

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 358



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Anthony Veder's **CORAL MILLEPORA** seen outward bound from Rotterdam

Photo : Kees Torn (c)

**Due to our holiday break the newsclippings
may reach you irregularly**

Chinese ship sinking sparks diplomatic row

China has officially blamed South Korea for a deadly sinking of its boat near the South's southwest coast, sparking concerns of diplomatic disputes as the two neighboring countries continue to differ in their views toward North Korea's recent provocations.



The 63-ton Chinese fishing boat sank near a South Korean southwestern port city after slamming into the country's 3,000-ton coastguard vessel over the weekend, leaving the captain of the ship dead and another missing. South Korea claims its coastguard had the right to chase the boat which had been illegally operating in its exclusive economic zone. But China is demanding compensation, claiming Seoul had no right to enforce law in the gray zone, just outside the EEZ, where the two ships clashed.

While denying responsibility, the Seoul government said it is willing to conduct a joint investigation with China, apparently striving to prevent the potential diplomatic row from spreading.

"We express condolences for the dead and the missing Chinese crew, but believe the incident happened while our side was rightfully enforcing the law," the Foreign Ministry here said in a statement. "We do not wish to turn this case into a diplomatic issue and will handle it by closely cooperating with the Chinese government." In a regular news briefing Tuesday, China's foreign ministry blamed South Korea for the deadly incident, demanding the country punish related officials. "We express great concern over the incident and request South Korea to make an all-out effort to search for the missing crewmember," China's ministry spokeswoman Jiang Yu said, also calling on Seoul to "fully compensate for the loss of property."

Dismissing speculations that the Chinese boat had been sent by the government to monitor rising tension on the Korean Peninsula, Jiang said the incident had "no relation" to the current regional tensions. Tensions have been running high on the divided Korean Peninsula after North Korea fired a barrage of artillery on a civilian-inhabited South Korean island last month, killing four people. Snubbing growing calls by the international community to play a greater role in reining in North Korea's belligerence, Beijing has refused to condemn Pyongyang's provocation, causing diplomatic tensions with Seoul.

Detecting the Chinese fishing boat within the South Korean EEZ, the coastguard here ordered the ship to stop around 12:40 p.m. on Dec. 18. Ignoring the request, the boat slammed into the South Korean vessel about 10 minutes later, while trying to avoid being caught, according to Seoul's Foreign Ministry. "Our vessel was hardly moving and it is illegal to ignore any order to halt the ship within the EEZ," a ministry official said while briefing the media. According to a video clip released by the South Korean coastguard, the Chinese crew angrily swung metal bars during the clash, injuring South Korean officers.

A total of 10 Chinese fishermen fell into the sea and eight of them have been rescued. "The Chinese government has not released an official statement demanding compensation," the Seoul official said, adding China is unlikely to make an official demand as South Korea has radar images and video clips "clearly showing" which side was to blame.

Illegal Chinese fishing boats are commonly seen in the South Korean waters with more than 330 such ships being caught last year alone. Beijing also suffered an intense diplomatic row with Tokyo in September, when its fishing boat and Japanese coastguard vessel collided near the islands in the East China Sea called Diaoyu in China and Senkaku in Japan. **Source : The Korea Herald**



The **LAMMY** seen departing from Aalborg port - **Photo : Clemens Smits (c)**

Coast Guard of State Border Service detained 3 Russian, 7 Azerbaijani ships this year



Coast Guard of Azerbaijan State Border Service detained 3 Russian and 7 Azerbaijani ships for violating the boundary regime this year. APA reports that it was said at the conference on the outcomes of the activity of the State Border Service in 2010.

38 Azerbaijani, 7 Russian ships and 206 motor boats were checked during the reporting period. 554.645m fishing net and 71,340 rods, which were illegally set up in the sea, were dangerous for the vessels and created obstacles for the fulfillment of the duties, were confiscated.



Hellas: Shipowners still leading the pack in terms on ship purchases

Shipowners based in Hellas retained their overall lead in ship purchases after the end of November, acquiring 14 vessels of a total worth of \$449 million this month, according to a survey report from Golden Destiny. Chinese presence in the bulk carrier sector proved stronger this month, holding 21.2% of the market in terms of reported number of transactions versus 12.7% of Greek owners. On the other hand, the purchase interest from Chinese in the tanker sector has been virtually absent; while Greek owners maintain their appetite acquiring 20% of the total number of units reported sold. In the container sector, Greek owners have slowed down their purchase plans, representing a 88% monthly decline, with only one unit reported to have been acquired.

"During January – November 2010, 219 vessels reported to have been bought by Greek owners equaling a total invested capital region \$ 5.6 billion with bulk carriers holding almost 47% of their investment. Greek owners are in the first rankings acquiring almost 17% of the total vessels reported to have changed hands versus 12% of Chinese. Their S&P activity has increased by 12% since last year's activity, whereas their newbuilding business has posted an enormous 555% rise. However, their preference towards the secondhand market appears stronger from the end of summer season, since November closed with the lowest newbuilding activity by Greek owners from the beginning of the year, indicating a 31% monthly decline. In total, 9 units reported to have been ordered by Greek owners equaling a total invested capital region \$ 265 million. Overall their buying sentiment has kept a solid pace throughout the year not only in the secondhand but also in the newbuilding market, as in terms of reported number of transactions the volume of Greek owners' activity appears to be stronger in the newbuilding segment with 247 vessels reported on order equaling a total invested capital region \$ 6.6 billion" said the Piraeus-based shipbroker.

According to the report, compiled by Maria Bertzeletou, the current buying sentiment in the S&P secondhand and newbuilding market remains buoyant with the investments of Greek and foreign owners being on the high side. "In the newbuilding market, there has been a burst of activity in the second week of December with strong presence by Japanese for the first time, whereas Greek owners show their preference in the secondhand market with no signs of

significant ordering activity since the end of summer season. November closed with a small breath from October, when S&P activity reached one of its highest points since March, posting around 14% monthly decline. The downward trend of the dry market with a 19 day's straight fall seems that didn't have a solid impact on the purchase of secondhand units as bulk carriers once more kept their leading ranking in the market, grasping almost 40% of the secondhand activity in terms of reported number of transactions.

