

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 351



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**The SILVER LINING seen assisted by the tug FRIESLAND into the IJmuiden locks  
Photo : Jan Plug ©**

Er is zoveel  
voorgoed voorbij  
er is zoveel  
gebleven

Dat wat pijn doet  
is zo waardevol

Het was voor ons heel bijzonder en hartverwarmend te ervaren,  
dat zovelen met ons meeleefden tijdens de ziekte en na het overlijden  
van mijn lieve man, onze papa en opa Peter

## Peter Jan van der Gaag

Het heeft ons laten zien dat hij niet alleen voor ons,  
maar ook voor anderen veel heeft mogen betekenen.

Annie van der Gaag- Pannekoek  
Sonja en Frank  
*Timo en Ruben*  
Andre en Corine

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The **E.R. BRIGHTON** seen enroute Amsterdam – Photo : Marcel Coster ©

## Ship buying sentiment starts to cool down as holidays approach

With Hellenic ship owners starting to ease off newbuilding orders and focusing more on the secondhand sale & purchase market, shipbrokers' reports indicate fewer numbers of ships traded across the board, a trend which includes demolition activity as well. According to the latest weekly report from Golden Destiny, during the course the past week, a total of 46 sales were reported in the secondhand and demolition market. As prices are still firm, despite the latest downhill trend of the Baltic Dry Index, ship owners from Hellas appeared less eager to acquire more vessels. This applies mainly for new building order activity. Instead in the second hand vessel market, Hellenic owners purchased eight more vessels this week (out of 30 in total), with their effort focused in the tanker and the container sectors. The total investment made stood at \$98 million, while an additional couple of deals were reported on private terms.

Still, the newbuilding market was hot, with an impressive number of 145 vessels reportedly ordered, week equalling a total deadweight of 8,224,607 tons, posting a positive weekly change of 72%. According to Golden Destiny, "this week a lot of transactions were reported on private terms, 92 in total, thus the total invested capital is far more than \$893 million with strong presence of Japanese owners in the market. With the desperate state of Japanese shipbuilding the family owned yards, in particular are making renewed efforts to burst their business as the strength of the yen against the dollar is crippling export business. One reason of this week's highest activity, not seen before since the 2008 financial crisis, is the sheer number of 23 orders to be built by STX Shipbuilding for its shipowning arm STX Pan Ocean Shipping, for three kamsarmaxes and 20 specialized 57,000 dwt open hatch bulk carriers. At a similar week in 2009, only 15 vessels have been reported with Chinese presence in the bulk carrier sector for 6 handysize units and in the gas tanker sector for 6 small LPG carriers". In terms of second hand vessel buying, "the highest activity has been witnessed once more in the newbuilding market with a plethora of new orders in the bulk carrier sector, including all vessel sizes from capesizes to handysizes. The S&P momentum in the bulkcarrier sector has kept its pace, with 10 vessels reported to have changed hands and some cancelled orders in the capesize segment resold to new buyers. It appears that investors still believe in dry market's strength albeit the weakness in the freight market, the overlooming capacity and the low scrapping activity. In the secondhand market, 30 vessels reported to have changed hands this week equalling a total amount of money invested around of \$428,350,000, with 10 transactions reported on private terms. In terms of reported number of transactions, the S&P activity is almost similar with previous week's activity when 29 vessels reported for sold, while has been marked with a 40% decline comparable with previous year's activity at similar week. Just one year before the BDI was standing at 3,671 points and the activity in the secondhand market was bursting before the end of the year with bulk carriers being as always in forefront. However, the bulk carrier sector attracted most of the buying interest this week with an investment capital of \$281,850,000, around 65% share of the total invested capital in the S&P secondhand market" said the Piraeus-based shipbroker.



In the demolition market, this week closed with 16 vessels reported to have been headed to the scrap yards equalling a total deadweight of 858,141 tons, indicating a 300% w-o-w change. Tankers appear to be the most popular scrap candidates that seems encouraging for the future of the tanker sector which still encounters slow down charter activity. Bangladesh after the recent positive news with 25 scrapyards now have the necessary credentials to begin beaching vessels, it is still expecting the fully recovery of the market while Pakistan and India are still grasping the lion share of the demolition activity. In terms of scrap prices, rates are holding firm with China achieving \$448/ldt for a capesize of 20,106 ldt while Pakistan \$482/ldt for an aframax tanker of 16,327 ldt. The high price paid by China was an unexpected surprise this week as it seems that bridges the price gap with Pakistan and India. At a similar week in 2009, 18 vessels were reported for scrap equalling a total deadweight of around 442,188 tons with India paying \$315/ldt for dry/general and \$350/ldt for wet cargo. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



## Baltic index down 27 percent since late October

The Baltic Exchange's main sea freight index .BADI fell for a seventh straight session on Wednesday, as the market remained well supplied and European orders also dropped. The BADI, which tracks rates to ship dry commodities such as coal, iron ore, cement, grain and fertilizer, fell over a percentage point, or 22 points, to 2,047, its lowest level since Aug. 9.

Since last peaking at the end of October, the BADI has lost some 27 percent in value. The drop came despite an increase of nearly half a percentage point, or 11 points, to 2,687 of the Capesize index. The Capesize, which typically hauls 150,000 tonne cargoes of coal or iron ore, rose because many market participants believe the index to have bottomed out by now. Since the Capesize index last peaked in late October, it has shed nearly 40 percent in value. Overall, however, traders said that low forward orders along with rising vessel availability in the Atlantic and Pacific were continuing to drag down the freight market. Some traders also said that a sharp drop in German forward power prices had a bearish impact on freight. Germany is Europe's biggest economy and energy consumer, and its power generation relies to over 40 percent on coal, much of which is imported. "German power prices for 2011 have come off sharply in recent days, and coal power generation margins are extremely poor there too, so freight may have been impacted as utilities scale back coal orders," one German power trader said. The biggest fall on the Baltic Exchange was registered in the Panamax index, which usually transports between 60,000 and 70,000 tonne cargoes, and which was down 2.4 percent (or 55 points) to 2,234 points. Despite this bearish view, market participants said they saw support for some freight indices ahead. The BADI is close to the 2,000 point mark, and it has only been under this

level for about one month this year, last summer. The same applies for Capesize values of under 2,600 points. Supramax and Handysize freight rates were also down slightly, settling at 1,659 and 835 points, down 19 and 1 points respectively. **Source: Reuters**



