

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 364



Number 364 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 30-12-2010**

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The CONSTANTINOS seen in the Ijmuiden locks – Photo : H.Blomvliet (c)

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Festive season puts a lid on ship acquisitions

The holiday season has affected the overall turnover of ship acquisitions deals prior to Christmas with the current week



not expected to exhibit any different signs. According to a weekly report from Piraeus-based shipbroker Golden Destiny, last week was marked by a slow pace of overall sale & purchase activity, with the shipbuilding industry accounting for 46% of the total deals reported, while after weeks of stalling, the demolition market is also picking up its pace.

Golden Destiny said that the purchase interest in the secondhand market continues fairly solid with the Baltic Dry Index closing on Friday at 1,773 points, down by more than 43% since the beginning of the year and down by 40.2% from the 2009 end

year, when it was standing at 3,005 points with capesizes earning above \$35,000/day. "Nowadays, owners of large size units in the panamax and capesize segment are experiencing low earnings at levels of around \$15,000/day and

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\$20,400/day respectively. In total, 37 sales reported in the secondhand and demolition market posting a 32% positive change" said the shipbroker.

Out of those 22 ships changed hands through the secondhand market for a total of \$368,650,000, while an additional transaction was done on private terms. In terms of reported number of transactions, the S&P activity is similar of previous week's activity when 21 vessels reported to have changed hands with bulk carriers holding 55% of the total S&P activity and tankers of MR size still being popular purchase candidates. Although the weak sentiment in the freight markets, the appetite seems that has not eased off under the Christmas spirit and asset values show signs of corrections in the dry sector. Among Greek shipowners, it seems that their "appetite" for secondhand carriers has diminished this month, with just one vessel bought this week. It was a modern MR tanker of 45,985 dwt built in 2003 and it was acquired for \$21,000,000. On the other hand, Chinese owners appear to have bounced back, as a result of an expectance of sliding asset values for dry bulk carriers during 2011. "In the newbuilding market, week 51/10 has been one of the weeks with the lowest business in the shipbuilding industry, indicating an almost 89% decline from the record activity of the second week of December. Greek owners have been absent from the market since the end of November with only one capesize order reported in previous week. In total, 17 new vessels have been ordered equalling a total deadweight ordered of around 1.423.200 with a quite massive investment in the offshore sector and big size bulkers being on the spotlight by major players of the industry. SK Shipping ordered in compatriot shipyard Hyundai H.I one unit of 250,000 dwt for delivery in 2012. So, even the oversupply issue in the VLOC and capesize segment, some activity is still there that may trouble even more large size units in the dry sector within the next three to four years. In the container segment, one more massive investment has been reported this week in the post panamax segment by one more major player of the industry, OOCL, for 2 units of 8,600 TEU for delivery in 2014. It seems that now that financial problems have been sorted, liner operators are trying to rebuild their owned fleet, but the container segment has not been fully recoverable and there are worries for the 2011" said Golden Destiny.

As far as demolition activity is concerned, a weekly increase of 114% was noted this week, as 15 vessels headed to scrap yards equalling a total deadweight of 573,902 tons with bulk carriers, tankers and liners holding the 86% of the total demolition activity. In terms of demolition countries, the news are not so encouraging for the Bangladesh industry as BELA has been successful once again in its appeals to the high court and allow no further imports of scrap vessels. On December 15th, the BDESH High Court passed an official order to local authorities to cease the issuance of fresh NOCs for future/incoming vessels. On the other hand, in terms of scrap prices, the rates are spectacular for the eager owners who are ready to scrap their vintage tonnage. China is said to have been bid \$448/ldt for a capesize built 1991 whereas Turkey is offering region \$300/ldt and Pakistan is near fetching \$500/ldt for wet units. At the beginning of the year, scrap rates for dry cargo were standing at \$300-\$350/ldt for dry and \$360-\$400/ldt for wet cargo.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **OSPREY** seen enroute Rotterdam-Waalhaven Photo : Wil Kik (c)

