

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 357



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The WESTMINSTER HYACK seen fighting a snowstorm on the Fraser River, Vancouver, B.C. - December 21, 2008

Photo : Mike Zelt ©

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EVENTS, INCIDENTS & OPERATIONS



Tanker companies are playing it safe as market conditions still challenging



The **OVERSEAS LONDON** seen moored in Singapore Tuas – Photo : Richard van der Werf ©

Tanker companies' senior managers are adopting a series of defensive measures in order to keep afloat until market conditions are improved. According to excerpts from Weber's Quarterly Tanker Report shipping is lagging behind even the slow recovery underway in most other industrial sectors and its participants are still at bay waiting for the market to turn. "While stressing that both GDP and global oil forecasts for 2010 and 2011 have been adjusted upwards throughout the year, tanker owners universally identify adverse tanker supply conditions as the primary factor

undermining performance. The long term structural problem of too many newbuildings is seen as the most significant negative supply factor. However, third quarter-specific problems, such as unwinding tanker storage, and the removal of an important ton mile multiplier – as China switches the balance of its imports more to the Middle East from West Africa – are also blamed.

The challenging state of freight markets means that the process of rebuilding balance sheets is taking longer than in most other sectors as most owners are forced to concentrate on improving their financial strength rather than on their operating or investment strategies. This introverted perspective is clearly evident in the quarterly reports of several companies.

Even the among the most bullish of listed tanker companies, measures of patience for the appropriate timing to fulfill aims to be consolidators is a prevailing theme. Paying down debt is the most obvious way to strengthen the balance sheet. Comparing market capitalization versus debt of individual companies reveals that some companies have succeeded in cutting their respective debt burdens” said Weber. Still, as the report points out there are a range of defensive strategies for companies to protect balance sheets, such as, cost cutting, enhance cash flows through long term time charters, sell vessels, cancel newbuilding orders, suspend dividends, renegotiate finance, raise equity from shareholders and increase value to shareholders through stock buybacks. Meanwhile, in terms of market conditions this past week, a separate report from Gibson shipbrokers mentioned that VLCC Charterers in the Middle East gulf played a steady game through the week with the main concentration upon mopping up their remaining December stems. “Some forays have been made into early January, but the vast bulk of the programme is yet to be fixed. That gives a little hope for Owners, who have now positioned themselves at an almost ‘conference’ WS 55 to the East, WS 37.5 West level, and will be quick to take advantage if any pre-holiday opening of the taps develops. Suezmaxes continue to operate within their own bubble, and although enquiry stayed quite light, availability wasn’t in thick supply, and rates moved up a notch to 130,000 by WS 105 East and WS 75 West with West African gains helping also to keep tails up for the foreseeable future. Aframaxes managed a firmer scene on bad weather in the Far East, and balanced availability, and rates gained to 80,000 by WS 130 for Singapore with more possibly to come next week.



Suezmaxes in West Africa started the week under pressure but Charterers took it upon themselves to pick up the pace, – Owners breathed a sigh of relief, and upped their rate demands accordingly. Levels thereafter ticked steadily higher to end the week at around 130,000 by WS 100 US Gulf and WS 105 for Europe. Things may now move sideways, but, as in the East, any pre Holiday gluttony will quickly strengthen the market further. VLCCs remained largely boxed due to a steady influx of refugees from the East, and rates remained at up to a peak 260,000 by WS 67.5 US Gulf and WS 60 East, with India runs covered at down to USD 3.15 million, but could move higher in the medium term if the Middle East Gulf starts to move upwards. A week of frustration for aframax Owners in the Mediterranean as Charterers maintained a much slower flow, and thereby kept the previously downward trend in place. Rates fell sharply by the weeks end to 80,000 by WS 110 cross-Mediterranean and could even dip lower before bottoming. Hopes exist that Charterers will push a sackful of goodies into the market next week, but that is far from a certainty. Suezmaxes stayed largely unchanged at around 135,000 by WS 120 from the Black Sea to Europe, despite rather modest enquiry. Sentiment was supported by the higher West African levels, and a belief that a more active period would develop within short” said Gibson. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Arkhangelsk port impose ice restrictions, effective Jan. 5, 2011

According to Arkhangelsk Harbormaster's order some restrictions are imposed on vessels calling at the port of Arkhangelsk effective from January 5th, 2011. The restrictions are due to forecasted ice condition (expected thickness of the ice - 55 cm). The vessels to be escorted by icebreakers should have Ice class not below Ice2 (LZ/LU2) of Russian Maritime Register of Shipping or a similar class of another classification society.

Arkhangelsk, a year-round navigable seaport, is located in the delta of the Northern Dvina River. The port is a gate for the Northern Sea Route traffic passing through Arkhangelsk terminals. The port's capacities allow handling 4.5 million tons of cargo a year, primarily cellulose, cardboard, containers, timber, metals, fertilizers, heavy-lift equipment and bulked cargoes.



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**Due to our holiday break the newsclippings
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7th Annual Lloyd's List Greek Shipping Awards "Seafarer of the Year" 2010

For the 6th consecutive year Tsavlis took to the stage on Friday 10th December to present the "Seafarer of the Year" Award at the 7th Annual Lloyd's List Greek Shipping Awards 2010. Ms. [Mariela Tsavlis](#), a member of the "next generation" presented the award this year; she delivered her speech with eloquence, clarity and finesse. She spoke the following words, "Ladies and Gentlemen, Distinguished Guests, Good evening. It gives me great pleasure to be standing here before you to present this award. This year is especially significant as it is the "International Year of the Seafarer". The International Maritime Organization named 2010 as the "Year of the Seafarer" not only to draw

attention to the unique circumstances within which seafarers spend

their working lives while rendering their indispensable services, but also to make a clear and beneficial difference. As Secretary General of the IMO stated recently: "Seafarers are, in effect, the lubricant without which the engine of trade would simply grind to a halt". With that in mind you all realize how crucial a Seafarer's role is; add to this the difficulties which they face daily, not only the physical risks but also criminalization and more recently piracy. This profession is one which the shipping community must not only acknowledge but also actively encourage, because truly without the Seafarer there would be no shipping industry." This year the award went to the heroic Captain Dimitrios Nezos, of bulk carrier "Anangel Pride", which rescued eight fishermen off the Philippines last July in typhoon conditions.