The question is whether this bolstering buying sentiment will continue after the end of Christmas festivities, with rumors surrounding the market for a correction in asset values in the forthcoming months and newbuilding prices being at low attractive prices for the potential investors. The year 2011 should be a challenging year due to the amount of vessels that are expected to hit the water as sustained fleet growth will trouble the supply/demand balance. Fluctuations in Chinese iron ore imports / steel production/ coal shortages and port congestion in Indonesia, Australia and Brazil, will remain the main drivers of the seaborne trade and underline the downside of the freight market, should China's demand growth fall short of expectations. World Steel Association anticipates a sharp slowdown in demand growth in 2011 and one of the slowest rates of consumption in China on the last three years. The relative modest outlook for Chinese growth is a result of state intervention, through a weakening in the real estate sector, ongoing inflation and phasing out of stimulus packages next year" concluded the report.

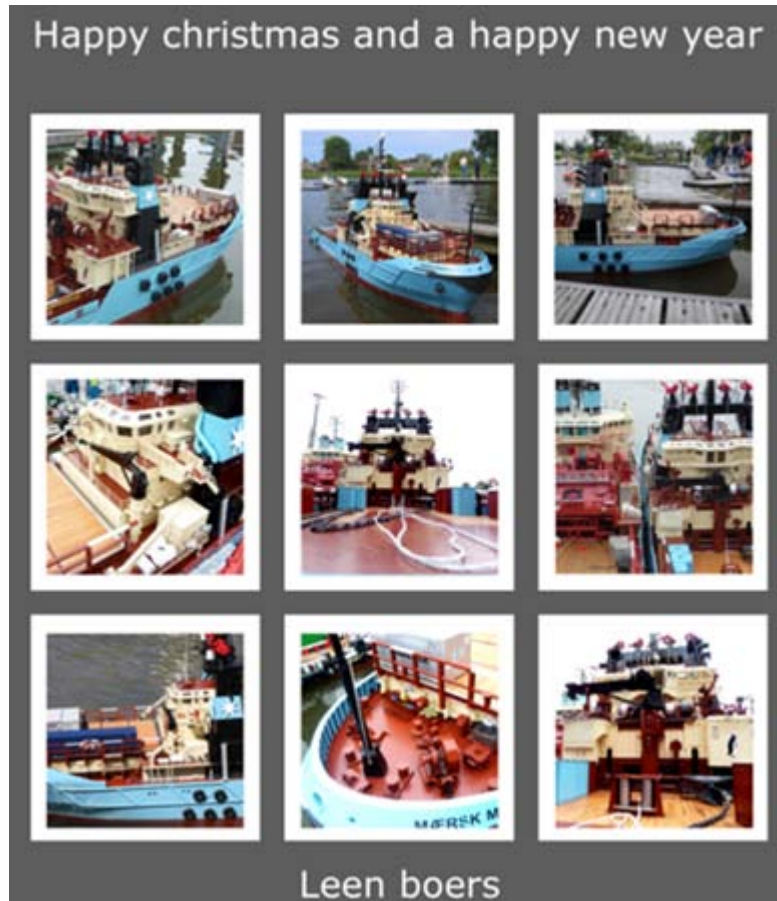
Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Ship underwriters widen Somali piracy threat zone

London's marine insurance market has widened the stretch of waterways deemed at high risk from Somali pirates as the armed gangs strike further out at sea, industry officials say. The move is expected to raise insurance premiums for ship owners, reflecting the growing pirate threat. Pirates are making tens of millions of dollars in ransoms from seizing merchant ships in the Indian Ocean and the Gulf of Aden, despite the efforts of foreign navies to clamp down on such attacks.

In recent weeks, pirates have struck as far south as Tanzania and Madagascar, with the easternmost attack yet this month close to the coast of India. "There is no question the pirates have got big mother ships out there," Neil Roberts, a senior technical executive with the Lloyd's Market Association (LMA), told Reuters. "These are long range vessels which can support operations much further off Somalia," said Roberts, whose association represents all underwriting businesses in the Lloyd's insurance market. The Joint War Committee, which groups syndicate members from the LMA and representatives from the London insurance company market, last week added the Gulf of Oman and a wider stretch of the Indian Ocean to a list of areas it considered high risk for merchant vessels and prone to war, strikes, terrorism and related perils. "We are recognising the developing threat that is out there. Ship owners are on their own to some extent at the further reaches," Roberts said. "It's our job to notify when there is a problem and there certainly is," he said. Analysts said merchant shipping faced mounting costs. "The number of hijackings is increasing, and insurers will presumably have to charge more in order to be able to financially absorb the greater cost of claims," said John Drake, senior risk consultant with AKE Ltd.

ARMED RESPONSE



J. Peter Pham, an African security adviser to U.S.



and European governments and private companies, said ships transiting the western Indian Ocean were likely to see an increase in insurance premiums. "I would anticipate that the cost of piracy 'riders' on insurance will rise to reflect this real risk over a larger area," he said. Despite successful efforts to quell attacks in the Gulf of Aden, international naval forces have struggled to contain piracy in the Indian Ocean owing to the vast distances involved. This has led to mounting worries among ship owners and seafarers who feel their lives are in the firing line as pirates launch increasingly violent attacks. "The threat to seafarers who have to run a gauntlet of small arms fire and risk of capture and incarceration is unacceptable," said Peter Hinchliffe, secretary general of the International Chamber of Shipping, which represents about 80 percent of the global industry.

Some shipping companies and a growing number of mariners are backing the use of private armed guards on board vessels. "We are now not opposed to the use of armed guards on ships," said Andrew Linington, with seafarers' union Nautilus International. "With this massive expansion of piracy areas, it becomes more essential that seafarers have some form of

protection. There is only so much naval forces are able to do." **Source: Reuters**



Above seen the first arrival of HAL's **NIEUW AMSTERDAM** in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Hazardous leak at port

Fumes force Kingston Container Terminal shutdown

A container loaded with the hazardous chemical Butyl Mercaptan developed a leak on Friday causing the Kingston Container Terminal (KCT) to shut down operations yesterday as the fumes became unbearable for workers at the loading bay. Rosalie Donaldson, senior vice-president of international marketing at the Port Authority, told the Observer that the decision was taken yesterday morning to stop operations at the loading bay after the odour became overwhelming for workers.