The **CMA CGM LEO** seen arriving in Rotterdam-Europoort – **Photo : Kees Torn ©**

### European Union's Naval Force counter-piracy operation enters its 3rd year as an extension to 2012 is confirmed

8th December 2010 marked the 2nd anniversary of the start of Operation ATALANTA, the European Union's Naval Force (EUNAVFOR) counter-piracy operation in the Gulf of Aden and Somali Basin. The anniversary coincided with the confirmation by the EU that the operation would be extended until December 2012. Over the past two years, the EUNAVFOR's primary mission has been to protect United Nations World Food Programme (WFP) against pirate attack by providing close escort to the ships carrying much needed humanitarian aid to Somalia. Since the start of the operation, 98 WFP vessels have been escorted of which 90 have been protected by EUNAVFOR units alone. The African Union Mission in Somalia's (AMISOM) logistic vessels also come under the protective arm of the EUNAVFOR with 77 successful escorts being achieved to date. The Operational Commander, Major General Buster Howes OBE, was particularly pleased with this aspect of the operation. He said, "Having been tasked to protect WFP vessels, I am proud to say that, since we arrived, not a single WFP ship has been successfully pirated and that we are now providing escorts to an organisation that is providing humanitarian aid to 1.8 Million people per day and that has so far delivered nearly 470,000 tons of much needed food to the Somali people."

The Naval Force is also tasked to protect other vulnerable shipping and to help deter, prevent and repress pirate attacks. This last task is considerable and is the one which, with an area of over three Million square kilometres equating to the size of Western Europe to patrol, is proving to be the most challenging. Despite the best efforts of the EUNAVFOR, there are still currently 22 pirated vessels and 532 hostages in the hands of pirates off the coast of Somalia. Major General Howes is realistic about this part of his mission. "There is no getting away from the fact that strategically, a naval presence is not deterring the pirates. The business model that they have adopted is too productive and the rewards simply too huge for them to be deterred from their activities. The solution has always and will always lie ashore. We will continue to 'hold the line' at sea whilst the international community, led by the EU, adopts a more comprehensive approach ashore" he added. In the Gulf of Aden, the establishment and regular policing of the Internationally Recommended Transit Corridor (IRTC) by EUNAVFOR ships and aircraft has had a significant effect on the number of successful attacks with a 54% reduction in the number of piratings between 2009 and 2010. In the Somali Basin, the EUNAVFOR has also had considerable success in disrupting pirate attacks with some 75 Pirate Action Groups apprehended since the start of the operation. As a result of its close cooperation with regional

governments such as Kenya and The Republic of the Seychelles, 92 suspected pirates captured by the EUNAVFOR have entered a legal system, with 43 being convicted to date. The continuing close relationship with industry and the application of the much-publicised Best Management Practices (BMP) are particularly worthy of note with instances of merchant vessels defeating pirate attacks by using BMPs become increasingly common. Latest figures suggest that since 19 November 2010, 15 merchant ships have successfully defended themselves against attacks using the advice provided by the merchant industry and EUNAVFOR. The message from the EUNAVFOR is clear; the merchant community should consider themselves to be on the front line of defence and must implement BMP. As Operation ATALANTA goes on into 2012, the comprehensive approach adopted and pursued by the EU also continues to gain pace with the EU Sponsored Training Mission in Uganda leading the way. The requirement for EUNAVFOR is expected to remain for some time but in the meantime the Operation's Commander remains cautiously optimistic that he can continue to have an effect. "The EUNAVFOR, through Operation ATALANTA, is justifiably proud of its accomplishments over the past 2 years and we welcome the decision to extend the timescale to December 2012. But there will always be more that the International Community and the Regional Countries can do if the threat from piracy is to be effectively contained. In the meantime, we will continue to 'hold the line' for as long as we are required to do so."

Source: EUNAVFOR



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## **Tugboat in Saginaw remains trapped under ice**

A tug boat remains encased in ice in the Saginaw River in Bay City after it sank Sunday night or Monday morning. Why the boat sank remains a mystery, and will remain a mystery until the vessel can be removed from the river. The tug boat was used in dredging operations along the Saginaw River and was docked for the winter, so why it sank is a little puzzling. "It's very challenging," said project supervisor Mike Popa. All that can be seen of the **Anne Marie** is its equipment sticking through the ice. It sank before the cold air moved in.

After it sank, the tugboat started leaking diesel fuel. Its estimated that 800 gallons leaked into the water. "They secured the vents in the boat so there is no additional pollution coming out," Popa said. But some of the fuel is now frozen in the ice. "We are using the hot water to heat up that surface ice, which will free up the hydrocarbons, the diesel fuel, so we can recover it," Popa said.

The tugboat is owned by Luedtke Engineering out of Frankfort, a company that has been dredging part of the Saginaw River. Dredging has stopped for the winter. It's not known when the tugboat was last used. The whole operation is being supervised by the United States Coast Guard. "We are waiting on salvage operations that will begin on Monday to re-float the vessel," said U.S. Coast Guard Petty Officer Maxwell Duncan. Duncan says until that happens, why the tugboat sank will remain a mystery. "The vessel has been winterized, mooring there at Bay Aggregate, and it was not manned, so between Sunday evening and Monday morning, something happened to make it sink," he said. The



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companies involved are still plotting a strategy on getting the boat out of the river. "They will bring in a crane and they will rig the boat and they will lift the boat," Popa said. The tugboat is about 65 feet long and weighs 81 tons. **Source :** **abclocal**



Above seen the 1992 built BHS flag cruise liner **ISLAND SKY** entering Malta's sister island Gozo for the first time berthing at Quay 3, Mgarr Harbour on Wednesday 15th December 2010.