Lloyd's List organized an exceptional and glamorous event with hundreds of key personalities in attendance. Nigel Lowry was once again Master of Ceremonies, however, this year with an exciting twist, Fotini Darra, one of Greece's leading singers was co-hosting the event. Tsavlis have sponsored the "Seafarer of the Year" Award since it first began in 2004 – it is an award that Tsavlis believe is the heart and soul of the Greek Shipping Awards and it gives them great pride to honour the seafarer.



500 Seafarers held hostage by pirates at Christmas

As many people are about to enjoy the Christmas holiday season, it is important to remember that over 500 seafarers, of many different nationalities, are currently being held hostage by Somali pirates. In fear for their safety, and even of their lives, and deprived of contact with their families, these seafarers have also suffered the trauma of having their ships attacked with automatic weapons, prior to being kidnapped for ransom. Many have been held captive for several months, often in the most appalling conditions, by armed criminals who can be violent and unpredictable.

Merchant seafarers are too often out of sight and out of mind. It is vital that the international community focuses on the plight of those held in Somalia, as well as the tens of thousands of ships' crew who, each and everyday throughout the holiday period, will continue to transport the raw materials and finished products that keep our modern world functioning. About 90% of world trade is transported by sea, including many of those goods, exchanged as Christmas gifts, which have been transported via the high-risk pirate danger area which now extends over much of the Indian Ocean. There has been an unprecedented degree of co-operation amongst the world's military navies, whose dedicated personnel are seeking to provide protection to merchant shipping. But the number of navy ships available is simply insufficient to prevent vulnerable ships from being attacked. Moreover, 85% of those pirates pursued and captured end up being released, only to reoffend with impunity. The risk/reward ratio is still far too much in the pirates' favour.

A few months ago there was an incredible global response to plight of the miners trapped in Chile. The 500 seafarers, held hostage over Christmas in Somalia, are also isolated and terrified, and deserve similar recognition from the media and the public at large. Governments might then be persuaded to do more to deter, and ultimately eradicate, the scourge of Somali piracy. Since January 2008, over 2,600 seafarers have been held hostage by Somali pirates. Additional information is published by the ICC International Maritime Bureau, which does an excellent job collecting statistics and information about piracy attacks on behalf of the global shipping industry. **Source: Round Table of international shipping associations – and the International Transport Workers' Federation (ITF)**



Dry bulk market looking for direction amid holidays

The dry bulk market isn't exhibiting a "festive" behavior, thus cheering ship owners and investors alike. Instead, the industry's benchmark has been falling this week, with the Baltic Dry Index (BDI) retreating yesterday to 1,886 points, close to its 2010 lowest. Both the capesize and the panamax segments were among the main losing sectors yesterday. During the course of the previous week, the Baltic Capesize Index managed to put a halt in its demise, by posting a marginal increase of 1% on a weekly basis. According to a weekly report from shipbroker Barry Rogliano Salles (BRS), the improvement was mainly due to a surge in demand from the big miners in the Pacific in the later part of the week. However the Capesize 4TC is now hovering around US\$25,000 per day, the lowest point since the summer and well down on the average for the year. In India, Karnataka ore sellers will have to wait until mid January to hear a decision on their bid to overturn the state's export ban. This week India's top court gave the state additional time to respond to the miners' legal petition. The Federation of Indian Mineral Industries has already estimated the ban will reduce India's ore exports by 38% to 66m tons in 2010. The Karnataka High Court earlier upheld the provincial government's decision to halt shipments overseas" said BRS.

It also warned though that based on trading in the futures market, rates are expected to continue their drift down in 2011, with 1H 2011 looking slightly more optimistic still than second half. Ship deliveries have slowed at the year end,

but we can expect a resurgence in January with many owners postponing their December deliveries to the new year in order to have the more attractive '2011 built' tag. In a separate analysis, N.Cotzias Shipping Group mentioned that "we definitely get no short term trend patterns out of monitoring the indices, and that is for sure. If one expected to get a clear indication of the Dry bulk market just by studying the Baltic indicators we believe that this would never be sufficient, given the volatility and fluctuations that have become even more drastic during Nov & Dec of 2010. We expect this erratic behavior to continue well into 2011 with rather short term spikes to be followed by equal magnitude rapid falls. With more ships entering the market and with substantially lower increase in the demand for these, we feel that we should well embrace ourselves for falling ship prices, and many investment opportunities that will be there for the investors and owners that are seeking new fresh acquisitions. 2011 may well be a good year for the secondhand and resale S&P market and we will expect softer prices at more realistic levels to prevail" said the broker.

According to the report the past week's interesting moves were the serious fall of the Panamaxs that have continued to contribute to the uncertainty with its weekly crazy looking ups and downs that have now started to fluctuate on a weekly trend. The stabilization of the Capes that show that there is the potential to make a rise, positive signs on the Cape market are seen by the secondhand sale and purchase and newbuilding front where some decent sized and decent priced capes changed hands or found a new "master" this week. Poly's Hajioannou Safebulklers inked a Cape NB at Jinhai at \$53mil backed by a 10y T/C at \$25,000 per day. Also two NB resale capes were reported this week, with delay 11/2011 and 2/2012 by Noble who have agreed also on taking them in on long term T/C. FormosaBulk Energy 170k built 2002 was sold to undisclosed for 42.7mil while the smaller "Iron Brothers" 151k, 91 blt was sold to Chinese for \$19.5mil said Cotzias. As for China's moves affecting the market, the weekly report on China from US-based Commodore Research & Consultancy said that Chinese commodity demand remains strong despite concerns over inflation. Thermal coal demand remains especially robust and coal shortages have become very severe in the central part of the nation. Steel output remains steady which has continued to result in firm demand for imported iron ore. Market sentiment has not yet fully recovered from inflation-related pressure however. Also, it mentioned that as a whole, coastal shipping rates to haul dry bulk commodities to ports along China's coast have decreased moderately in recent weeks. Chinese commodity demand has remained strong but rates have come under pressure due to decreases in congestion. Congestion appears to be firming and rates to ship grain have begun to find support. Rates to ship grain from ports in Liaoning province (a major grain producing province in northeast China) to ports in Guangdong province (located in southern China) have increased to approximately \$11.38/ton, \$0.18 (2%) more than a week ago" concluded Commodore. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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T&TBISSO SALVAGE TEAM VISITS FAIRMOUNT EXPEDITION