Fatigue nightmares

For half an hour there was almost unbroken silence on the bridge before it was shattered by the unmistakeable sounds of a ship running aground on rocks. The playback from the voyage data recorder told a familiar story to the listening casualty investigators: a lone watchkeeper at night had nodded off with no lookout posted and the watch alarm disabled as his ship sailed blindly on. The German investigators discounted the watchkeeper's claims he had not fallen asleep. Timesheets also told a story of illegally excessive workloads on the German-flag cargoship's three officers working a two-watch system deemed "inadequate" by the investigators. The English version of the report into the incident in September last year which resulted in the ship being declared a constructive total loss was published only days after a major shipping company had pleaded guilty to breaking international laws governing hours of rest and failing to comply with a warning to rectify the situation on one of its UK-flag containerships. The UK, following a number of incidents in which fatigue among watchkeepers and the lack of a dedicated lookout were listed as key factors, has taken a unilateral stance "to ensure the safety of shipping and protect the environment".

The Maritime & Coastguard Agency (MCA) earlier this year set out its plan for dealing with the problem. This includes inspection of crews' timesheets and cross-checking them with other on-board documentation and ships' voyage schedules. Surveyors are also checking that dedicated lookouts are being deployed at night.

The MCA also said it would be looking for evidence companies were auditing shipboard records, pointing out the requirement for such audits under the International Safety Management Code. Previously, German casualty investigators had criticised the operators of a containership which smashed into a bulk carrier at 25 knots one night in September 2007 for failing to either spot the excessive hours being worked by the lone watchkeeper or act on the information. Casualty investigators are reluctant, however, to state categorically fatigue was the cause of an incident. In the grounding incident the report says, "We are unable to exclude the possibility of the officer of the navigational watch being affected by fatigue caused by an excessive workload." In the collision case the report noted "significant violations of the stipulated maximum work and minimum rest periods", but could not conclusively attribute the incident to fatigue, despite evidence

This cautiousness derives from the fact that while fatigue has been acknowledged as a potential risk it remains difficult to measure. Someone may have worked long hours but may still be capable of performing satisfactorily. Other factors such as an individual's physical and mental state have to be considered. Yet the assumption is being made that working long hours with inadequate rest can cause error-inducing fatigue, hence the reliance on rules setting maximum and minimum hours for rest and work that will increase with the entry into force of the Maritime Labour Convention and the amended Standards of Training, Certification and Watchkeeping convention. An overly prescriptive approach can, however, throw up problems. What, for example, exactly constitutes rest or work? If a watchkeeper after completing a watch does anything, except in emergencies, that could be described as work – record-keeping, for example – when they should be resting, it may be construed as a breach of the rules. In aviation, work can include the "commute time" taken by flight crew to reach the airport from where they are due to fly and other duties such as record-keeping. In shipping it is not unknown for Masters and other senior officers to take up their posts shortly after arriving by air and the briefest of handovers, while the workload created by administrative duties has also increased.

An alternative approach to "archaic" prescriptive rules adopted by some airlines is the use of company-specific "fatigue risk management systems" (FRMS). They retain the limits on maximum hours but only on a monthly or annual rather than daily basis.

Fatigue risk management plans that are subject to approval by the relevant authority make use of "biomathematical" models to predict the risk of fatigue in specific patterns of working hours, with monitoring of alertness levels and feedback gained from crew reports. Pilots wear wristwatch-like devices that monitor movement and light and can tell whether a person is asleep or awake. Other industries such as rail, chemical and health are also adopting FRMS, while in the mining industry drivers of heavy trucks are donning "smartcaps" that by measuring brainwave activity can alert them to dangerous fatigue levels that can lead to "microsleeps". As the science of fatigue advances and technology provides more reliable means of monitoring and measuring wakefulness, shipping stands to benefit. A research project into fatigue among seafarers aims to produce a "fatigue management toolkit" for the industry. Volunteers in Project Horizon, funded by the European Union, are having their brainwaves monitored while performing duties on bridge, engine-room and cargo-handling simulators at the Chalmers University of Technology in Sweden and the Warsash Maritime Academy in the UK. The project will, however, take 30 months to complete and in the meantime the industry, at a time of economic crisis and during a continuing shortage of officers, won't be allowed to rest by ever-louder calls to reduce the workload on sea staff.