**Picture credit as – Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

## NZ warns of dangerous Antarctic whaling season

New Zealand warned Wednesday that the mood between Japanese whalers and protesters who challenge them annually off Antarctica is especially volatile this year, and urged both sides to show restraint to ensure no one is killed.

The whalers left Japan earlier this month for the Antarctic Ocean, and the [Sea Shepherd Conservation Society](#) boats have left New Zealand in pursuit. Each year, protesters try to harass the whaling fleet into stopping a hunt that Japan says is part of a scientific program that allows an exemption from an international moratorium on the commercial killing of the animals.

The protesters say there is no reason to kill the animals to research them, and that the program amounts to commercial whaling in disguise because surplus meat of the killed whales is sold in Japan. Clashes between the sides often take place, and last January a Sea Shepherd boat was sunk after its bow was sheared off in a collision with a whaling ship. Each hunting season runs from about December through February.

New Zealand Foreign Minister Murray McCully on Wednesday appealed to both sides to adhere to the law of the sea and show proper regard for the safety of other human beings. "Here you have a pretty explosive cocktail. You've got Japanese whalers going down there feeling somewhat angry about the developments last year ... you've got protesters going down there saying they're going to take a very robust approach," he said. McCully said armed Japanese coastguard personnel are on the Japanese whaling ships this year, for the first time in three years. "Anyone who looks at what happened last year has got to be fearful there will be a loss of human life under those circumstances," McCully told reporters.

His comments come a day after Sea Shepherd's protest vessel [Steve Irwin](#) sailed from the New Zealand capital, Wellington, to join the group's two other protest boats in searching for the whaling fleet. Late last month, the Japanese fisheries ministry confirmed that armed coast guard officers would travel on the whaling ships for the first time in three years, in response to an activist's boarding of a whaler last February.

Strict gun control laws and Japan's pacifist constitution mean the use of weapons is strictly limited to self-defense. Coast guard officers can make arrests if someone boards. Also Wednesday, McCully announced that New Zealand would not join Australia's legal bid at the International Court of Justice to stop Japan's whale hunt.

The two countries have led international condemnation of Japan's hunt, calling it an obvious front for commercial whaling, and New Zealand had previously said it may join the Australian action. Instead, New Zealand will pursue diplomatic talks aimed at persuading Japan to end the whaling "at the earliest possible time," McCully said, adding that the court might require parties to the case to freeze diplomatic efforts. New Zealand would seek permission to "intervene" in the case, meaning it could make representations to the court without formally being party to it.

Australia announced in May it would start legal action in the International Court of Justice in The Hague arguing that the Japanese whale hunt is in contravention of international convention obligations. Australian Foreign Minister Kevin Rudd said New Zealand's decision to not join the case and press on with diplomatic efforts was what Australia wanted.

Japanese officials have not released any details of the size or targets of the whalers' hunt this season. They seek to kill up to 950 of the mammals each year in Antarctic seas. [Source : AP](#)





A Westland **Super LYNX** of the South African Airforce seen during operations with the **SMIT AMANDLA**  
Photo : Glenn Kasner ©



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## Box ship charter rates fall in slack fourth quarter



CHARTER rates for container ships have been declining during the seasonally slow fourth quarter, particularly as uncertainty surrounds carriers over cargo volumes and freight rates heading into the new year. A report by The Journal of Commerce said that the market for gearless Panamax vessels of 3,500 TEU capacity has experienced the sharpest fall, with daily earnings decreasing to US\$13,250 from \$19,000 in September, according to London-based shipbroker Clarkson.

According to the Hamburg Shipbrokers Association, the daily charter rate for a 4,250-TEU gearless vessel on a two-year

time charter is \$22,334 compared with \$24,250 three months ago. The report said that smaller ships are faring better with daily earnings for a 1,700-TEU Handy vessel down \$500 since September at \$8,250 and average rates for 750-TEU geared Federmax ships remaining unchanged at \$5,300.

The HSA's ConTex index, which tracks charter rates for ships between 1,100 TEU and 4,250 TEU, has declined to 548 from a peak of 601 in early September. "But the market has held up better than expected and appears to be bottoming out with the ConTex unchanged for two weeks as carriers have withdrawn far fewer services during the slack winter season than a year ago when the industry was still struggling with shrinking cargo volume and slumping freight rates," the report said.

The total worldwide idled container ship fleet currently stands at 356,000 TEU down from 1.5 million TEU a year earlier with charter owners accounting for the majority of idled vessels. "Carriers' owned vessels are mostly employed because most liner trades are still making money despite lower utilisation rates," the report said.

On the other hand, charter rates for larger post-Panamax vessels are described as being "relatively buoyant as carriers are competing for a dwindling number of ships that will come onto the market by the second quarter of 2011." It added that, "Carriers are already making enquires for large ships due for delivery in late 2011 with rates being driven up by forecasts of a growing shortage of post-Panamax tonnage." **Source : Schednet**

## Pirate Victim Rescue

A Thai crew member has been rescued by an Indian warship after surviving being thrown overboard from a hijacked vessel near the Lakshadweep Islands off India.

The vessel concerned, the **PRANTALAY 12** was reported pirated some months ago and was being used as a mother ship by Somali pirates to operate in waters close to the Indian sub-continent. An Indian warship, **INS KRISHNA** had noticed the Prantalay 12 and was keeping the vessel under observation when the seafarer was thrown overboard by the pirates. The seaman has been taken to Kochi. It is thought possible that the man was tossed overboard to delay the Indian warship from following the pirates, who by that stage were making way westward at full speed.

Recently the captured ship **POLAR** was observed in the area approaching the Indian coast and being used as a mother ship by pirates. The **Polar** has since moved away back towards Africa. **Source : ShipTalk**



## EU Naval Force commander: Somali pirates could strike in SA waters

Somalia's pirates are attacking ships at increasing distances from the shore and venturing further south into the Mozambique Channel, raising the chance of an attack in South African waters. That's the view of Rear Admiral Thomas Ernst, deputy operations commander of the European Union Naval Force (EU NAVFOR) tasked with countering piracy off the Horn of Africa. Ernst warned last week that an attack by Somali pirates in SA territorial waters "cannot be excluded" because of their increasing reach. Speaking at the International Institute of Strategic Studies in London, he said the ability of Somali pirates to launch increasingly long distance attacks meant that SA waters were now not beyond their reach.