Last Tuesday the salvage team of **T&TBisso Salvage Asia** in Singapore visited as part of their familiarization program the **FAIRMOUNT EXPEDITION**, this Fairmount tug was in Singapore Tuas for a few days maintenance before proceeding to Okpo (South Korea) to collect the **FPSO PAZFLOR** together with her sisters **FAIRMOUNT ALPINE** and **FAIRMOUNT GLACIER** and to tow this FPSO to Angola, the salvage team got a tour through the



vessel by **Capt. Wim van der Kort** and Ch. Officer **Niels Swartjes** where the engine room was visited, as well the winchroom with the large Plimsoll 3 drums winch, the main towwire onboard with a diameter of 77 mm is having a length of 1800 mtr !



herewith **T&TBisso Salvage Asia** would like to thank the crew for the hospitality onboard and wishing them a safe trip to Okpo and to Angola with the **PAZFLOR**





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Wallem takes the Asian Challenge to raise funds for seafarers

					
Jamie Wrightson	Vijay Soman	Rob Grool	Carsten Rakutt	Laxman Kumar	Pichet Chamchoy



Wallem Group has entered two teams into the Sailors' Society Asian Challenge, committing to scaling Mount Kinabalu in Borneo, Malaysia in April 2011. The six Wallem staff members will join up to 40 shipping-industry teams to raise funds for the work of the Sailors' Society. Each team is committed to raising USD8,000 which the Society will use to support seafarers through their network of Port Chaplains and Seafarers' Centres.

The Port Chaplains visit thousands of ships every year, providing practical and emotional support to seafarers.

Wallem Team 1 members are **Jamie Wrightson** from Wallem Shipping China, **Carsten Rakutt** from Wallem Shipmanagement GmbH, and **Pichet Chamchoy** from Wallem Shipping Thailand.

Wallem Team 2 members are **Vijay Soman** from

Wallem Shipmanagement Hong Kong, **Rob Grool** from Wallem Group and **Laxman Kumar** from Wallem Shipmanagement Hong Kong.

Donations towards Wallem's fundraising target of USD 16,000 are gratefully accepted through the secure giving website <http://www.justgiving.com/AsianChallengeWallemTeams> or by cheque to any team member.

The **UNESCO World Heritage** listed Mount Kinabalu has a summit of 4,095 metres (14,435ft) above sea level and boasts some of Asia's most beautiful rainforest and diverse wildlife including the orangutan.

Newsmen freed after mercenary mix-up

Two Cape Town journalists detained for 10 days in Somaliland as suspected dogs of war after the plane on which they were passengers was found to be loaded with military equipment are to return home this morning. They were released by the Somaliland government yesterday after a South African intermediary intervened.



Christopher Everson and Anton van der Merwe were arrested on December 10 when the aircraft landed in Hargeysa in the breakaway state of Somaliland, officially part of Somalia. They were well known for their work, albeit separately, covering the Trojan Horse outrage in Athlone in October 1985 in which security force members shot dead three people and wounded 13 others.

Everson's footage of the shootings was credited with serving to strengthen the resolve of international communities to move against apartheid. Everson, who was then working for CBS News, won an Emmy for his coverage. He has since won three more. His wife, Su, told the Cape Times the pair were expected to arrive in Johannesburg from Nairobi last night. They would fly to Cape

Town later this morning. She was reluctant to comment and said Everson would speak to the media today.

"I don't want to give out information that is not correct," she said. Everson had every right to speak for himself, Su said. She slammed the press, saying it had failed to report accurately what took place, but declined to set the record straight. According to initial reports, Everson and Van der Merwe were working for Moonlighting Films, a film production company based in Cape Town. Su denied the pair had been working for Moonlighting Films, but could not say who they had been working for. Theresa Ryan van Graan, of Moonlighting Films, refused to comment about Everson and Van der Merwe and did not confirm whether they had been working for the company.

Everson, a cameraman, and Van der Merwe, a sound recordist, had worked for some time as journalists. The non-lethal military equipment on board the Antonov 24 cargo plane originated in South Africa and was destined for a South African-linked security company in Puntland, another autonomous northern region of Somalia.

The pair believed they were flying to Puntland to film counter-piracy operations in Bosaso and said that they knew nothing about the South African-linked security company Saracen International. Saracen is run by Lafras Luitingh, a former senior executive of the now-defunct South African mercenary company Executive Outcomes. It was not clear yesterday whether Saracen International was in Bosaso to train Somalis to counter pirates or to protect an oil-drilling operation that was about to begin.

The aircraft, carrying military uniforms and other non-lethal military equipment, took off from Entebbe, Uganda, on December 10 and landed in Hargeysa to refuel before flying on to Puntland. It declared its cargo as clothing and car parts. Suspicious Somaliland authorities investigated and found the military gear. They detained the six Russian crew members and the two South Africans.

Until Sunday, Somaliland's Air Transport Minister Mohamed Hashi Abdi was saying the two South Africans would be charged with falsely claiming to be journalists. But yesterday Somaliland's deputy chief prosecutor, Aden Hero Diig,

told reporters that authorities had confirmed that Everson and Van der Merwe were journalists or film-makers, working for SPA, an American TV station.

Moonlighting Films supplied the two journalists to SPA for the assignment, according to sources. The families of Everson and Van der Merwe had asked the South African government to help release the two men. Iqbal Jhazbhay, a Unisa academic and expert on Somaliland with close contacts to the Somaliland government, helped Pretoria to reach the government.

It is understood that the United Nations, which investigated the incident, also confirmed that Everson and Van der Merwe were bona fide journalists. The UN probed the incident because all of Somalia is under a UN arms embargo. As a result of the investigation, the six Russian crew are to be charged with breaching the embargo, sources have said. Officials in Hargeysa say Puntland is obtaining arms despite the UN weapons embargo on Somalia. **Source : Cape Times / iol.co.za**



Sea Shepherd boss blasts foreign minister

The skipper of activist ship **Steve Irwin** blasted Foreign Minister Murray McCully, saying he had given Japanese whalers licence to take action against his organisation. The 59m ship made an unscheduled stop in Bluff yesterday to await delivery of parts from the United States for an onboard Hughes 500 helicopter and the arrival of a technician from Auckland, before chasing Japanese whalers across the Southern Ocean.