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Some companies do seem able to respond. One has added a fourth officer in reaction to a port-state control inspection critical of the workload of the Chief Officer, according to a recent posting on an internet forum dedicated to fatigue at sea. A Master on the same forum says timesheets have provided him with a “data-driven” case to press management for higher manning levels. Complying with the separate rules on hours of work and rest and all other crew-related regulations can be “a nightmare”, according to one industry expert. Airlines admit managing fatigue is just as complex and challenging but when successfully done can result in both greater safety and efficiency, while improving flight crews’ lifestyles. That is something for shipping to sleep on. **Source: Feature, Bimco**



The URS tugs **SCHELDE 10** and **SCHELDE 12** departed last Monday afternoon from Antwerp with destination Monrovia (Liberia) via Las Palmas to take bunkers, both tugs will start working for **Smit Terminals** under the Liberian flag with homeport Monrovia

Photo : Richard Wisse – www.richard-photography.nl (c)

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Russian sailors don't shoot at sea pirates in Gulf of Aden

Russian sailors did not shoot at sea pirates in the Gulf of Aden, Navy Commander Admiral Vladimir Vysotsky said in comment on a video clip showing crewmembers of the **Marshal Shaposhnikov** large anti-sub ship fire at small boats, which presumably belonged to Somali pirates. "Our sailors would have never opened fire at people at sea. That is an absurdity, which is not worth a comment," he said.

See the video at : <http://www.youtube.com/watch?v=gZhR9-LEFjY>

The three-minute video clip posted on the Internet displays firing sailors, a pirate boat and an approaching ship, and missiles flying from the warship. In the opinion of the majority of viewers, the video clip is a mix of materials from various sources and there are no people onboard the bombarded boat. It is a standard practice for military sailors engaged in the anti-piracy operation in the Gulf of Aden to destroy abandoned vessels of sea pirates. The Pacific Fleet prosecutor's office will investigate the case together with fleet detectives and the Federal Security Service. The video clip will be examined for authenticity. The international operation in pirate-infested waters of the Gulf of Aden, offshore Somalia, has been on for two years with the participation of warships of EU and NATO member countries, among them Belgium, France, Germany, Greece and Italy. The Russian Navy also helps protect commercial caravans. Russian warships are fulfilling the duty in the Gulf of Aden and off the Horn of Africa. A Pacific Fleet unit made up of the **Admiral Vinogradov** large anti-sub ship, the **Pechenga** tanker and the **SB-522** tugboat are deterring sea pirates at present. The North Fleet group comprising the **Admiral Levchenko** large anti-sub ship ensured the security of those waters from July through November 2010. That group led 13 civilian convoys through dangerous waters.

Source : ITAR-TASS – Ecoterra



Zodiac's **CARRERA** seen in Rio Grande – Photo : Marcelo Vieira (c)

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€47.5 million Stena shipping deal is 'void'

A €47.5 million deal between ferry operators Stena and DFDS is "void" because the companies did not get clearance from the Competition Authority, writes Gavin Daly. Stena said at the start of December that it had signed an agreement with DFDS to acquire its Liverpool-to-Belfast and Heysham-to-Bel fast routes, including four ships. At the time, Stena's Irish sea area director Michael McGrath said that the new routes would complement its existing service and "offer our customers even more options".