"The operation was affected by the strong smell the chemical was giving off, and so for the comfort and safety of the workers we closed the operation for a few hours and did what was necessary," she said.



The container, she further explained, was isolated and another chemical used to control the pungent odour. Personnel from the fire department, Office of Disaster Preparedness and Emergency Management (ODPEM), National Environment and Planning Agency (NEPA), and the Harbour Master were on location at the port to monitor the situation.

Last night a port official said the container was actually in transit, having come from Houston in the United States on its way to Shanghai, China.

Donaldson said three representatives of the company from where the chemical originated, arrived in the island yesterday to replace a faulty valve on the container, following which operations were expected to have resumed by 11:00 last night

BEST WISHES FOR A HAPPY NEW YEAR



Once the repairs have been concluded, Donaldson said the container will be sent on its way. According to Donaldson, no workers have reported any effects from having inhaled the odour. However, a worker countered that story, saying that some of his colleagues had begun feeling some of the effects when the decision was taken to suspend operations for the day.

"Some of the man dem never really want to work because of the strong smell, but the company tell them that it won't affect them and a guess since they never had a choice they continue to work over the weekend," the worker who requested anonymity told the Observer. Butyl Mercaptan is said to irritate the eyes, the skin and the respiratory tract and may cause effects on the thyroid. Extended exposure may also cause effects on the nervous system and could cause lowering of consciousness. The substance is also said to be toxic to aquatic organisms.

Side effects from the highly flammable substance, which gives off an irritating or toxic fume, include weakness, confusion, coughing, dizziness, drowsiness, headache, nausea, vomiting and shortness of breath. Yesterday, senior director of preparedness and emergency operations at ODPEM, Horace Glaze, said some workers were vomiting from having inhaled the fumes. He however noted that although the chemical is highly flammable, it is not as highly toxic.

"If you inhale that foul odour you will get nausea, but it is not as highly toxic," he said. He explained that the odour started coming from the container on Friday morning and although emergency repairs were effected at the time, the problem continued into yesterday. On Sunday, ODPEM urged motorists travelling on the Portmore leg of Highway 2000 to drive with their windows closed and the air-conditioning units off until they had passed the vicinity.

Glaze said motorists should continue to observe this warning until they have been advised otherwise. Management at the KCT would not say what financial impact the suspension of operations would have on the company, but instead referred the Observer to the Port Authority. Natalie Fearon of NEPA told the Observer that the agency was continuing to monitor the situation, however there was no immediate danger to persons.

"It is a deadly pesticide, but it is confined in a neutral space and so it is not affecting the workers or the environment," she said. Yesterday, Commissioner of Customs Danville Walker told the Observer that the domestic side of the

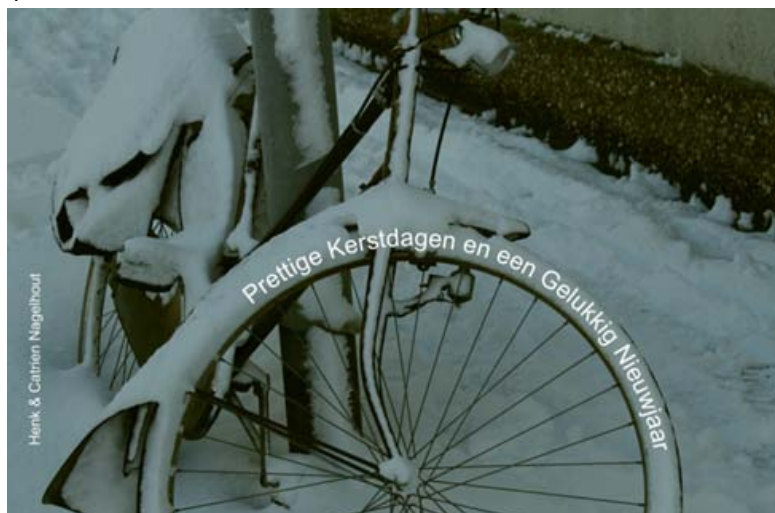
operations on the port was not affected as persons were still able to go in and clear their goods. "My operations are working okay so far as people have been able to come in and clear their goods without being affected," he said.

President of the Customs Brokers Association Donovan Wignall said it was too early to say whether the suspension of operations for the day would affect their ability to receive containers on time. "The impact is not immediately felt, so we hope that since the KCT is a 24-hour operation that they will be able to make up for the time lost," he said.

Source : [jamaicaobserver](#)



Vroon's **BELGIAN EXPRESS** seen in Cape Town – Photo : [Ian Shiffman](#) ©



Ill woman airlifted off Pacific Pearl liner

They say renaming a vessel can bring about bad luck. And the **Pacific Pearl** liner - formerly the **Ocean Village** - has got off to a slightly rocky start. The 63,500-tonne P&O ship was formally relaunched in a ceremony at Queens Wharf in Auckland. But the event comes after a passenger had to be airlifted from one of the decks and taken to hospital. About 10.45am, crew of the Westpac rescue helicopter were alerted to a passenger suffering from a serious condition on board the ship. Crewman Mark Cannell said the **Pacific Pearl** was between Little Barrier Island and Great Barrier Island. She was on deck eight and we put a paramedic on there. Her Glasgow Coma Scale wasn't that flash." GCS is a

neurological scale medics and doctors use to give a reliable measure of a person's conscious state. "We put her on a stretcher and winched her to Mechanics Bay, where we were met by an ambulance," Mr Cannell said.

"She was transferred to hospital as a status two - that's pretty serious." On Sunday, the **Pacific Pearl** was formally welcomed to Auckland by members of the Ngati Whatua tribe in a ceremony at Queens Wharf. The liner - which is the largest ship to call New Zealand its home port – was officially named by its "godmother", Olympic boardsailing gold medallist Barbara Kendall. Superstitious boaties claim certain rules must be followed when renaming a vessel. First, the old name and anything on board that carries it, including log books, charts, lifebuoys and oars, must be totally removed, not just painted over.