Captain and Sea Shepherd Conservation Society president Paul Watson took the opportunity to make his view of Mr McCully clear. "We jokingly refer to him as the Foreign Minister for Japan." Last week, Mr McCully said the whalers were carrying armed coastguard officers for the first time in three years and their presence, along with the tactics used by the Sea Shepherd fleet, made for a volatile mix.

Mr Watson said Mr McCully had aggravated the situation. "I think it's volatile because he says it's volatile." In response, Mr McCully said yesterday he had delivered the message in tandem with the foreign ministers of Australia, the US and the Netherlands.

"The decision was made by the foreign ministers of four countries on the basis of last year's conduct by both parties." The New Zealand Government was totally opposed to whaling, but that did not mean it wanted to see human lives put at risk and last year that had happened, he said. Last year, the society's ship **Ady Gill** was destroyed in a collision with the Shonan Maru. Kiwi skipper of the Ady Gill Pete Bethune then boarded the Japanese ship and was arrested. The message was aimed at both the whalers and the activists, Mr McCully said. "Both parties were at fault last year and the message was directed at both parties." Mr Watson said while the society had moral backing from much of the western world, it was on its own if anything happened. "If they (the Japanese) do anything to us their government

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will back them – no one's going to back us." Confrontation was not uncommon in the six years of anti-whaling operations, he said. "They've shot at us, fired concussion grenades and sunk one of our ships last year." Despite risks, the society came back stronger each year, he said. "And every year they go down weaker." The Fisheries Agency, the Institute of Cetacean Research and whaling company Kyodo Senpaku had both reported declining catches because of obstruction by the society, Mr Watson said. We go, as we do every year, to bankrupt them, to sink them economically." Financial reasons might be behind delays in the fleet leaving Japan, Mr Watson said. "We're really just killing time waiting for the Japanese fleet to come down – they left a week late."

Yesterday's arrival was a chance for seasoned activist and Invercargill Mayor Tim Shadbolt to check out the ship before its scheduled departure tomorrow. This year's operation, called No Compromise, brings together 88 people from 22 different countries. Eighty per cent of those are volunteers. The society is funded solely by donations, which have greatly increased since the debut of Animal Planet series Whale Wars in 2008. **Source : stuff.co.nz**



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Philippine maritime safety laws archaic, need reforms

Major sea accidents had been routinely followed by high-profile congressional inquiries that bore little fruit in ensuring maritime safety in the Philippines. Bills seeking changes in the “scattered” and archaic laws governing sea transport take a backseat in both houses of Congress. This despite the poor maritime safety record of the Philippines, which takes pride in having the biggest number of seafarers manning overseas fleet.

Sea mishaps

More than 200 sea mishaps occur annually in the country. From 1988 to 2009 alone, 13 major sea accidents were recorded, leaving at least 6,100 people dead. The 1987 **MV Dona Paz** sinking that killed 4,341 people is considered the world’s worst peacetime maritime disaster. Last year, the holiday season was marred by two sea mishaps that occurred just two days apart. On December 24, Lubang-bound **MV Catalyn B** sank after it rammed into steel-hulled fishing vessel **F/V Anatalia**. Twenty-seven passengers perished in the collision. Two days later, **MV Baleno 9** went down in fair weather while sailing from Calapan City to Batangas. Six bodies were found the following day while the fate of 44 others has remained unknown up till now. The twin sea tragedies highlighted anew the sorry state of the Philippine shipping industry and triggered a review of government regulatory agencies and maritime safety rules.

Backbone of inter-island travel

Ferries are the backbone of inter-island travel in the archipelagic Philippines, where sea accidents are common because of frequent tropical storms, poorly-maintained ships, and weak enforcement of maritime safety regulations.

A fuming then Senator Richard Gordon in January bawled out the Maritime Industry Authority (Marina) for failing to curb mishaps at sea. “There is no governance at sea in this country today—absolutely no governance,” said Gordon at the conclusion of Senate’s marathon inquiry into the December disasters. “There is just greed, tolerance for the incompetent, the unsafe, and the greedy.” Investigations bared a perfect recipe for disaster: inland vessels were allowed to sail in the open sea, unlicensed captains manned passenger vessels, overloading was not routinely checked, vehicles in Ro-Ro’s cargo compartment were not always securely lashed, and passenger ships could leave ports without submitting the required safe voyage manifest.

‘Floating coffins’

In a parallel probe at the House of Representatives, Marina deputy administrator for operations Primo Rivera put the blame on ageing sea vessels. He said the country has 142 roll-on roll-off (Ro-Ro) ships below 500 gross tons and 37 registered Ro-Ro vessels above 500 gross tons. But most, if not all, are hand-me-down and nearing the age of unseaworthiness. Authorities consider a ship ageing if it has been in service for 28 to 34 years. **MV Baleno 9** had been cruising the waters for 25 years and over 20 years for **MV Catalyn B** when they sank. Some House members said no amount of repair could guarantee the seaworthiness of old ships. Former Representative Antonio Cerilles was blunter in his demand: “Floating coffins should be phased out.” At the same time, it was found out during inquiries that wooden-hulled passenger ferries, like the **Catalyn B**, could still ply the open sea. The mostly televised inquiries in the 14th Congress wrapped up with scathing remarks, but without significant results in terms of maritime legislation.

New Congress, new bills

The 15th Congress was formally opened in July, with reelected lawmakers refiling their pet bills amid a lack of assurance they will not just gather dust again in the chambers. Senator Sergio Osmena III, in his proposed measure, wants better safeguards by specifying safety voyage requirements and imposing stiffer penalties on erring ship officials and owners. In his explanatory note on the Maritime Safety Act, Osmena said that “these tragedies could have been avoided by appropriate safeguards that should have been institutionalized by the appropriate laws.” Osmena filed the bill on July 5 but it has remained pending in the Senate public services committee. Representative Rodolfo Biazon described the Philippine maritime laws as “scattered” and archaic. In House Bill 1155, Biazon seeks to upgrade the laws dealing with registration of ships, maritime liens and ship mortgages, maritime fraud, accidents at sea and ship owner’s liability.