The increasing reach of pirates was demonstrated two attacks earlier this month by a pirate attack on ships close to Indian waters. On December 5 the Bangladeshi-flagged bulk carrier **MV Jahan Moni** was pirated more than 3000km from Somalia's coast, close to Indian territorial waters. And on December 2 Somali pirates attempted an attack on a UK-flagged container ship the **MV CMA CGM Wagner** close to the position of the later attack. In the most southerly attacks so far, in March and April this year, ships were attacked, but not hijacked, in the northern approaches of the Mozambique Channel, near the Comoros islands.

So far the increased foreign naval presence in the Somali basin and the Gulf of Aden has decreased attacks close to the coast. Vessels can increasingly transit through danger areas in convoy, but remain vulnerable if they are slow and low in the water and at a distance from naval protection. Pirates are using mother ships from which they launch their attacks in skiffs with powerful outboard motors with ever-greater effect. Fishing boats and dhows are often pirated and then used to tow or carry skiffs which are used to attack trade. "The risk posed by pirates is increasing as they become more professional and they use the resources from ships' ransom.

The US CNN news service over the weekend reported experts saw the hijacking of a container ship about 80 nautical miles east of the Tanzanian-Mozambique border as evidence of a "constantly expanding area of pirate activity" off the east African coast. At least five pirates, using two small boats and a rocket-propelled grenade, boarded the **MV MSC Panama**, a Liberian-flagged vessel operated by a US company, a statement by the EU NAVFOR said. "This extreme southerly attack in the Somali Basin is a further example of the constantly expanding area of pirate activity," it added in a statement. The merchant vessel was sailing from Dar es Salaam, Tanzania, to Beira, Mozambique, when the pirates attacked.

The EU NAVFOR, operating under the rubric Operation Atalanta, is a multinational task force with the mission to escort merchant vessels carrying humanitarian aid of the World Food Program and vessels of the African Union Mission in Somalia. The mission is "to protect vulnerable ships in the Gulf of Aden and Indian Ocean and to deter and disrupt piracy," its media statement added. It operates alongside NATO's Operation Ocean Shield and the US-led Combined Task Force 15.



Despite a crackdown by an international naval flotilla in the region, pirates managed to seize 35 ships in the region between January and September, according to the International Maritime Bureau, which monitors attacks. There are currently 22 vessels under pirate control with 521 seafarers being held hostage. With the rewards at around \$10,000 per attack for the lowest rank pirates and the difficulty in prosecuting, Ernst admitted that, "we are not able to deter, but we keep their success rate at bay."

The nations that patrol the Somali basin are keen to see far greater South African involvement in the fight against piracy. This would achieve greater African support for their efforts as well as possibly offer judicial facilities for the pirates when they are caught. The agreement under which Somali pirates can be transferred to Kenya for court hearings is coming to an end and Seychelles is refusing to take any more pirates on the grounds that its prisons are overcrowded. Earlier this year a South African Department of Defence delegation visited EU NAVFOR headquarters in the UK, but so far the nation has yet to take up an invitation to attend meetings of the military co-ordination mechanism for the anti-piracy operation, known as "Shared Awareness and Deconfliction", that are held in Bahrain. **Source :** [defenceweb](#)

## Tougher controls for Antarctic shipping


In a related matter, the nations that 'control' Antarctica are planning to introduce new controls on ships that visit the Southern Ocean, in particular the fuels they use.



The **EUROPA** seen cruising Antarctica - **Photo : Hajo Olij (c)**

The new rules will also help reduce the number of ships visiting the Antarctic by requiring that all vessels have ice strengthened hulls. This will be on top of a ban on the use of heavy fuel oil, which to some degree eliminates many of the large cruise ships. While current rules prohibit ships and people from leaving anything behind when they visit the continent, and places restrictions on visiting animal breeding grounds, there have been no formal codes on the types of ships nor the use of heavy fuel oil and other oil-based products.

Representatives of the 47 signatory countries to the Antarctic Treaty, the main tool for managing the continent, and the International Maritime Organisation (IMO) met recently in Wellington, New Zealand. The new Polar Code is expected to be in place by 2013 but in the meantime, once the new proposals have been signed into agreement, the code will operate on a voluntary basis. **Source :** [ports.co.za](#)



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## Passenger vessel captured inside Tanzanian waters

Reports from the Comoros Centre for Rescue Operations say that a Comoran passenger vessel has been highjacked by Somali pirates inside Tanzanian territorial waters but has since run out of fuel. The 40m vessel named **ALY ZULFECAR** was captured by pirates on Tuesday this week near the Tanzanian island of Mafia. The Centre said the pirates demanded fuel from the Tanzanian authorities but did not say whether the request had been granted or what the current situation with the vessel is. Zaly Zulfecar has among its crew and passengers 13 Tanzanians, 12 Comorans and four Malagasy. Somali pirates have recently become increasingly active in the area along the Tanzanian coast as far south as the Mozambique border. The South African yacht Choizil was seized in the southerly waters of Tanzania and forced to sail northwards past the Kenyan coast until running aground in Somalia. **Source : ports.co.za**

## SHIPYARD NEWS

### Vancouver Shipyards Co. books barge contracts

Canada's Vancouver Shipyards Co. Ltd. reports two new construction contracts. The first project is to build a double hulled oil barge, followed immediately by three 1200 unit chip barges for Seaspan. Construction of the oil barge will start in January 2011, and the combined new construction will run into 2012. Both Vancouver Shipyards and Seaspan are members of the Washington Marine Group. The new build projects are a continuation of Seaspan's reinvestment in fleet renewal. They will provide full time work for over 100 skilled trades at the peak of construction.

The oil barge, a 32,000-barrel class B type, will measure 83 m in length, and feature a double hulled design to meet all current environmental and regulatory requirements. The barge will also be equipped with spill tanks, main deck guard system and a vapor recovery vent system to reduce the release of hydrocarbons into the atmosphere during the loading and unloading of cargo. Construction will start in January 2011, with completion in late November 2011.