Stena's chartered **FINNARROW** seen moored at the Stena terminal in Hoek van Holland – Photo : Jan Verhoog (c)

However, the Competition Authority has said that the companies infringed competition law by going ahead with the acquisition before receiving clearance from the authority. "It is not acceptable for parties to implement a notifiable merger or acquisition prior to obtaining approval from the Competition Authority. Any such merger or acquisition is void," said Dr Stanley Wong, the head of the authority's mergers division. The authority will assess the transaction to determine whether it can go ahead in the future. Stena has told the Office of Fair Trading in Britain that the acquired business would be run as a separate business. The proposed deal raises international competition issues because Stena and DFDS both operate passenger and freight shipping in northern Europe. Source: Post Publications Limited



The **ALPHECCA** seen in the port of Rotterdam- Photo : Wil Kik (c)



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RECENT SALVAGE OPERATION OF FIVE OCEAN SALVAGE



Five Ocean Salvage refloated the M/V "GEORGETE K", which ran aground on 11th of December at Alexandria (Egypt) lighthouse and was refloated on 20th of December.



Earlier the M/V "MARILLION" (below) was refloated, she ran aground at Lobito (Angola) port entrance on 27th November and was refloated on 4th of December.



Five Ocean Salvage wish all clipping news readers a safe and prosperous 2011.

REFERRING TO NEWSCLIPPINGS 362 DATED 28-12-2010



The **DAWN PRINCESS** seen during a recent visit to Sydney - Photo : Anko Staas (c)

Doug Wright feedback on the Christmas Day visit of **DAWN PRINCESS** to the Otago Harbour on Christmas Day. Vessel made a very brief visit, to Port Chalmers, berthing at 1314 hours and departing at 1844 hours. The ship was originally scheduled to berth at 0700 hours, on a voyage from Melbourne, via Fjordland. However weather encountered when crossing the Tasman forced the ship to abandon the Fjordland visit, and come to Port Chalmers via Cook Strait. While some operators very forced to alter their plans because of the later arrival of the ship, the Taieri Gorge Railway had to cancel their train trip for the passengers, an error was made by me (Piet) to use a photo as illustration only of the **Pacific Dawn**, ex **Regal Princess** in the port of Lyttelton, and not the **DAWN PRINCESS**, above seen a photo of the correct vessel.



The **CRUISE EUROPA** see leaving Valletta to Greece, in very strong wind – Photo : Gejtu Spiteri (c)



Air rescue from Tasman cruise ship

Two helicopters were on their way Tuesday to pick up an ill 80-year-old man from a cruise ship in the Tasman Sea. The helicopters were sent from Te Anau to carry out the medical evacuation. It was usual to use two helicopters for long distance evacuations, Rescue Coordination Centre New Zealand spokeswoman Sophie Hazelhurst said. The helicopters were expected to rendezvous with the cruise liner **Silver Shadow** in the late afternoon. The man had suffered "some sort of medical event" and would be winched to a helicopter and flown to either Southland or Dunedin Hospital.

The **Silver Shadow** was heading from Australia to Milford Sound and was 125 nautical miles (232km) west of Milford Sound. Source : stuff.co.nz



In brilliant sunshine showing off her new green paint job **CMA CGM ROSE** on her way to Melbourne off Portsea in Port Phillip Bay, 28-12-2010.

Photo : Andrew Mackinnon - www.aquamanships.com ©

Another Hijacking off Somalia Keeps World's Weirdest Stock Market Moving

Somali pirate hijackings are financed by what may well be the world's most unusual "stock market."

A pirate interviewed by Canada's National Post says that, in Haradheere, 250 miles northeast of Mogadishu, brigands set up an exchange of sorts to fund their activities. "Four months ago, during the monsoon rains, we decided to set up this stock exchange. We started with 15 'maritime companies' and now we are hosting 72. Ten of them have so far been successful at hijacking." He explained that, "The shares are open to all and everybody can take part, whether personally at sea or on land by providing cash, weapons or useful materials." After a ransom payout for releasing a Spanish vessel, "investor" Sahra Ibrahim, was lined up outside the exchange waiting for her cut. "I am waiting for my share after I contributed a rocket-propelled grenade for the operation," she said. "I am really happy and lucky. I have made \$75,000 in only 38 days since I joined the company."