Nothing with the new name should be taken on to the vessel until it has been de-named in a ceremony that includes pouring a bottle of champagne over it as an offering to the sea. The renaming ceremony can then follow, with most waiting at least 24 hours before giving the vessel its new moniker. The **Pacific Pearl** arrived in Auckland after a multimillion-dollar refit in Singapore, where it was totally overhauled, with new restaurants, bars and lounges created, new soft furnishings installed and a total revamp of the poolside area, including the addition of a giant entertainment screen. **Source : NZHerald**



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IRISL P&I insurer sanctioned

U.S. Treasury sanctions are making it harder for Islamic Republic of Iran Shipping Lines (IRISL) to get P&I cover. Yesterday, the Treasury designated Moallem Insurance Company under Executive Order 13382, an authority aimed at freezing the assets of proliferators of weapons of mass destruction and their supporters, and isolating them financially. Designations under E.O. 13382 prohibit all transactions between the designees and any U.S. person, and freeze any assets the designees may have under U.S. jurisdiction.

Moallem Insurance Company was designated for providing marine insurance to IRISL vessels. According to the Treasury, IRISL plays a key role in Iran's efforts to advance its missile programs and transport other military cargoes. The Treasury says that the enhanced focus of U.S. and international sanctions on IRISL's illicit activities and deceptive practices has, among other things, led IRISL to default on commercial loans and has made it increasingly difficult for Iran to maintain insurance coverage on IRISL ships. As a result, IRISL has been unable to operate with its full fleet of ships.

In October 2009, the U.K. froze all business ties with IRISL under its counter-terrorism authorities, effectively denying IRISL the ability to continue receiving insurance coverage and other services from UK-based P&I clubs. IRISL then sought insurance coverage from other European providers and P&I clubs that declined to provide this business in light of the recent U.K. action. For a short period, IRISL obtained insurance coverage from a Bermuda-based P&I club until the government of Bermuda enacted a law in January 2010 to mirror the U.K. action, forcing IRISL out of the Bermuda insurance market. In early 2010, IRISL was forced to turn to Tehran-based Moallem Insurance Company, which was not previously in the business of providing maritime insurance. **Source : MarineLog**

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Crude-futures price is up to \$93.20 in London, in New York - to \$89.82

As of December 21st, IPE Brent crude futures price rose 46 cents to \$93.20 a barrel on the London-based ICE Futures Europe exchange, Light Sweet Crude gained 45 cents to \$89.92 a barrel on the New York Mercantile Exchange.

New class standards issued for tanker steel



Class NK standards covering corrosion resistant steels for oil cargo tanks are expected to encourage the use of these materials to save coatings costs Japanese classification society ClassNK says that it has developed, and now released, the first set of standards for the application of corrosion resistant steels to cargo tanks of oil tankers.

The new Guidelines on Corrosion Resistant Steel for COT are claimed to be the first to lay out clear requirements for the application of the new steels, the use of which was approved by the IMO's Maritime

Safety Committee (MSC) earlier in 2010.

Class NK says that growing volumes of crude oil carried at sea has led to rising concerns over pollution, and the last decade has brought tremendous changes to the building and survey requirements for oil tankers. Along with the shift towards enhanced survey programmes, double hulls, and ballast tank coatings, Class NK's recent efforts have focused on establishing corrosion prevention measures for the cargo tanks of oil tankers.

Amendments to the SOLAS convention requiring such corrosion prevention measures were adopted at the MSC in May 2010, and from January 1, 2013 corrosion resistance measures will need to be applied to the cargo oil tanks of all crude oil tankers. Along with coatings, MSC recognised corrosion resistant steel as an acceptable corrosion resistance measure, and adopted new performance standards with the amendments to SOLAS.

Japanese steel makers have developed corrosion resistant steel specifically for this application, as a lower-cost alternative to applying, maintaining and re-applying coatings. Adoption of this type of steel has been held back through the absence of clear standards for its use. ClassNK's new guidelines describe the procedures for application of the new steel in detail, including area of application, construction work and inspection procedures during construction, including the requirements for type approval of corrosion resistant steels based on the amendments to SOLAS.

CASUALTY REPORTING



Vrachtschepen botsen op Noordzee

Donderdagavond rond 18:30 zijn twee vrachtschepen op circa 15 mijl ten noordwesten van Terschelling in aanvaring met elkaar gekomen. Het gaat om het 365 meter lange containerschip **CMA CGM Laperouse** en het vrachtschip **Thebe**. Na de aanvaring maakte de **Thebe** water en had het problemen met de stuurinrichting. Door het afsluiten van de machinekamer kon het verder binnendringen van zeewater voorkomen worden. De reddingboten van Terschelling en Vlieland werden gealarmeerd om hulp te bieden. De reddingboten **Arie Visser** (Terschelling) en **Graaf van Bylandt** en het hulpverleningsvaartuig **Hurricane** van bergingsbedrijf Noordgat waren als eerste ter plaatse. De schade aan de **CMA CGM Laperouse** viel mee en deze kon z'n weg vervolgen. De **Thebe** heeft meer schade. De reddingboten blijven stand-by. Vanaf Terschelling is de sleepboot **Hunter** onderweg. Wat er precies met de **Thebe** gaat gebeuren is nog onbekend. Mogelijk wordt het schip naar Den Helder gesleept.

Laatste update ontvangen van de Kustwacht : De situatie rond de aanvaring tussen de schepen '**CMA CGM Laperouse**' en '**Thebe**' is thans stabiel. Het eerstgenoemde schip heeft zijn reis naar Hamburg hervat. Het kwam van Le Havre. De '**Thebe**' kreeg water binnen door schade bij de stuurmachinekamer, maar heeft de situatie onder controle. Het is thans langzaam onderweg naar Den Helder. Dit schip kwam van Terneuzen en was onderweg naar Mongstad (Noorwegen). De reddingboten zijn teruggekeerd naar hun respectievelijke bases. Het Kustwachtvaartuig '**Ievoli Black**' is inmiddels in de nabijheid van de '**Thebe**' en zal het schip begeleiden richting Den Helder.