The three new chip barges are similar in design to the twelve barges built at Vancouver Shipyards since 2000. They will measure 61 m in length, 15 m in breadth and 4 m in depth. Construction will start in July 2011, with completion in the Spring of 2012.

"We are extremely pleased to announce the new construction contracts for VSY, and equally pleased to provide continuity in the shipyard workforce through 2011 and into 2012. The new construction projects will also allow us to ramp up our skilled trades and project management team prior to the award next summer of the Federal Government's National Shipbuilding Procurement Strategy (NSPS), of which we hope to win one of the two Federal programs," said Jonathan Whitworth, CEO - Washington Marine Group. "Vancouver Shipyards will have the opportunity to hone its already efficient and well developed new construction skills just in time for the NSPS program. We are proud to build these new Seaspan barges at our sister company, Vancouver Shipyards, and it is our hope and desire to keep our shipyards busy with new construction programs well into the future." **Source : MarineLog**

## VICTOR HORTA LAUNCHED IN HEUSDEN



In Heusden the new DEME dredger **VICTOR HORTA** was launched, the dredger will be fitted out at the IHC Merwede yard in Kinderdijk

Photo top : J.Roeland © – below : Jan van Heteren ©



## STX Offshore & Shipbuilding wins \$912 million ship order from STX Pan Ocean



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STX Offshore & Shipbuilding and its Chinese affiliate won a \$912 million ship order from another STX Group company, STX Pan Ocean. The company and its Dalian, China shipyard will build 20 vessels to carry wood pulp for STX Pan Ocean Co., the shipbuilder said in an e-mailed statement. STX, like the other big Korean yards, has already achieved its annual sales target for the year. **Source: [seatrade-asia.com](http://seatrade-asia.com)**



**Damen HSV6613 / NB556053** seen arriving at Danang port after successful completion of the seatrails. **Alphatron Marine** delivered the bridge and radio consoles. **Photo's : Alphatron Marine ©**



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Jan de Nul's **SIMON STEVIN** seen arriving in Zeebrugge - Photo : Henk Claeys (c)

## DFDS and Samskip launch vessel-sharing agreement between Ireland and mainland Europe

DFDS Container Line and Samskip MCL Ireland have launched a vessel-sharing agreement (VSA) between Ireland and mainland Europe. The VSA came into effect on 1 December and will have a rotation of Rotterdam, Zeebrugge, Cork, Belfast, Dublin and Waterford, using four vessels, with two vessels from each partner. It will focus on the door-to-door and quay-to-quay sectors and will not call at any deepsea feeder terminals, which, Port of Cork said, would significantly enhance schedule reliability.

The Commercial Manager of Port of Cork, Michael McCarthy, said: "This arrangement between Samskip MCL Ireland and DFDS Container Line will service both the import and export client requirements, greatly increasing port coverage

on the continent and in Ireland "Port of Cork will see an increase from one to two calls to Zeebrugge, offering excellent schedule reliability levels for customers. He added: "Efficient and reliable shipping services, such as this are essential for the recovery of the Irish economy." Source: ifw-net.com

## HULP GEVRAAGD !



Langs deze weg wil newscippings lezer [Bart Jellema](#) de hulp invoeren van de andere newscipping lezers om een poging te doen meer te weten te komen over het schilderij dat Bart na de dood van zijn Oma in zijn bezit heeft gekregen. Bart heeft van kleins af aan altijd met ontzag naar het schilderij gekeken toen het nog bij zijn Oma thuis aan de muur hing en is op latere leeftijd (15 jaar) via een opleiding in Rotterdam (opleidingsschip de Nederlander) min of meer toevallig bij Smit Internationale terecht gekomen waar hij vijf jaar gevaren heeft, en dus heeft het schilderij voor hem een grote emotionele waarde mede omdat op het schilderij een sleper met de wereld beroemde blauwe band in de pijp te zien is. Het is geschilderd door [A de Groot](#) op houten paneel en heeft helaas geen jaartal, maar Bart vermoedt dat het dateert uit begin vorige eeuw, de sleper heet "[Vlaardingen](#)" en de boei tussen de beide schepen is rood met de letters N R. Bart zou het leuk vinden om meer te weten te komen over het schilderij en natuurlijk de schilder, wie kan Bart verder helpen? alvast bedankt! [bartjellema@quicknet.nl](mailto:bartjellema@quicknet.nl)

## Shipping industry reels under manpower shortage

The shipping industry has been hit by lack of skilled personnel, which threatens world trade. Industry stakeholders say the serious shortage of seafarers, especially officers, has reached serious proportions and threatens the future of the international shipping industry. It's against the worrying trend that International Maritime Organisation (IMO) launched a global initiative dubbed Go-to-Sea in November 2008. The association partnered with the International Labour Organisation, shipping NGOs and the International Transport Workers Federation in the campaign to attract workers to the industry.

The specific aim of the campaign is to promote seafaring as an attractive career option for young people. Under the Go to Sea initiative, IMO has opened an umbrella body, which the industry stakeholders and governments can mount



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their own campaigns to step-up recruitments. "If the global pool of competent and efficient seafarers is to meet future demand, then seafaring must be presented to younger generations as a viable career choice," notes IMO. A recent audit report on the industry manpower identified a current officer supply level of 498,000 in 2008 reflect a shortfall of 34,000. This figure is projected to rise to 83,900 manpower deficit by 2012. This year, which is being celebrated globally as the Year of Seafarer, attention has re-focused on the pressing need for the shipping industry to come to terms with the glaring labour shortage.

Analysts argue that the shortage might have been temporarily alleviated by the recent downturn in global trade, but the risk still remains. According to the survey, there is clear evidence showing that not enough young people, particularly in the western hemisphere find it attractive to work as seafarer.

A recent comprehensive assessment of the global supply and demand for seafarers published in 2005 shows a continuing decline in recruitment. Andrew Mwangura, the Seafarers Assistance Programme (SAP) co-ordinator says Kenya only contributes an insignificant fraction to the global total estimate of 2.2 million world seafarers.