Static development

The laws on maritime commerce and trade are dispersed in various codes, laws, decrees, executive orders, and treaties, Biazon said. “Not only are these laws scattered, they are more than two decades old already,” he said.

The development and growth of the Philippine admiralty and maritime law, according to Biazon, is almost static, if not eroded, and its future is hard to predict. “There is now a need for all stakeholders, particularly admiralty lawyers, ship owners and those who are involved in the shipping industry to help reform and update the country’s shipping laws,” he said.

After nearly 12 years on the backburner, the Philippine Coast Guard Act was signed into law in February. It ordered the transfer of the Philippine Coast Guard from the Department of National Defense to the Department of Transportation and Communications. Under the law, the PCG has the core functions of enforcing maritime laws, marine environmental protection, and conducting search and rescue operations during sea emergencies. But Senator Antonio Trillanes IV thinks the PCG has to have more teeth. Although the Coast Guard Act authorizes the PCG to inspect ships, the law has no "clear-cut provisions regarding ship safety inspection services and penalties," Trillanes said in the Maritime Safety Act of 2010 bill he filed on July 6. The Domestic Shipping Development Act of 2004 transferred the safety enforcement functions of the Coast Guard to Marina. But Marina during sea accident probes admitted that it, too, lacks police and regulatory powers to whip errant shipping firms.

Stiffer penalties

Osmena recognizes that most of the existing regulations on maritime safety are based on Marina-issued memoranda, "which lack the necessary deterrents against violations of the regulations." Osmena, who won the polls to a third Senate term in May, wants greater accountability and stiffer penalties, including imprisonment of up to 12 years for violators of maritime safety laws. "To date, no ship owner, officer, or government personnel has been actually taken to account for the recent tragedies that claimed numerous lives, and inflicted countless injuries," he said. "The poor and underprivileged who can afford only the services and facilities available from the local maritime fleet have a right to better safeguards, better laws and regulations that will ensure their safety." But some sectors fear these maritime reform bills might again face rough sailing in Congress amid strong industry lobbying. **Source: INQUIRER**

NAVY NEWS

Sailors use Navy ships to 'import cocaine, heroin'

The Navy has been rocked by allegations of an organised drug ring, with claims that kilos of cocaine and heroin have been brought into the country on naval ships. An anonymous source inside the Navy has told the ABC that sailors have been stashing the drugs onboard Navy vessels to get them into Australia.



The Federal Government and the Defence Force has confirmed Navy personnel are being investigated over the alleged use and supply of illegal drugs at the Garden Island Naval Base in Sydney. Steroids and other unidentified substances were seized during a recent raid at the base.

The source alleges it has been going on for years. "[For] 99.9 per cent of the time, Customs don't bring [sniffer] dogs onto the ship ... and dogs can't get down into certain parts of the ships," the source said. The source says naval ships recently returned from Pacific Rim war games in Hawaii with packages of drugs onboard that were bound for Sydney's red light district.

The sailor says more than 30 people on one ship alone have tested positive to using drugs. They claim the drug ring infiltrates all ranks of the Navy's sailors. "It's junior sailors, it's senior sailors. That's why no-one will talk to you," the source said. Defence says it is too early to confirm the nature of all substances seized in the raids. Reports today suggest a number of personnel are being investigated over claims they sold illicit substances to backpackers in Sydney. Home Affairs and Justice Minister

Brendan O'Connor says if Defence staff are found to be dealing drugs, they will be getting no special treatment from authorities. Figures released in June showed Defence had caught almost 600 servicemen and women taking illegal drugs and steroids in the past five years. Despite the latest revelations the Government says Australians can still have confidence in the Navy. Authorities say they are taking a strict zero-tolerance approach to drug use. **Source :** abc.net.au



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Netherlands to deploy navy ship to Ivory Coast

The Netherlands is deploying its navy ship **HNLMS Amsterdam** to Ivory coast at the request of the French government. Security in the West African country has deteriorated dramatically since incumbent president Laurent Gbagbo refused to concede defeat to his rival Alassane Ouattara following last month's elections.



Netherlands Worldwide

Defence Minister Hans Hillen and Foreign Minister Uri Rosenthal have written to parliament to explain that the ship may be used for supplies or to evacuate civilians. Initially, the crew was due to return to the Netherlands for Christmas. However, the ship redeployed to patrol the Somali coast against piracy. Now the **HNLMS Amsterdam** will not get back before mid-January. The situation in Ivory Coast is very volatile. **Source :** Radio

Multi-million dollar frigate upgrade complete

The navy is back to full fighting strength after a multi-million dollar upgrade to the Anzac frigate **HMNZS Te Mana**. **Te Mana**, one of the navy's two frigates, finished sea trials last week after a seven-month refit when engineers put in new diesel engines, which significantly improved its performance and reduced fuel costs. The ship also has a jet engine which is used for high speed running. Earlier this year **Te Mana's** sister ship, **HMNZS Te Kaha** came out of a refit with the same engine upgrade.

The new engines cost about \$57 million for both ships. While the new engines are more economic, they will not allow the ships to go faster than their top speed of 27 knots. The old engines could push each of the two frigates to 18 knots before a gas turbine kicked in for high-speed running. The new engines could go to nearly 22 knots before gas turbines took over, making the ships more economic to operate. **Te Mana's** engines had reached the end of their economic life span of 24,000 hours.