NAVY NEWS

Strategic submarine recalled for inspection

Russia's newest strategic nuclear-powered submarine "**Yury Dolgoruky**" is not ready to launch missiles and has been called back from sea trials for inspection and corrections. The work will probably take at least six months. The **Yury Dolgoruky** is Russia's first Borey class submarine and is designed to carry the nuclear-capable Bulava intercontinental missile, which the Kremlin hopes to make the cornerstone of its arsenal over the next decade.

"**Yury Dolgoruky**" was planned to launch its first Bulava missile from the White Sea on December 17, but this mission was postponed to 2011, officially because of difficult ice conditions. The submarine will now be sent back to the Sevmash shipyard in Severodvinsk, Arkhangelsk Oblast, where all technical problems will be eliminated, General Director at the Moscow Heat Technology Institute, Yury Solomonov, told RIA Novosti. That the submarine is ready to enter service in the navy, is just gossip, Solomonov said and added that the work will take at least six months.

The multi-billion dollar project is the most ambitious in the Russian fleet's post-Soviet history, but has been repeatedly delayed by a string of unsuccessful Bulava missile launches. Seven out of 14 test launches have failed. The two only

test launches in 2010 were both conducted in October and were both successful. All test launches have been done by the nuclear-powered rebuilt Typhoon class submarine "[Dmitry Donskoy](#)". Source : [BarentsObserver](#)



HMS [H 131 SCOTT](#) seen arriving in Cape Town - [Photo : Ian Shiffman \(c\)](#)

Dramatic rescue after sailor falls from navy ship

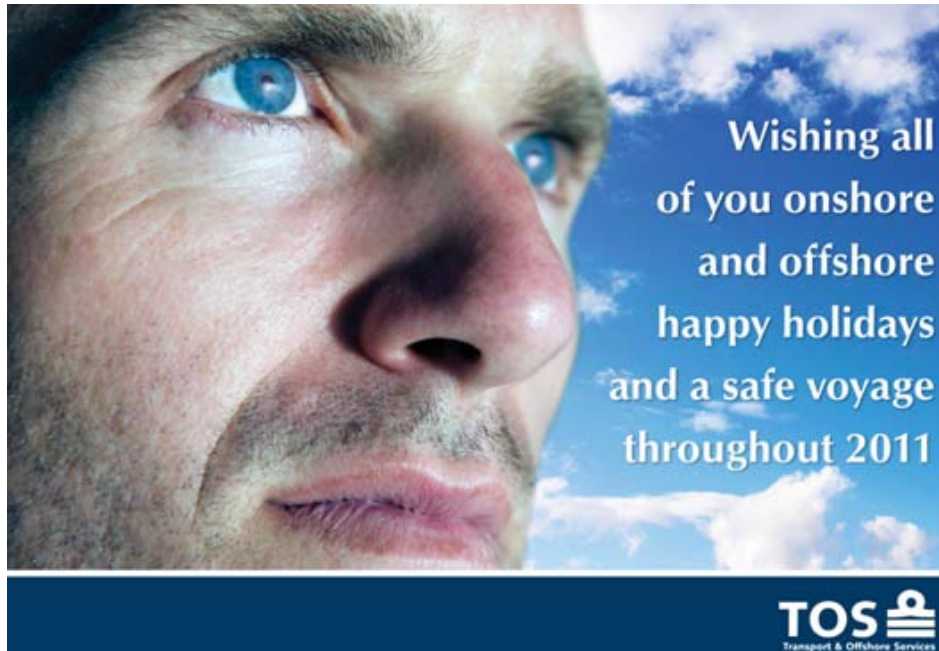
A young navy sailor was dramatically plucked to safety by a police officer after falling overboard in freezing conditions. The 19-year-old able seaman fell from [HMS Diamond](#) into Portsmouth Harbour while on duty in the early hours of Monday. The water was so cold, the freezing sailor was unable to move as a Ministry of Defence police launch crew fought to rescue him in sub-zero temperatures. Fearing that the man was going to freeze to death, one police officer bravely removed his life jacket and dived into the sea to rescue the sailor, who was then taken ashore to a waiting ambulance. He is now recovering in Queen Alexandra Hospital in Cosham. The drama unfolded shortly after 2.30am on Monday when the sailor, who has not been named, fell between the quayside and the stern of [HMS Diamond](#) - the navy's newest Type 45 warship, which is alongside in Portsmouth. Navy colleagues called for help and threw the sailor a line to cling on to as he bobbed in the water, which was just 5C. A police launch boat arrived five minutes later and cut its engines to move in close to the stranded sailor.

Inspector Andy Acock, commander of the MoD police marine unit, said: 'He had no strength and hypothermia was not far off. 'We lowered the platform to get him on the boat but he was unable to assist himself at all. 'We gave him a rope to pull himself in but it wasn't happening.' With the sailor struggling in the water, one officer, who has not been named, decided to dive in and get him on to the boat. A police colleague said: 'It was freezing cold. It was touch and go whether he'd survive before we got him out of the water. He wouldn't have survived if he'd been in the water much longer.

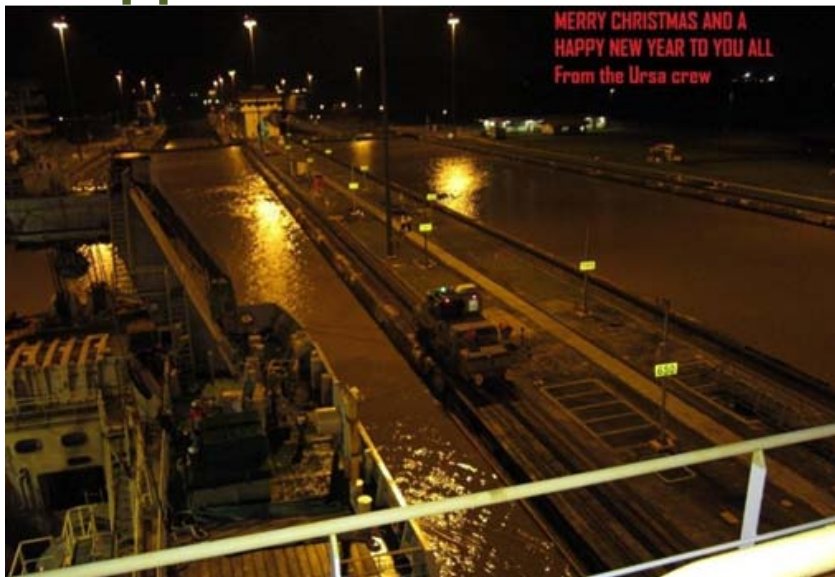
'An officer took off his life jacket to free up his arms and jumped in to save him. It was an extremely brave move and it's saved this man's life.' Insp Acock said: 'I've got nothing but praise for that officer. To dive in the water, especially at this time of year, is commendable and has saved this man's life. 'But it's part of the job and I'd like to think all my officers would have done the same had they been in that situation.' The sailor collapsed when he got aboard the police vessel, Insp Acock said. 'From our initial assessments there were no physical injuries - just shock and the onset of

hypothermia,' he added. The navy said it was 'too early' to say whether an investigation will be launched to determine how the incident happened **Source : Portsmouth – The News**