He cites the lack of nautical institutions to oversee the development of seafarers and fishers. He argues that failure by Kenya to domesticate a raft of global maritime laws has played as a major obstacle to the sector's development.

"It is sad to note that seafarers from the Philippines, Indonesia, Poland and India have taken over available jobs that otherwise could easily go to the locals," explained Mwangura. Out of the 2.2 million world seafarers, 225,122 are Filipinos. These include hotel and catering staff on cruise ships. Kenyan seafarers comprise of 3,280 skilled and experienced maritime staff. **Source: Standard Media**



The **COASTAL VANGUARD** seen during trials off Den Helder – Photo : Acta Marine ©  
See also : [http://tychosta.com/gallery/main.php?q2\\_itemId=9128](http://tychosta.com/gallery/main.php?q2_itemId=9128)

## The modern ship manager

In recent years we have seen a dramatic growth of “third party” ship management, employed by shipowners who wish to outsource the operational management of their ships. There are many attractive aspects to this practice, not least being the fact that a large number of the expensive elements of ship operation are undertaken by somebody else, leaving the owner able to focus on his asset.

Sometimes called by the old-fashioned term – ship husbandry – ship management takes a number of different forms, all of which are available to an owner of a ship who wishes to avail himself of these services. The simplest form might be to outsource the employment of the ship's crew, removing the owner from this labour-intensive activity. Then a ship manager might take over the technical management of the ship, effectively organising its technical operation, maintenance, dry-docking, the provision of spares and ensuring that it is kept in optimum condition, with the minimum of time off shore every year.

A more complete form of management contract will see the technical and operational management of the ship overseen and organised by the management company, while if necessary, full commercial management might ensure that the ship is traded profitably for the owner by the management company.

The advantages of this form of ship operating are several. Some of the ship management companies are very big indeed and are able to enjoy all the advantages of scale that would be denied the owner of just a few ships. From fuel to spares, from dry-docking to the best arrangements with agents and brokers, the big ship manager will be able to cut an attractive deal. Additionally, such a manager will have exceedingly sophisticated systems in place to ensure that the ship is run properly, that everything is accounted for and that clear reports will be sent to the owner regularly. The best manager will have recourse to the best possible crews, and highly effective superintendency teams to ensure that the ships are run well, with quality systems in place.

It is also attractive for some ship operators who own and operate their own ships, to perhaps put a number of ships out under third party management, to benchmark their own operating costs and keep a check on their own efficiency. Today, it is estimated that there are up to one third of the world fleet that is being run, in one form or another, by third party ship managers around the world. Many are large international companies in their own right, with their own network of offices in maritime centres around the world. **Source: BIMCO**



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## Zim adds Qingdao, Xiamen calls on two Asia-Europe services

ISRAELI shipping line Zim Integrated Shipping Services is separately adding calls at the Chinese ports of Qingdao and Xiamen on two Asia-Europe services. According to a report by the Asian Shipper, the carrier said it will add a port of call at Qingdao on its EMX service, effective from December 29. However, American Shipper affiliate ComPair Data maintains the service already calls at Qingdao, it said.

The new port rotation for the EMX service is: Qingdao, Busan, Shanghai, Ningbo, Da Chan Bay, Port Klang, Colombo, Haifa, Ashdod, Istanbul, Novorossiysk, Constanta, Istanbul, Haifa, Nhava Sheva, Colombo, Port Klang and back to Qingdao.

The report noted that ComPair Data shows the service is operated with 10 Zim vessels with an average capacity of 4,313 TEU. Grand Alliance carriers Hapag-Lloyd, NYK Container Line and OOCL, as well as China Shipping take slots on the service.

In addition, Zim said it will also add an eastbound call at Xiamen on its AME service, starting from December 27. This will give the service a port rotation of Shanghai, Da Chan Bay, Cai Mep, Port Klang, Nhava Sheva, Haifa, Ashdod, Felixtowe, Antwerp, Hamburg, Alexandria, Limassol, Haifa, Ashdod, Port Klang, Xiamen and Shanghai. The AME is operated with 11 Zim vessels averaging 3,593 TEU. Zim's Asia subsidiary Gold Star Line takes slots on the service.

Source : Schednet



Seen in Amsterdam, the **FREJA SPRING** renamed in **SANMAR STANZA** – Photo : Nico Kemps ©

## ABB wins contract from Petrobras to provide power equipment for FPSOs

ABB has won several orders collectively worth \$42 million to provide power supply infrastructure and equipment for several floating production, storage and offloading (FPSO) units for use in various Petrobras projects off the Brazilian coast.

The orders, all booked in the third quarter of 2010, are for a number of vessels which will be operated by several oil and gas producers, with Petrobras as the end customer.

ABB's scope of supply covers power equipment delivery to ensure a reliable power supply onboard each vessel. Each delivery includes a containerised E-House (electrical house) for the complete power system, related power generation and distribution equipment, and engineering and installation services.



ABB's overall oil and gas expertise, unique technology offerings for marine and offshore operations, and a broad range of electrical solutions help us to deliver reliable power infrastructure which these vessels will need to operate efficiently and safely," said Veli-Matti Reinikkala, head of ABB's process automation division. **Source: motorship.com**



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## Swedish port introduces unique oil spill boom system

The Port of Gothenburg and SP Marine have developed a new method for dealing with oil spills in its oil harbour, according to a press release. The new method involves authorities dispatching a programmed "torpedo" with a boom attached in order to contain any spilled oil. It is believed that this new method will save a great deal of time and contain a spill more swiftly in comparison to more traditional containment methods. The port is set to introduce the system in the spring of 2011. According to the release, in the event of an oil spill, a torpedo-like vessel will be sent out into the harbour, deploying an oil boom to contain and collect the oil.