On Monday, the UAE-owned, Panama-flagged merchant ship **MV Orna**, was seized by pirates 400 nautical miles northeast of the Seychelles. Between June and September, the number of hijackings drops, as monsoon season makes it difficult for pirates to operate the small skiffs used in attacks. Come autumn, the attacks begin once again, which are so frequent that Frontline Ltd. (FRO), the world's largest operator of oil supertankers, which transports cargo for companies including ExxonMobil (XOM), BP (BP), and Chevron (CVX), has in the past considered avoiding the Gulf of Aden altogether.

Pirates know that the value of the ship and its cargo are usually worth far more than however much they are demanding, and a few million dollars is a drop in the bucket in relative terms for the ship operator. Whatever risks there are — the international task force of naval vessels patrolling the area, for one — the risk of not collecting a ransom is lowered still, as "Kidnap & Ransom" insurance today seems to be the rule, not the exception. K&R insurance is not something generally offered by the Aetnas (AET) of the world; it's a highly-specialized slice of the overall insurance industry and is only available through a handful of companies like Lloyd's of London, which wrote the world's first K&R policy in 1932 after the kidnapping of the Lindbergh baby. Here's how it works. In the event of a pirate attack, the vessel's crew contacts company headquarters, which in turn, contacts its insurance company, which in turn, contacts a security firm, which then begins negotiations with the hijackers. James Wilkes of maritime risk company Gray Page, likens this to a "tense boardroom negotiation." "A commercial transaction is probably a good way to describe it," he tells the BBC. "They have hijacked the ship, the crew and its cargo and they want a certain amount of money for its release." In most cases, there are no laws to prevent a ransom from being paid by a private entity. "Paying ransoms is not illegal," Guillaume Bonnissent, a special risks underwriter for Hiscox Insurance Co. Ltd, which writes about two-thirds of the world's kidnap-and-ransom insurance policies, tells Time magazine. It is, however, illegal for insurance companies themselves to pay ransoms, which is why Control Risks and others make the payments. "K&R is really reimbursement," Bonnissent said. "We reimburse clients for ransoms paid." "The money is concealed in large floating plastic containers, and flown by air and dropped," says Mike Regester, an insurance broker for Cooper Gay. "Then the pirates go out and pick it up," he says. Though the 24-nation Combined Maritime Forces patrol as effectively as possible, "The number of forces is never going to be enough to guarantee protection," a spokesman for the CMF told Bloomberg. "Pirates are opportunists who will seek the easiest target available." In the event a ransom is paid in person, the one couriering the cash could wind up being that target. As risk consultant Darren Dickson, whose firm has arranged several payments to pirates, says, "Some of these people who have done these drop offs by boat actually have to fend off pirates as they are delivering the ransom themselves." **Source: Minyanville**

NAVY NEWS

Chinese Navy Fleet Visits Indonesia

Three Chinese Navy ships arrived last Monday in Indonesia's seaport of Tanjung Priok, carrying out friendship mission with several programs aimed at improving relations between the two countries.

Those ships, consisting of amphibious landing ship **Kunlunshan**, destroyer **Lanzhou** and supply ship **Weishanshu** and carrying at least 1,000 crews, were just settled their patrol service in Gulf of Aden and Somali waters, combating sea pirates that have been rampant in those area. The Chinese fleet of ships was welcomed by Chinese Ambassador in Indonesia Zhang Qiyue and Brigadier General Arif Suherman, commander of Indonesia's third navy base and Chinese community living in Indonesia.