SHIPYARD NEWS



Keppel FELS books another jack-up rig order



The jack-up ordering spree continues. Singapore's Keppel FELS Limited has secured its fourth order for a KFELS B Class jack-up within the span of a month. Worth about US\$180 million, the order comes from Jasper Investments Limited and includes an option for another similar unit. The rig is slated for delivery in the second half of 2012. It will be able to operate in water depths of 400 feet, drill 30,000 feet deep and accommodate 150 men.

If exercised, the option for the additional rig will bring the total contract value to about US\$365 million.

Jasper Investments is a Singapore-listed holding company that invests mainly in the offshore oil and gas drilling and services sector. Its principal subsidiary, Jasper Offshore, owns and operates oil rigs for deep sea drilling that it contracts out to oil and gas exploration and production companies. Major shareholders in Jasper include investment funds managed by London-listed Ashmore Investment Management Limited. Ashmore is an emerging market fund specialist which says it has extensive experience in the oil and gas businesses.

Mr. Geoffrey Yeoh, Executive Director of Jasper, said, "as confidence returns to the global oil and gas industry, we are stepping up our building program to tap into opportunities fuelled by persistent demand for new-generation, high-capability rigs.

"Our partnership with a world-class rig builder and designer like Keppel FELS will strengthen our position to participate in high value projects that will give Jasper a firm foothold in the offshore drilling sector. The addition of the industry-proven KFELS B Class jackup rig will boost the capability of our premium fleet, with which we are confident of delivering high performance and value to our customers." **Source : MarineLog**

STX Finland gets contract for world's largest LNG fueled passenger ship



STX Finland Oy and Viking Line ABP have now firmed up an agreement announced in October covering construction of an environmentally friendly, new generation 2,800 passenger cruise ferry for Viking Line. The agreement includes an option for a sister ship.

The ship is to operate in the delicate and shallow waters of the Finnish and Swedish archipelago and is designed to be the most environmentally friendly large passenger vessel to date. Wave forming and noise generation will be minimized. As part of its emphasis on emissions reductions, it will be LNG fueled, making it also the largest LNG fueled passenger vessel contracted thus far.

The contract price is about 240 million euros. The ship will be built at Turku shipyard and will be delivered to Viking Line at the beginning of 2013. The signed agreement represents approximately 2,600 man-years employment. The cruise ferry is about 214 m in length with a gross tonnage of 57,000. It is planned to have a capacity for 2,800 passengers and will be operated by a 200-member crew.

The vessel will have 880 passenger cabins. It will offer 1,275 lane-meters for truck carriage and a separate car deck with approximately 500 lane-meters for passenger cars. Additional room for passenger cars will be provided by hoistable car decks. **Source : MarineLog**

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Asian and US ports 'lag behind' accelerating growth

Asian and US ports have been warned they need to carry out upgrades to match accelerating trade growth. Senior managers at logistics giant DHL said that port and infrastructure investment in India and the US was "lagging behind". Kelvin Leung, CEO North Asia-Pacific at DHL Global Forwarding, said: "India is trying to upgrade its ports, but it's slow."

In the US and other developed countries where facilities had sometimes been constructed decades ago, infrastructure was the most outdated, he added. "In the US ports, there are the unions, handling is often manual and the number of box moves an hour is often low compared with Asia," Leung said. "Also inland infrastructure has not been expanded in line with demand growth." Hermann Ude, CEO of DHL Global Forwarding, said that, in many emerging countries, investment was patchy. He argued that with emerging economies forecast to grow two to three times faster than developed countries, infrastructure limitations could seriously hamper



competitiveness in the long-term. "Infrastructure bottlenecks or sub-standard transport facilities can force logistics companies such as DHL to use sub-optimal routes to guarantee delivery, and this increases costs," he added. "For example, insufficient port capacity can lead to 15-30% higher sea transport rates on otherwise comparable routes, and these costs come with additional carbon emissions."

However, strategic investments in key areas, preferably made with private funding and in discussion with shippers and other users, could reduce logistics costs by 6% by 2020, said Ude. Infrastructure that was privately run tended to focus on creating value, "while governments sometimes have other reasons for investment", he added. **Source:** Cargo Systems

Havenbedrijf Gent bevriest haventarieven voor 2011

Elk schip dat in de haven van Gent afmeert, dient aan het Havenbedrijf bepaalde tarieven te betalen. Voor 2011 houdt het Havenbedrijf Gent deze tarieven op gelijke voet als voor het jaar 2010. Elk zeeschip of binnenvaartschip dat haveninfrastructuur gebruikt, dient daarvoor aan het Havenbedrijf Gent voor de dienstverlening te betalen. Voor het derde opeenvolgende jaar blijven deze tarieven ongewijzigd. Bovendien worden ze ook voor het derde jaar op rij niet geïndexeerd.

Na het crisisjaar 2009 hebben de overslagvolumes in de haven van Gent zich hersteld. Al op 14 oktober 2010 werd het overslagcijfer van 2009 geëvenaard. Maar of een economische groei zich blijft voortzetten, is maar de vraag. Het Havenbedrijf hanteert dan ook enige voorzichtigheid en handhaaft ook in 2011 dezelfde tarieven voor de havengebruikers.