"In effect a large 'bag' is formed in which the oil is collected," stated Dan-Erik Andersson, head of operations at the oil harbour. "The vessel then docks at another quay where the oil is taken care of. From an environmental point of view a rapid response to oil spills is vital and with this technique we can save valuable time." Currently the traditional method of oil spill containment is to send out a boat which deploys the booms manually. The new technique will be fully automated, with the "torpedo" dispatched with the push of a button. The boom will then follow a pre-programmed course with the aid of an advanced GPS navigation. The boom will be put in place automatically. "As far as I know this technique is not being used anywhere else," says Andersson. According to the port authority, the new system should be capable of handling "all conceivable oil spills" in the Oil Harbour. The release stated that while the vessel containing the boom will be activated from the port office, the possibility of remote activation with the aid of a mobile telephone is currently under consideration. **Source: portworld.com**

## ISS Tracks Ships At Sea

ESA's experimental ship detector on the International Space Station has pinpointed more than 60,000 ocean-going vessels so far. It has been able to follow the routes of individual ships for months at a time. Hosted by Europe's Columbus research module on the International Space Station (ISS), and activated on 1 June, the tracking system picks up Automatic Identification System (AIS) signals, more usually employed by port authorities and coastguards to keep tabs on local ship traffic.

All international vessels, passenger carriers and cargo ships above 300 tons are mandated to carry AIS VHF-radio transponders.

"AIS messages are designed to be used only on a local basis, with a range of 50 km or so to the horizon," explained Torkild Eriksen of the Norwegian Defence Research Establishment (FFI), which built the NORAIS receiver in collaboration with Kongsberg Seatex.

"Instead, we are picking them up from 350 km in orbit, when they might have travelled up to 2000 km. Our receiver, therefore, had to be designed for extreme sensitivity to detect such weak signals."

This initiative, funded by ESA, is part of the trend of using the ISS as a platform to observe and monitor our planet. The Station's orbital inclination and altitude are different to those of most observation satellites, offering other ground patterns over about 95% of the population.

"Operating from space, we have been able to track ships for long periods as they cross the ocean," explained Andreas-Nordomo Skauen of FFI. Nearly 30 million AIS messages were received in only four months from more than 60 000 different transmitters. The results give an overview of the ship traffic beneath the Station's orbit, with coverage extending as far as polar latitudes.

"Over the four-month period," added Mr Skauen, "we watched one ship travel from the western Pacific to Argentina then over to Europe and down to Africa, picking up its AIS signal from two to seven times per day, depending on latitude.

"So we can reveal exactly where a vessel has been in the marine environment, information that would be very useful to port, fisheries and marine authorities." From the Station's orbit, the NORAIS receiver has a maximum 4400 km-diameter field of view. Signal detection is easiest when vessels are far apart in open water. In the busiest stretches of water such as the English Channel, North Sea and Malacca Straits, AIS signals swamp each other, and vessels get lost in the crowd.

"This is not a problem, however, as these particular areas are already well covered by coastal base stations," explained Mr Eriksen. "This system's usefulness is its global reach." The Vessel ID System on Columbus has run on a largely automated basis with weekly instructions uploaded via Norway's national User Support Operations Centre, part of an ESA-wide network serving ISS experimenters. "We surveyed both land and ocean, and will pass our findings to the International Telecommunications Union and International Maritime Organisation as they consider introducing these new bands," said Mr Eriksen. **Source: RedOrbit**



The tug **BROEDERTROUW XV** seen assisting the just launched **VICTOR HORTA** in Heusden

**Photo : Jan van Heteren (c)**

## Mærsk sells last three M Class vessels

A P Møller-Mærsk has reportedly sold three older container carriers to Mediterranean Shipping Company, MSC, for an undisclosed sum. A P Møller-Mærsk has not made any comment so far. The ships sold are the [Magleby Mærsk](#), [Marie Mærsk](#) and [Majestic Mærsk](#), all built in 1990. They are sister vessels in a series of twelve 66,400 DWT units with a capacity of 4,400 TEUs. The panamax vessels made the headlines in 1988 as they were the first ships allowed to pass through the Panama Canal with a length of 970 feet instead of the usual maximum of 950 feet. The three vessels are the last in the series owned by A P Møller-Mærsk, the other sister ships have been sold off and taken back on time charter from US and Greek owners. **Source:** [shipgaz.com](#)



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## **Tsakos Energy Navigation Awarded Two 15-Year Shuttle Tanker Contracts With National Oil Major**

Tsakos Energy Navigation Ltd. ("TEN") announced two 15-year time charters with a national oil major for two DP2 Suezmax shuttle tankers with delivery within 2012. These charters are expected to generate revenues of at least \$520 million over their corresponding periods. The return on equity anticipated from this project is attractive when compared to other mainstream shipping projects and our overall investment criteria and will make a significant contribution to our bottom line. The construction of these two high specification Suezmax tankers will be financed with cash from our recent \$85 million equity offering and bank debt. Shuttle tankers are a highly specialized sector, which calls for state of the art vessels specifically designed for oil transport from an offshore field. Typically, such vessels are committed to industrial projects for long periods and at premium daily rates.

George Saroglou, Chief Operation Officer of TEN commented: "TEN's expansion into the shuttle tanker business is expected to generate significant long term advantages for our Company and its shareholders and puts to good use the proceeds of our recent equity offering. This project is within the context of our strategy to operate modern, diversified and versatile vessels across all sectors of tanker operations aiming to meet the overall transportation needs of our clients. In addition, it solidifies our long standing relationship with the specific high quality charterer as well as our standing with oil majors worldwide. The sizeable and highly accretive returns that we expected to generate over the life of these charters will significantly enhance our cash flow and ability to continue rewarding our shareholders with stable and regular dividends. TEN is a growth company and given our strong balance sheet and high liquidity we will continue to monitor the market for additional fleet expansion opportunities." **Source:** [Tsakos Energy Navigation](#)