The ship also had auxiliary generators replaced, its quarterdeck deck space reduced to give added buoyancy and provide space for a new gymnasium and a relocated laundry, a new communications and control system and a modernised Phalanx gun system. The 20mm gun system was the last line of defence against anti-ship missiles and aircraft but could also be used against fast inshore attack craft. The cost of the upgrade to the gun systems on both ships was about \$25m. Both ships were alongside at the Devonport naval base in Auckland as the navy prepared to

wind down for the Christmas and New Year break. **Te Kaha** is expected to be in commission until at least 2025 and **Te Mana** until 2028. Source : NZPA - nzherald.co.nz

SHIPYARD NEWS

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The DAMEN Singapore built **SEA STAR** seen off Singapore – Photo : Richard van der Werf ©

Oman Corvette Heads To Sea For The First Time

Portsmouth, United Kingdom: **Al Shamikh**, the first of three ships being built by BAE Systems for the Royal Navy of Oman (RNO) has embarked on her first sea trials in the Solent. Departing from the Company's Portsmouth facility, a combined BAE Systems and RNO crew is putting the ship through her paces, undertaking extensive platform testing for speed, propulsion and manoeuvrability in the first demonstration of the ship's capability at sea. Scott Jamieson, International Programmes Director at BAE Systems' Surface Ships division, said: "As first in class, Al Shamikh's trials mark a pivotal stage in the programme. It highlights the significant progress that has been made and clearly demonstrates the effective close working relationship we have developed with the Royal Navy of Oman and our continued commitment to deliver enhanced naval capability to our customer."

The corvette is a flexible and highly efficient platform, equipped to defend against both surface and air threats. Al Shamikh will be used to protect Omani territorial waters, conducting coastal patrols in peacetime, with the ability to conduct search and rescue, as well as disaster relief, while providing a highly sophisticated ocean going capability for use in deterrent operations during times of tension. Al Shamikh is part of the Project Khareef contract, secured in 2007, for the design and build of three 99 metre corvettes for the RNO. Highlighting the company's continued commitment to providing through-life support and services to its customers, the contract also includes training for RNO personnel, as well as an initial logistics support package for the ships. Following **Al Shamikh's** initial sea trials, she will return to Portsmouth before undergoing further integration and testing, with weapons trials set to take place in the New Year. The first of class is expected to be handed over to the RNO in 2011, following which the crew will undergo the UK Royal Navy's Flag Officer Sea Training before the ship sails to Oman for warm weather trials. **Al Rahmani**, the

second ship in the class, was launched in July 2010 and will undertake sea trials in 2011, whilst the third ship, [Al Rasikh](#), will be launched in March 2011. Source : [baesystems](#)

ROUTE, PORTS & SERVICES

APM Terminals to Develop Northern Adriatic Port



APM Terminals is working with Italian banking company Unicredit Group on the development of a container terminal at the northern Adriatic port of Monfalcone. As the most northern Adriatic port, Monfalcone is the closest transit hub to key markets in Central Europe with access to the Adriatic-Baltic pan European rail network. APM, the terminal operating unit of Denmark's A.P. Moller-Maersk, said the terminal near the northeastern tip of Italy would complement its state-of-the-art container facility in Vado, in northwest Italy, which is due to open in 2015. "The shipping market has indicated a strong strategic interest in these projects which facilitate efficient coverage of the Central European market with their strategic location, efficient, world class environmental design and access to the European inland transport network," Netherlands-based APM said. APM said the development of two north Italian terminals would create a south European gateway offering a "faster, greener and more cost effective"

alternative to conventional North Europe-Asia shipping routes. Milan-based Unicredit is active in Austria, southern Germany and has substantial operations across Central and Eastern Europe. Source: [Journal of Commerce](#)

Hamburg to freeze port dues

The Port of Hamburg has frozen its port dues for the first half of next year and is to introduce a volume-based charge from mid 2011, according to a press release. The switch is based off of similar implementations already in place at Rotterdam.

Vessels on all trades will be charged on the amount of cargo they carry rather than on gross tonnage. Hamburg Port Authority managing director Jens Meier said: "Beginning in the summer, turnover will also be considered when calculating the port dues which so far have been solely based on a ship's size. In taking this step, the HPA is meeting the demand of shipping companies and shipbrokers to use handling volumes as a criterion to calculate port dues as it is already done in Rotterdam, for instance. He added: "We will all benefit from that."



In boom times, the port's revenues will rise and in times of crisis, customers of our port will save costs as port dues will be lower." According to financial reports, Hamburg's income from ship fees was \$53.3 million in 2008, and \$53.8 million in 2009. In a statement regarding new tariffs, Meier said: "From February 1, amended terms and conditions of business will come into force so that the new system will be effective in the summer. Right now, we are discussing with the associations how to transfer data. Based on the outcome we will work out the tariff." **Source:** portworld.com



Newsclippings reader **Paul Stenner** made the above photo of the container vessel "**CAP GRAHAM**" outbound from Guayaquil, Ecuador whilst he was onboard Hermann Buss's ship "**CSAV HAMBURGO**" March 1, 2010.

Photo : Paul Stenner ©

Shipping industry recovering, but still hampered by oversupply of vessels and depressed freight rates

International seaborne trade contracted by 4.5 per cent in 2009, reports UNCTAD's Review of Maritime Transport 2010 . That decline put seaborne trade at below 2007 levels. It had climbed to an all-time high in 2008.

The Review of Maritime Transport 2010 estimates total seaborne trade during 2009 at 7.84 billion tons. Although a global recovery is currently under way, it is uneven, slower than the recoveries that have followed previous recessions, and subject to numerous uncertainties and to the fragile global economic conditions, the study says. Signs show that the shipping industry and seaborne trade are recovering, but it will likely take some time for the industry to return to its 2009 levels.

Seaborne trade in dry bulk commodities – such as iron ore, grain, coal, bauxite/alumina and phosphate, which represent around one quarter of seaborne trade – actually grew by an estimated 1.4 per cent in 2009. However, this figure masks fluctuations by commodity type. Bauxite and alumina, which are key components in aluminium production and are used primarily in the transport and construction industries, suffered a 23.2 per cent decline. Phosphate rock, used as a fertilizer by the agriculture industry, suffered a 38.7 per cent decline. Iron ore shipments rose to an estimated 907 million tons in 2009 – an increase of 7.8 per cent over the previous year. China accounted for much of the increase in iron ore trade, with imports growing by 38.9 per cent, whereas Japan's imports declined by 24.8 per cent and Western Europe's imports declined by 38.2 per cent.