Seen from the wheelhouse of the arriving **CSK GLORY** the **BERGE PACIFIC** moored at the EECV terminal in Rotterdam-Europoort - **Photo : Rik van Marle (c)**

Port of Savannah sees box throughput rise 11.5pc in November

THE US Port of Savannah's Garden City Terminal handled 222,281 TEU in November, 2010, representing an increase of 11.5 per cent compared to the same month last year.

Overall container volume handled from July to October 2010, which marks the first part of the port's FY2011, was up 19.1 per cent compared with the same period last year. "The Port of Savannah experienced moderate gains in November, following FY2011's very strong peak season," said Georgia Ports Authority's (GPA) executive director Curtis Foltz. "We remain cautiously optimistic about future volumes through the ports and continue to prepare for larger vessels, currently calling on the US East Coast."

Mr Foltz said in a statement issued by port authorities that the growth experienced by the GPA in November 2010 is consistent with the double-digit growth rates that have been seen since December 2009.

At the Port of Brunswick, the Colonel's Island Terminal handled 39,222 auto units in November, up 34.6 per cent compared with the same month last year. In other news, Savannah will see 100 new jobs by 2011, due to the sale of a 689,400 square-foot distribution centre in DP Partner's LogistiPort Industrial Park to JLA Home, a global virtually integrated company specializing in home furnishing products.

"There were many items considered while we researched for our new location on the east coast, however, the overall Port of Savannah was the key along with the pro business attitude that was expressed by all parties within the Savannah area," said JLA Home chief operating officer Rodney Dickey. **Source : Schednet**



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Above seen the **Serenada** (built as **Friesedijk**) leaving the IJmuiden locks bound for Amsterdam
Photo : Marcel Coster ©

Enough cash to meet debt obligations: DP World

Global marine terminal operator DP World has enough cash to service its short-term debt obligations, and it is under no pressure to raise capital through debt market, a senior official of the firm has said. "Our earliest short-term debt maturity is 2012, which is only \$3 billion. However, after closing of this transaction [selling 75 per cent of shares in DP World Australia], we'll have almost \$4 billion of cash on our balance sheet. So there's enough cash within the business to see through all of its short-term debt maturities," Yuvraj Narayan, CFO of DP World said in a conference call on Wednesday.

"Our net debt as of today is \$5.9 billion of which \$1.75 billion has a maturity in 2037, \$1.5 billion has a maturity in 2017, and \$3 billion matures in 2012," he said. On Wednesday, the world's 4th largest terminal operator announced partnership with Citi Infrastructure Investors (CII) to invest in, operate and manage DP World's five marine terminals in Australia. This transaction will see DP World monetise 75 per cent of its shares in DP World Australia, and total proceeds to be received by DP World will be approximately \$1.5 billion. The total proceeds will go towards reducing DP World's net debt as part of our overall strategy to improve balance sheet flexibility. Completion, subject to regulatory

approvals, is expected towards the end of the first quarter of 2011, a statement said. As of now the company had no pressure whatsoever to access debt capital markets, Narayan said. "But we'll continue to look at this option in an opportunistic way," he added. "This partnership sees DP World retaining 25 per cent of DP World Australia. There will be no change of staff or management as a result of this transaction," Chairman Sultan Ahmed Bin Sulayem said. "There's no plan of selling any assets in any other region," he added. **Source: Emirates 24/7**

Personeel KTK legt enige tijd werk neer

Het personeel van de Kompania di Tou Kòrsou (KTK) heeft enige tijd het werk neergelegd. Het personeel wil meer duidelijkheid over het bedrijf en heeft ook geen vertrouwen meer in vier leden van de huidige KTK-directie, waaronder

directeur Marcelino 'Chonky' de Lannoy. Na overleg met de Raad van Commissarissen (RvC) besloot het personeel het werk te hervatten. Inmiddels heeft De Lannoy weer vakantie genomen tot en met 4 januari.

De actie van kwam nadat KTK-vakbond PWFC gisteren overleg had gevoerd met president-commissaris Amparo dos Santos over aanhoudende geruchten dat de salarissen van het KTK-personeel niet eind deze maand betaald zouden kunnen worden. In een gesprek met PWFC en het personeel heeft Dos Santos gegarandeerd dat de salarissen uitbetaald worden. Ook kondigde hij aan dat er een uitgebreid onderzoek bij CPA/KTK zal komen. Het personeel besloot vanochtend toch in actie te komen en toog naar het SSK-gebouw om te protesteren tegen de continue publicaties over

CPA/KTK in de media en om zijn ongenoegen te uiten over de huidige directie onder leiding van De Lannoy. Terwijl de personeelsleden zich bij SSK ophielden kregen ze bezoek van een delegatie van de RvC bestaande uit Dos Santos, bijgestaan door Terry Hernandez en Jules Eisdén. Tijdens dit gesprek kreeg het personeel nogmaals te horen dat er een gedegen onderzoek bij KTK zal komen. Pas aan het eind van dit onderzoek zal er, afhankelijk van de uitslagen, gesproken kunnen worden over mogelijke acties tegen directieleden. Deze uitleg was volgens Dennis Daal, vicevoorzitter van PWFC, voldoende voor het personeel om het werk te hervatten. De Raad van Commissarissen van Curaçao Ports Authority (CPA) kwam gisteren eindelijk samen om de laatste ontwikkelingen bij het havenbedrijf te bespreken. Tijdens de vergadering werd door president-commissaris Amparo dos Santos meegedeeld dat de doorlichting van het havenbedrijf zeker nog een maand in beslag zal nemen.

De Lannoy is dus weer met vakantie. Hij ging begin december al met een week met vakantie in het belang van een quick scan die plaatsvond bij CPA. Inmiddels is een acht pagina's tellend document met de voorlopige bevindingen van het onderzoek klaar, verricht door accountant Terry Hernandez. Een grondig onderzoek zal nog een maand in beslag nemen.