Zhang Qiyue said that the visit of the fleet was part of jubilation to commemorate 60 years of Indonesia-China diplomatic relationship and year of friendship this year. The visit was also highly expected to improve the relationship

between navies of the two countries. The fleet commander Major General Wei Xueyi said in his remarks that the visit would enhance relations between the two navies and the two countries in general. During the five-day visit in the seaport, Chinese crews are scheduled to conduct series of programs, including visiting Indonesian navy ship and compete with Indonesian navy in several sport events.

The fleet was China's sixth naval escort flotilla served to Gulf of Aden and Somali waters. The previous five Chinese fleets to the Gulf of Aden have escorted 2,248 Chinese and foreign ships in 213 batches in this region, which has been plagued by pirate attacks, since December 2008. The sixth fleet has escorted 615 ships, including five from Indonesia, during its service period, expelling 190 suspicious boats, saving one ship hijacked by Somali pirates and three chased by pirates. **Source : Cri-English**

DRDO readies underwater missile test-fire

AFTER the success of Prithvi-II, the DRDO is planning to test-fire a submarine-launched ballistic missile (SLBM) from an underwater platform off the Andhra Pradesh coast in January. While no one would elaborate whether it would be K-4 or K-15 missile, sources at the Chandipur base said preparations were on for the test. The missile has been planned to be launched from a Pontoon (replica of a submarine) which is being readied.

Both the missiles are submarine launched and ready for a trial. While K-15 has a strike range of about 700 km, K-4 will hit the target 3,500 km away. Land version of the missile has been renamed as Shaurya which has already been tested once at Chandipur in 2008. The Pontoon is, however, used to test the K missiles because India does not have an operational submarine capable to undertake firing of such missiles. Though India has developed the advanced technology vehicle (ATV) **INS Arihant**, it is yet to begin sea trials or even fire up nuclear reactor.

Missile tests will follow after the submarine completes the sea trials. So far, K-15 missile has been tested successfully six times. The K-4, though, has been tested only once in January this year and it was a secret mission. It will go under at least six more tests before being deployed. "The name of the missile has been kept 'K' in the honour of former President A P J Abdul Kalam, father of Indian missiles," said a source. Developed by DRDO, K-15 is about 10 metres in length and about one metre in diameter with a launch weight of about 10 tonnes. This missile uses solid propellant. It can carry a conventional payload of about 500 kg and also be fitted with tactical nuclear warhead. **Source : ExpressBuzz**

SHIPYARD NEWS



Keppel secures S\$240 million worth of conversion and specialised shipbuilding contracts

Keppel Offshore & Marine Ltd (Keppel O&M), through wholly-owned subsidiaries Keppel Shipyard Limited and Keppel Singmarine Pte Ltd, has clinched new contracts totalling S\$240 million. These comprise the upgrading of a Floating Production Storage and Offloading (FPSO) vessel, the conversion of a livestock carrier, as well as the building of a diving support vessel. With these latest projects, the total value of new contracts secured by Keppel O&M in 2010 has edged up to S\$3.2 billion. Mr Nelson Yeo, Managing Director (Marine) of Keppel O&M, said, "I would like to thank our customers for their confidence in the capabilities of the Keppel O&M group of companies. These latest contracts strengthen the mutual trust and partnership we have established. As a partner for solutions, we constantly strive to provide safe and high quality services to our customers." For one of these contracts, Keppel Shipyard has been engaged by long-time customer Single Buoy Moorings Inc (SBM) for the fast track modification and upgrading of FPSO

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Espadarte, which was previously converted by the yard in 2000. The FPSO is expected to arrive in Keppel Shipyard in the second quarter of 2011. Keppel Shipyard's work scope includes upgrading the accommodation facilities, modifying the existing topside modules and internal turret mooring system, as well as installing and integrating new topside process modules. FPSO Espadarte is expected to return to Brazil in the first quarter of 2012 where it will be deployed by Petrobras in the Baleia Azul field in Campos Basin.