The supply of new vessels showed no signs of abating. At the beginning of 2010, the world merchant fleet reached 1,276 million deadweight tons (dwt) – an increase of 84 million dwt over 2009. This growth resulted from record new deliveries of 117 million dwt, compared to demolitions and other withdrawals from the market totalling about 33 million dwt. New deliveries in 2009 were 42 per cent higher than in 2008 because of the orders that had been placed

prior to the downturn in global demand. The resulting oversupply of tonnage then led to an over 300 per cent surge in demolitions of older tonnage. However, despite this increase, the combined effect of a downturn in demand and an oversupply of vessels meant that freight rates for many vessel types remained depressed.



World container port throughput declined by an estimated 9.7 per cent to 465.7 million twenty-foot equivalent units (TEUs) in 2009, the report says. UNCTAD's Liner Shipping Connectivity Index revealed that the average ranking of the least developed countries (LDCs) in 2010 was 111, compared to an average ranking of 78 for other developing countries and 64 for developed countries. The rating indicates that LDCs remain isolated from major or frequently serviced shipping routes. Between 2004 and 2010, the connectivity ranking of LDCs improved by just 1 point.

The Review of Maritime Transport 2010 also details recent developments in maritime legislation, such as steps by the International Maritime Organization regarding the scope and content of an international regime to control emissions of greenhouse gases from international shipping. In April 2010, a Protocol on the 1996 Hazardous and Noxious Substances Convention was adopted which aims to bring about wider adoption of the Convention.

Every year, the Review of Maritime Transport looks at transport developments in a particular region. The focus in the 2010 edition is on developments in Asia since 2007, when UNCTAD last reported on the region. GDP growth in the Asia-Pacific region decelerated to 4 per cent in 2009 – its lowest level in eight years. In tandem with the economic situation, growth in international merchandise trade in the region decelerated in 2008 and contracted in 2009. By 2010, economic indicators were showing a recovery in the region's economic growth and trade, with some economies already showing signs of a return to pre-crisis growth and export levels. However, the recovery remains fragile and is subject to downside risks.

Maritime transport is the single most important transport mode; it has around 80 per cent of the market share in the international movement of goods. However, in some developing countries this percentage is much higher, due to cumbersome cross-border procedures and an underdeveloped land transport infrastructure. The Review of Maritime Transport 2010 also covers developments from January 2009 to mid-2010 in other modes of transport, such as road, rail, and inland waterways. **Source: UNCTAD**

Brittany Ferries carries unusual passenger

Brittany Ferries got themselves more good publicity by carrying, for free, an 'orphaned' Orangutan. The animal travelled from Spain to Portsmouth aboard the [Cap Finnistere](#). Newspaper reports suggest the animal had its own cabin, but the Captain and was met on arrival at Portsmouth by a member of their Portsmouth press/ marketing staff. Coverage is fairly widespread including the Daily Mail, Sun and elsewhere. **Source : The Sun**



Above seen moored in the IJmondhaven in IJmuiden Seatrade operated 1992 built **Coral Mermaid**
Photo : H.Blomvliet.

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EU suggests reducing shipping pollution

Shipping pollution should be reduced to tackle climate change and prevent damage to human health, a report from the European Commission said Tuesday.



The European Commission's Joint Research Center (JRC) published a report Tuesday describing the methodologies for estimating shipping emissions, and setting out options for reducing pollution in maritime transport. "This JRC report underlines why pollution from shipping, like that from many other sources, needs to be reduced both to help tackle climate change and to prevent severe damage to human health," said Research, Innovation and Science Commissioner Maire Geoghegan Quinn.

Shipping is currently the most environmentally-friendly mode of transport, transporting 90 percent of global goods while accounting for only 4 percent of global man-made CO2 emissions. However, as no regulation of international maritime transport

emissions exists yet, some experts have estimated that shipping emissions will increase from the current level of around 1 giga-ton per year, by an estimated 150-200 percent by 2050.

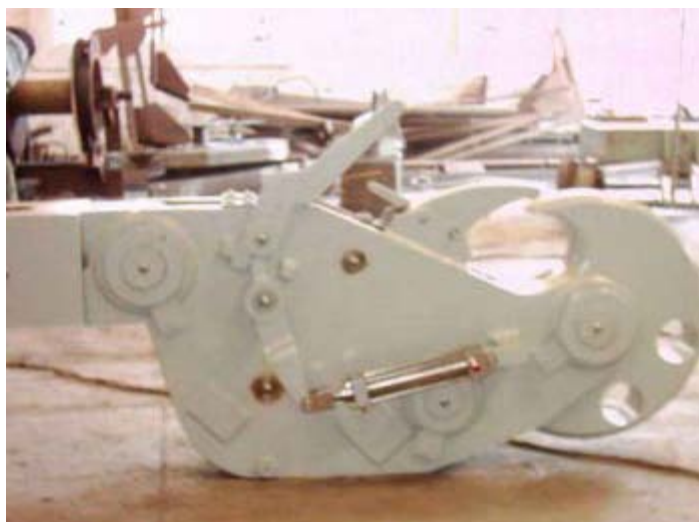
The report proposes technical solutions to reduce fuel consumption, air pollutants and greenhouse gases through better ship design, propulsion, machinery and optimized operation. The report also analyzes how the introduction of market-based policies, such as a greenhouse gas Emission Trading Scheme (ETS) for the shipping sector at international level, could deliver the reductions needed. **Source : China Daily**

Towing hooks' a big hit among ports

Last weekend, the Catholic Chamber of Commerce and Industry (Rachana), a registered body founded in 1998, gave the 'Rachana Entrepreneur of the Year' award to Mangalore-based businessman Vincent C. Koland. Mr. Koland is a partner in Nautilus Engineering and Construction Company, which designs, manufactures and exports port and terminal equipment from the city to various countries. K. Jairaj Pai, immediate past President, Canara Small Industries Association, Baikampady, who had known Mr. Koland for the past two decades, told The Hindu: "It is a good venture and we are proud of his achievements". He vouches that the company manufactures products for the domestic and export market.

The towing hooks designed and manufactured by the company are used in ports throughout the world on tug boats to tow ships into the harbour or when they are moving out into the seas.

Made to order, the hooks are designed, manufactured and tested in the company's factory in Hoige Bazaar here.



A recent order from an Indian shipping major required 22 hooks that were designed and manufactured in five months at the same factory.

The company manufactures mooring systems for vessels which carry hazardous cargo such as LPG, LNG, POL products, and chemicals. These are used instead of "bollards" (a post on a ship or wharf used for securing ropes).