In januari gaat Hernandez samen met advocaat Bertie Braam naar Panama om ook daar onderzoek te doen. Kompania di Tou Kòrsou (KTK), een dochteronderneming van CPA, heeft daar een kantoor geopend. Met het oog op de verbreding van het Panamakanaal en de grotere schepen die gebruik zullen maken van het kanaal, hoopt KTK ook in Panama een winstgevende onderneming te hebben. Maar voor het eerste jaar van de bedrijvigheid daar is een verlies van 800.000 dollar begroot. Desondanks zijn er aanwijzingen dat er toch te veel



kosten zijn gemaakt tijdens de inauguratie van het kantoor in Panama en ook dat de manager daar exorbitant hoge vergoedingen krijgt. Mocht uit het onderzoek blijken dat er reden is om geleden financiële schade op de voormalige directie van CPA te verhalen zal advocatenkantoor Sulvaran en Peterson gevraagd worden om hier werk van te maken inclusief een mogelijke gang naar de rechter. De Lannoy had al in een brief op 8 december de RvC te kennen gegeven dat hij de raad niet voor de voeten wilde lopen en daarom een week vakantie zou nemen om het onderzoek te laten plaatsvinden. In zijn brief stelde De Lannoy verder dat hij geen enkel moment geschorst is of hem de toegang tot de gebouwen is ontzegd. In een recentere brief komt De Lannoy weer op dit punt terug en stelt de raad ervan op de hoogte dat hij nog steeds geen offerte heeft ontvangen voor een extern onderzoek bij CPA en dat het bedrijf de kosten hiervoor ook niet zal betalen mocht er geen offerte komen. Tevens wil De Lannoy van de raad weten hoe lang het onderzoek gaat duren want daar heeft hij ook nog geen mededelingen over gekregen. Sinds zijn terugkeer van vakantie, stelt de CPA-directeur, heeft hij de raad ervan op de hoogte gesteld dat hij het onderzoek leidt, maar tot nu toe is hij over het onderzoek volkomen in het duister gelaten. In de vergadering van gisteren waren naast Dos Santos de commissarissen Hershell Leito, Sherwin Casper, Willem da Costa Gomez, Paul Soliano en Eduard Braam aanwezig. Maria Liberia-Peters heeft al haar ontslag ingediend en was niet aanwezig. Chris Peterson en Frensel Marchena waren eveneens niet aanwezig. In de vergadering ging de raad ermee akkoord dat als het nodig is, de doorlichting plaats moet vinden. Het was waarschijnlijk de laatste vergadering van de huidige Raad van Commissarissen. De commissarissen, die hun positie al ter beschikking hadden gesteld, zouden inmiddels hun ontslag toegezegd hebben gekregen en de nieuwe RvC zal volgende week maandag zitting nemen. **Source : Amigoe**



The 28 years old **Ocean Dream**, seen leaving Curacao December 22nd, what about the pollution?
The **Ocean Dream**, built by Aalborg Vaerft (Denmark), entered service June 1982 as the "**Tropicale**" for Carnival Cruises. In 2001 sent to Costa Cruise, renamed **Costa Tropicale**. In 2008 acquired and refurbished by Pullmantur Cruises **Photo : John Rigaud (c)**

Safmarine upgrades Far East to East Africa network

SAFMARINE's Far East to East Africa network has been further upgraded with the introduction of a direct service connecting Tanjung Pelepas and the South Chinese ports of Nansha and Yantian with Mombasa (Kenya) and Dar Es Salaam (Tanzania).

The new service has been introduced to serve the growing market between the Far East and East Africa. Said Dirk Geens, Safmarine's East and West Africa Trades Director: "The enhanced Mashariki Service offers a weekly connection to Mombasa and Dar es Salaam with competitive transit times. For example, cargo from Nansha to Mombasa, Kenya is delivered in just 19 days and to Dar es Salaam, Tanzania in 26 days. "The service has been developed to serve the needs of Safmarine's customers and focuses on delivering a reliable, efficient and professional service with access to dedicated Safmariners with in-depth knowledge on shipping across the globe." **Source : Schednet**

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\$13.7m cruise berth for Lyttelton

Majority council-owned Lyttelton Port of Christchurch is getting a new \$13.7 million purpose-built cruise berth. The berth will be funded by a passenger development levy as agreed between the port, Cruise New Zealand, and cruise lines to New Zealand, and will include limited passenger facilities. The cruise berth will be at a new location at the end of Cashin Quay berth on the western end of the Lyttelton Container Terminal. The 40m heavy-duty berth will increase the port's capacity during the cruise off-season. This will be useful as the port rebuilds facilities after the earthquake in Canterbury on September 4.

In the 2011-2012 season, 72 cruise ships are expected to visit the port and in future it is possible 100 vessels will visit in a season. **Source : NZPA**



MV **LT Cortesia** seen wrestling through Taiwan Street with 24 knots during a starting gale, which later on became a 55 knots gale. - **Photo : SanderJongenelen ©**

Lyttelton Port Experiences Strong Volume Growth

The Board of Lyttelton Port of Christchurch (LPC) met on Monday 20 December for its final meeting for 2010. The Directors wish to provide further detail to the market of the strong trading result for the first five months of the year, and provide an early update of the expected half year profit to 31 December 2010.



As advised at the Annual Meeting in October 2010 and again on 3 December 2010, the company has experienced a very strong start to the year with both Revenues and Net Profit after Tax for the first five months significantly ahead of the comparable period last year.

The company is experiencing strong growth in containers in the current year with volumes for the five months to November 2010 being 15% above the same period last year. "LPC's trading Net Profit after Tax for the five months to November 2010 of \$5.0 million is a significant achievement in our current post-earthquake environment" stated LPC Chairman Rodger Fisher. "We expect the trading half year profit to 31 December 2010 to be in the region of \$5.5

million to \$6.2 million after offsetting recoverable earthquake related costs incurred to date. Last years' NPAT to 31 December 2009 was \$3.7 million.

We ask the market to note that this forecast does not currently reflect any impairment to Port assets. Due to accounting requirements in the recognition and timing of insurance proceeds and the related expenditure, the impact on the profit is extremely difficult to forecast at this time. Our half year financial statements will comply with International Financial Reporting Standards in this regard." Mr Fisher concluded "We will continue to keep the market informed." **Source : Scoop**



The **GECO DIAMOND** seen arriving in Cape Town – **Photo : Aad Noorland ©**

.... PHOTO OF THE DAY



Container vessel seen arriving in the port of St. Petersburg - Photo : Fred Boerm ©

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