The **OKHA** seen under conversion at the Keppel yard in Singapore – Photo : Piet Sinke ©

Mr Tony Mace, CEO of SBM Offshore said, "Keppel has long been a preferred partner of SBM, having collaborated on numerous FPSO projects since 2000. Throughout our strong working relationship, the Keppel team has consistently lived up to their schedule commitments, promises of reliability, and quality service. We are confident this project will be of the same high standards." Keppel Shipyard's current projects with SBM include the conversions of **FPSO Okha**, **FPSO Aseng** and **FPSO Cidade de Paraty**.



Above the **REESTBORG** is seen March 2009, she was anchored for a some time at Singapore Eastern Anchorage.

Photo : Piet Sinke ©

Additionally, Keppel Shipyard has secured its third livestock carrier conversion project from the Hijazi & Ghosheh Group, a world-leading owner and operator of such vessels. This contract involves converting the **Reestborg** container ship (see above) into a livestock carrier for Hijazi & Ghosheh's affiliate company, **Reestborg Compania Naviera S.A.** Keppel Shipyard's work scope includes providing design engineering services, equipment procurement, as well as modifying the ship's structural, piping and electrical systems.

When completed in the second quarter of 2011, the livestock carrier will ply the route between Australia and the Middle East. Fortifying its track record for customised ship solutions, Keppel Singmarine has also won a contract from a



Malaysian customer to build a diving support vessel. The 80-metre ship will be based on a new design specially developed by Keppel's Marine Technology Development unit for the customer. When completed in the second quarter of 2012, this diving support vessel will be able to perform multiple functions including rescue and subsea operations. The above contracts are not expected to have material impact on the net tangible assets and earnings per share of Keppel Corporation for the financial years ending 2010 and 2011. Keppel O&M, a wholly-owned subsidiary of Keppel Corporation Limited, is the global leader in offshore rigs, ship repair and conversion and specialised shipbuilding. Keppel O&M's near market, near customer strategy is bolstered by a global network of 20 yards and offices in the Asia Pacific, Gulf of Mexico, Brazil, the Caspian Sea, Middle East and the North Sea regions. Integrating the experience

and expertise of its yards worldwide, the group aims to be the provider of choice and partner for solutions for the offshore and marine industry. **Source: Keppel Corporation**

ROUTE, PORTS & SERVICES



AIDA Has Most Successful Year, Fleet to Grow

2010 was the most successful year in the history for AIDA Cruises, with a strong surge in both sales and passenger numbers. Michael Thamm, President of AIDA Cruises, said: "Because acting in an ecologically sustainable manner also means benefiting in business management terms." A total of 511,400 guests travelled on the seven AIDA ships, corresponding to 97,400 more passengers than in the previous year. Total sales revenue also rose to \$1,161m, compared to \$949.7m in the financial year 2009. AIDA Cruises started the business year with six ships. The newly built **AIDAblu** then joined the fleet soon after on 9 February 2010 as the company's seventh vessel.

In line with helping to protect the environment, the reduction of fuel consumption plays an important part in the development of our new ships, said Michael Thamm: "The best ton of fuel is the one we save." Even now, the AIDA fleet consumes around 40% less than the average for the cruise industry. And this is still only an interim step, according to Thamm: "Our objective is the Zero Emission Ship. We want to be the first in the world to have a fuel cell on board". This is also one of the reasons for taking part in the Federal Government's e4ships project.

The company is also looking at the use of liquefied gas as a fuel. AIDA's ships are prepared for the use of shore power where this is provided in the ports. All the signs point to further growth for AIDA Cruises in 2011. Cruises on AIDA's ships continue to grow in popularity, with a large number of routes already well booked. The next new ship, [AIDAsol](#), will then be christened at a ceremony in Kiel on 2011, increasing the size of the fleet to eight vessels. **Source :** [MarineLink](#)