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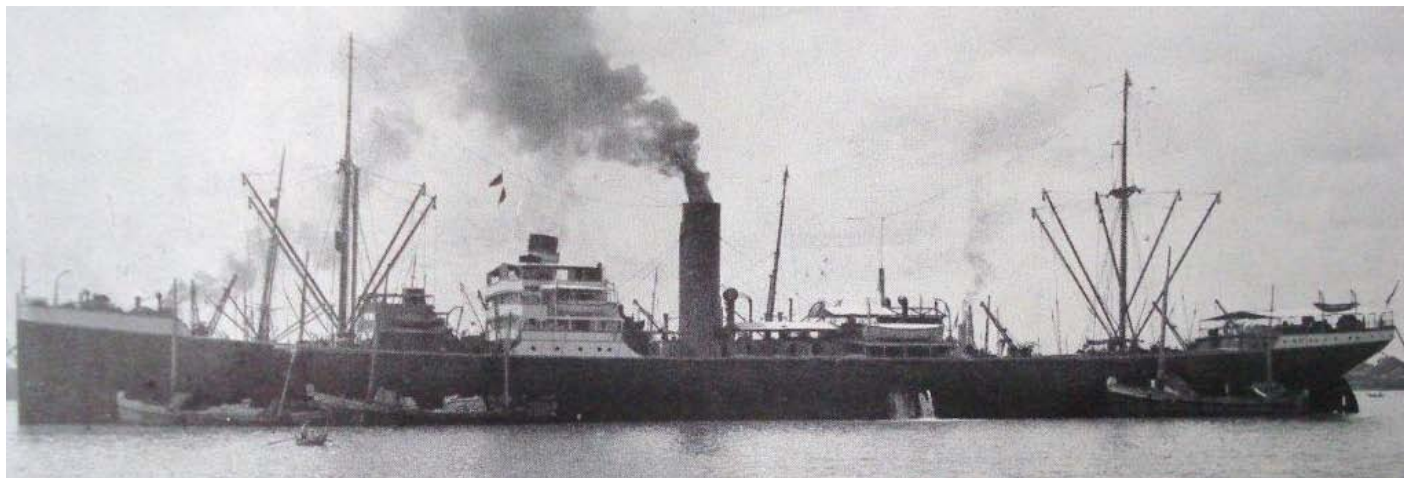
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## OLDIE – FROM THE SHOEBOX



The 1923 built **MOENA** sank after being torpedoed on August 24<sup>th</sup> 1942

Photo : coll. Kees Huisstede

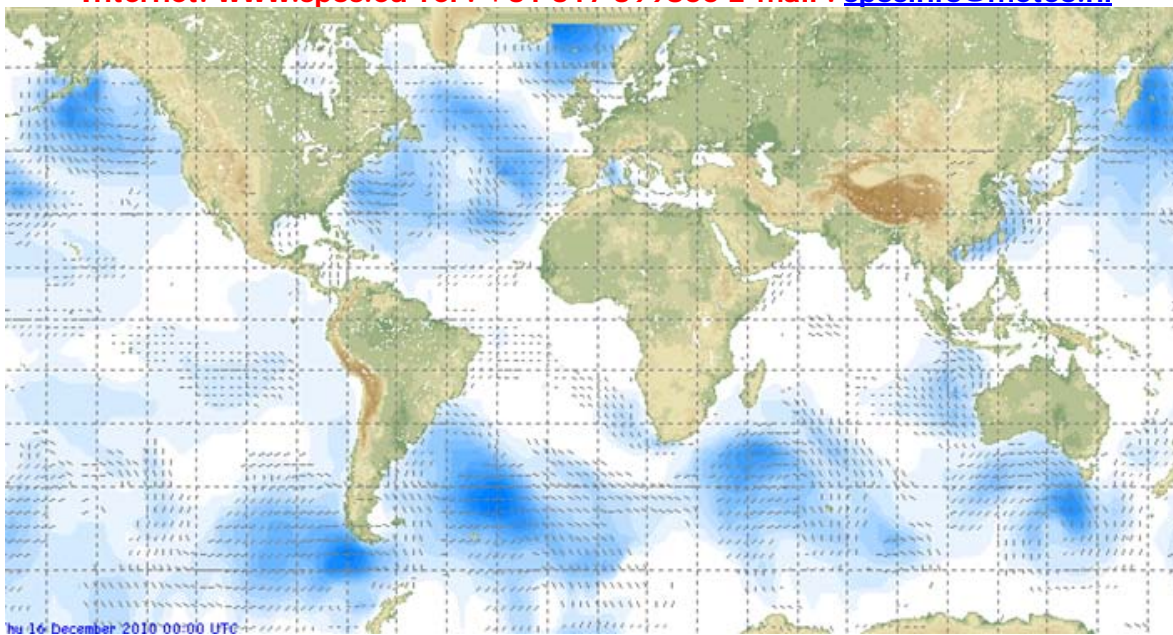
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## .... PHOTO OF THE DAY ....



The **MAERSK CLIPPER** seen in Rio de Janeiro – Photo : Jaap van den Heuvel (c)

## BOEKBESPREKING

Door : Frank Neyts

### “Kapers & Piraten. Schurken of Helden?”

Bij Uitgeversmaatschappij Walburg Pers verscheen onlangs “**Kapers & Piraten. Schurken of Helden?**”. De samenstelling van het boek stond onder redactie van Joost Schokkenbroek en Jeroen ter Brugge. Kaapvaart en piraterij behoren zonder twijfel tot de meest populaire onderwerpen uit de maritieme geschiedenis. Kapers en piraten zijn al jaren ‘hot’, niet alleen in buitenlangse publicaties (en kaskrakers uit Hollywood!), maar ook in meer populair-wetenschappelijke boeken en artikelen. Over beide onderwerpen zijn boekenkasten vol geschreven.

In deze uitgave, een gezamenlijk project van het Nederlands Scheepvaartmuseum Amsterdam en het Maritiem Museum Rotterdam, komen de verschillen aan de orde tussen kaapvaart en piraterij: gelegaliseerde versus illegale actie. Het boek bestrijkt een periode van de oudheid tot nu, met als rode draad de vraag hoe er door de eeuwen heen tegen beide fenomenen werd aangekeken.

“**Kapers en Piraten**” (ISBN 978-90-5730-685-3) telt 126 pagina’s, en werd als softback uitgegeven. Het boek kost 19.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: [info@agorabooks.com](mailto:info@agorabooks.com)