Mr. Koland said: "In case of an emergency such as a fire, by just pressing a button remote, the ship can be released thus saving the jetty installation or the ship from further damage."

Towing hooks are used on tugboats, which pull a vessel into the harbour from the open sea or when the vessel is moving out of the harbour into the sea. "Sometimes, the ship comes racing towards the tug boats and they have to move away quickly. In such cases, the quick release hooks are effective," he said. The hook can be single or more.

Ivan Monteiro, Chief Mechanical Manager, NMPT, said the hooks had been used in NMPT for the past couple of years. "Such remotely or locally activated hooks are technological developments used in ports."

Since 1991, Mr. Koland has been supplying them to clients in India, the U.S., Holland, South Africa, and Switzerland. The company designs, manufactures, tests and supplies marine equipment for port infrastructure and the shipbuilding industry in tune with industry standards. **Source : The Hindu**



Sydney Port draws congestion surcharge

CMA CGM announced an emergency congestion surcharge of \$82 per 20-foot container on services between Europe and Port Botany in Sydney, Australia, effective Jan. 15, 2011. The French ocean container carrier said the operational situation at Australia's biggest container port has worsened over recent months and constant delays had penalized its ships with additional fuel consumption as they increased sailing speeds to maintain schedules. **Source:** joc.com

CMA CGM and DP WORLD take delivery of the first two gantry cranes for FOS 2XL

As part of their investment in port terminals, PORTSYNERGY shareholders CMA CGM and DP World have just taken delivery of the first two gantry cranes for the "Terminal de la Méditerranée". It is a symbolic step for their new container terminal at FOS2XL which will begin commercial operations in March 2011. For the CMA CGM Group, these are the 14th and 15th cranes to be purchased for its French terminals.

Signed in 2006 with the Grand Port Maritime de Marseille, the agreement to build and operate a container terminal at Fos for a period of 35 years was granted to CMA CGM and DP World as part of the FOS 2XL project. The aim is to significantly expand the port's positioning for container traffic in the Mediterranean. With an estimated flow of 1 million teus in 2010, of which two-thirds are handled by Fos terminals, the Grand Port Maritime de Marseille ranks number two in France, 15th in Europe, but only 102 in the world for container traffic. FOS2XL will improve the competitiveness of Marseille/Fos by doubling its container handling capacity, and marks the starting point of the redevelopment of this port to service French and European markets.

The two super post-panamax gantry cranes delivered today, with a capacity of 100 tons and a reach of 22 rows of containers, mean the terminal can handle the world's largest container ships in the most efficient way. For the first phase, the 50-hectare CMA CGM/DP WORLD terminal will have five gantry cranes and an 840 m long quay, with a draft of 14 to 16 m, able to accommodate two 13,000 teu-plus vessels at any one time. "We are pleased to be the first to operate in FOS2XL," said Farid Salem, Executive Officer at CMA CGM. "CMA CGM is Fos' biggest customer with three weekly services to Asia and North America. This new terminal will allow us to handle an extra 2 million teus. It is a very big contribution made by our Group to the PACA (Provence Alpes Côte d'Azur) region. It is very much in line with Jacques R Saadé's policy to contribute to the growth of Marseille." "DP World is already present in France at the Terminal de France in Le Havre and in Marseille, with CMA CGM. This investment in FOS 2 XL reflects the confidence we place in France and in our partner, CMA CGM," commented Roger Roels, Member of the Executive Committee/DP World. **Source:** www.cma-cgm.com



Above seen Zodiac's 1984 built **Stafford** outbound in Port Phillip Bay 22-12-2010.

Photo : Andrew Mackinnon - www.aquamanships.com (c)

Rs. 25 crore for Tuticorin fishing harbour

Fishing Harbour of Tuticorin is expected to witness a lot of infrastructure developments at an estimated cost of Rs. 25 crore. A proposal to this effect had been sent to the government. The proposal was made following a survey

conducted by a team of experts from Norway, a pioneer in global fishing operations, at the Fishing Harbour here, reliable sources from the Fisheries Institute of Technology and Training told The Hindu on Monday.



With a lot of features in store, Tuticorin fishing harbour will certainly set an unprecedented example to other coastal districts in India. Tuticorin is emerging as the biggest seafood exporter in Tamil Nadu. Meeting the quality standards of fish processing units and cold storage facilities, seafood of Tuticorin has become the most preferable product in the international market.

As for water front infrastructure, facilities in wharf, finger jetty, break water and dry docking would be reinforced. To reduce the congestion of berthing fishing boats and to accommodate them safely along the wharf, additional jetties would come up, sources said. For shore-based infrastructure, establishments including ice plant machinery, fish processing unit for

value addition of seafood, a full-fledged auction hall and effluent treatment plant would also be strengthened in shore. More importantly, movable tower crane arrangements were likely to come up for unloading fish catches from the boats to the auction hall. To avoid manual handling and to accord top priority for hygiene, portability was necessitated.

Mobile fuel supplies for boats were also necessitated with mobile diesel bunks at berthing points. **Source : The Hindu**

Odessa port's RO-RO terminal handles the 10th car carrier

As of Dec. 15, 2010, the RO-RO Terminal located at Odessa Commercial Sea Port (OCSP, Ukraine) has handled 10 car carriers, since its commissioning in Sept 1, 2009 and the launch in February this year, the OCSP's press release said.

Overall, the port's terminal has offloaded for the period 5,120 imported automobiles of Hyundai car maker. The 10th Ro-Ro vessel that called at the port on Dec. 15 was the 135-m-long Malta-flagged SEA AMAZON laden with 620 cars.

State-owned Odessa Commercial Sea Port is one of the largest ports of the Black Sea-Azov Basin. The OCSP's facilities allow the stevedoring company to handle annually over 14 million tons of dry cargo and 14 million tons of liquid bulk cargo. Last year, OCSP's throughput shrank by 19% year-over-year, to 28.007 million tons. **Source : Port News**

.... PHOTO OF THE DAY



Above seen the 2007 built EGY flag & owned offshore tug/supply ship **MARIDIVE 229** drydocked at Palumbo Malta Shipyard Ltd Dock 5 on Saturday 4th December 2010.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com (c)

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