in New Delhi**

Bibby Ship Management has opened a new dynamic positioning training centre in New Delhi to cater for increasing demand to train seafarers from Northern India, building upon the current success of its Mumbai training centre. The new facility in the Indian capital, a joint venture with established Indian marine training provider Oceans XV, will be named the Sir Derek Bibby Oceans XV Maritime Training Centre.

Accredited by the Nautical Institute, it will also offer Electronic Chart Display and Information Systems (ECDIS) courses ahead of their inclusion in the obligatory Standards of Training, Certification and Watchkeeping regulations (STCW). Prakash Agarwal, Managing Director of Bibby Ship Management (India), said: "The new centre will expand our provision of DP training services and has been built on the success we have had with our first centre in Mumbai, which has trained more than 1,300 students in less than four years.

"The New Delhi centre will extend our geographical reach and put high quality DP training courses at the disposal of seafarers across India." The company has also announced plans to build further classroom space at the Sir Derek Bibby Training centre in Mumbai to accommodate growing student numbers and also introduce High Voltage Safety (HV), Programmable Logic Controller (PLC) and ECDIS courses at the centre.

**Source: Shipmanagement International**

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Above seen the **MAERSK VOYAGER** which is also sold (like her sister **MAERSK VLAARDINGEN**) by Norfolk Line to Tunisia, and will be handed over in March. The ro-ro's were purchased on the secondhand market by Norfolk Line in 2005 from the Turkish UND Ro/Ro. Flensburger Schiffsbau Ges built the ro-ro sisters in 2000. At the same time Norfolk Line has chartered the DFDS ro-ro **Tor Britannia** as replacement for the sold Flensburg ro-ro on the Norfolk Line service from Vlaardingen to Felixstowe. The 14,200 DWT-vessels **Maersk Vlaardingen** and **Maersk Voyager** have 2,640 lanemetres on the decks. **Photo : Cees de Bijl (c)**

## Marseilles Fos Container Traffic Grew in 2009

Container traffic through France's Port of Marseilles Fos rose by 4 percent during 2009, bucking the port's overall 13.3 percent decline in tonnage volume, the port authority said Monday. Container throughput increased to 882,580 20-foot containers for all of 2009, compared to the previous year. The growth in container volume was restricted to the deep-sea terminal at Fos, which specializes in the East-West trades. Throughput at Fos rose by 22 percent to 693,712 TEUs – close to the record 716,000 TEUs of 2007. Growth of 30 percent in Far East volumes led the performance, which included a 40 percent rise in China trades. Several other factors helped the improvement at Fos. In 2008 its traffic was hit by anti-reform strikes and the first effects of the economic crisis, while last year it gained business from the Mourepiane terminal in Marseilles -- which handles mainly intra- Mediterranean trades -- when shipowners switched to avoid reform-based strikes during the first half.

With the new Algerian customs restraints following in July, Mourepiane throughput slumped by a third to 188,868 TEUs. The port authority said it made significant progress on the French government's requirements for port reform during 2009, notably with preparations for the transfer of container and dry bulk cargo handling to private operators. The port's roll-on, roll-off traffic dropped by 7 percent to 4.04 million metric tons during the year, as it was particularly affected by Algerian controls on the import of public works equipment. Conventional volume plunged 25 percent to 1.78 million metric tons, largely due to a fall in steel coil exports after Fos-based steel maker ArcelorMittal shut down one of its two foundries until October in response to the economic climate. Despite the slowdown in world trade, eight new direct shipping services – four each from Marseilles and Fos -- were launched in 2009 compared with five in 2007 and only three in 2008. Fos added a container service by Mediterranean Shipping Co., container and multi-purpose operations by Nordana Lines to the eastern Mediterranean as well as MSC's container service to Algeria and one to Morocco from new customer Emes-Arkas.

Marseilles gained a CMA CGM container service to Morocco and a Nolis conro operation to Algeria together with two ro-ro services – Grimaldi to the eastern Mediterranean and Delmas to West Africa. Another new ro-ro service was launched in January 2010, with Egyptian National Company initially offering a sailing every three weeks to Libya. China retained top rank among the port's trading partners and Algeria stayed in second place despite a 9 percent fall in volume. The United States climbed one place to third after 30 percent growth, with Singapore fourth and Turkey

slipping from third to fifth spot after a 5 percent dip in traffic. Spain dropped out of the top five, while India entered the top ten in eighth place with a trade increase of some 60 percent. **Source: Journal of Commerce**

## **Crisis dents profits of Saudi ports**

The global economic crisis has substantially reduced the profits generated by Saudi ports, said a Saudi shipping business expert. "A report by the National Shipping Company for Saudi Arabia (NSCSA) shows that Saudi ports suffered a 51 percent fall in profits for the year 2009 compared to 2008. Saudi ports including Jeddah Islamic Port, Jeddah Islamic Port and King Abdul Aziz Port in Dammam registered a considerable fall in the handling of cargo and the number of ships arriving there in the third quarter of 2009," said Capt. Muhammad Babaidan, chairman of the Muhammad Aboud Center for Shipping Consultancy in Jeddah. Babaidan stressed the need for concerted efforts by the public and private sectors to tide over the current crisis faced by the shipping sector. He added that Saudi and UAE ports are, however, the least affected by the current economic crisis as none of them have crashed or announced bankruptcy.

The NSCSA report said the UAE's Gulf Shipping Company suffered a 70 percent fall in revenue in 2009. The performance of the United Arab Shipping Company (Gulf countries) was also no different in the same period. According to Babaidan, the Saudi and Gulf companies that withstood the economic crisis were the companies with "strong foundation and an administration with an enlightened vision, and because of this they have not been forced to accept zero rates for freights just to cover their operation costs as many international shipping companies are presently doing in the battle to survive." "Shipping companies in Saudi Arabia and the Gulf have not suffered a crash or bankruptcy because of their long-term contracts with giant companies such as Saudi Aramco and Saudi Basic Industries Corp. (SABIC) which cover their operating and fuel costs and allow them to make profit." Discussing the situation in the region in general, he said Dubai's flagship company, DP World, which operates 31 ports in six continents employing thousands of employees, was hit hard by the global financial crisis. Regarding the ports and shipping business in Egypt, he said that according to Egyptian ports authorities there has been a considerable fall in freight handling in all of the country's major ports. "Shipping in the Suez Canal fell from 155 million tons in 2008 to 101 tons in 2009 while the number of Chinese shipping carrying cargo from Asia to European countries was 52 percent less in 2009," he said. **Source: Arab News**

## **OLDIE – FROM THE SHOEBOX**



The **WERNA** seen in the winter 1940-1941 - **Photo : Coll. Kees van Huisstede (c)**

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



Above seen a very nice overview of a part of Maasvlakte I and the dredger working on the Maasvlakte II in the background

**Photo : Rik van Marle ©**

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