The [Saipem Castoro 7](#) (Ex LB200) along side Palermo harbor Italy

Photo : Jerry Bakx - Franklin Offshore Europe ©

Maersk Line offers high volume WCSA feeder loop

MAERSK has commenced a high volume west coast of South America feeder service that calls at ports in Balboa, Callao, Arica, San Antonio and Lirquen. The service now deploys three vessels ranging in size from 4,200 TEU to 4,800 TEU, which replaces the 2,500-TEU ships used previously on the loop, reports Alphaliner. It said the three larger vessels deployed on this loop, the 4,814-TEU Marathonas, the 4,281-TEU Maersk Malacca and the 4,281-TEU Maersk Merlion, have been taken from the carrier's Far East-Mexico-Panama peak loader AC-3 service, which has been halted over the slack winter season. Maersk Line operates five feeder services connecting Balboa to the West Coast of South America in addition to connections ensured through its services that call at ports in Europe, according to Alphaliner. It added that these feeder services are mainly used to link Asia and the west coast of North America to the West Coast of South America through transshipment at Balboa **Source : Schednet**

South China's largest oil terminal in Zhanjiang port begins operation

A newly constructed VLCC-size oil terminal in Zhanjiang port, one of the largest in South China, was put into operation yesterday, the same day as the largest coal terminal in the region able to receive 150,000dwt vessels was also inaugurated at the port.

Zhanjiang port now boasts two VLCC-size oil terminals, one 250,000dwt iron ore terminal and a 150,000dwt coal terminal, with annual capacity of some 16.8m tons. The port is seeking to establish itself as the largest iron ore and oil distribution hub on the South China coast, said Zheng Riqiang, deputy mayor of Zhanjiang and chairman of Zhanjiang port group. **Source: seatrade-asia**



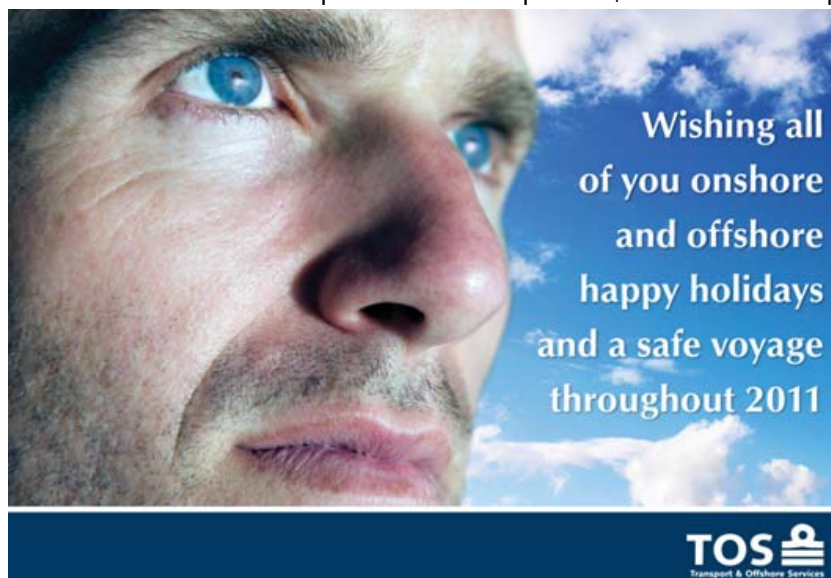
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Tata NYK Shipping Pte Ltd plans to double its fleet by 2014

Tata NYK Shipping Pte Ltd, a 50:50 joint venture set up by Tata Steel Ltd and Japan's NYK Line Ltd, plans to more than double its fleet to 30 ships by 2014 to meet rising demand for coal and iron ore in India, said two persons familiar with the development, including a company executive. Tata Steel is the world's sixth biggest crude steel maker and NYK Line is Japan's second largest dry bulk ship operator. "In the next 3-4 years, Tata NYK has a plan to increase its fleet size to 30 vessels including 16 owned ships," said the company executive. Large dry bulk carriers will account for as much as 70% of the planned fleet expansion, with smaller capacity vessels accounting for the balance, the



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executive said on condition of anonymity because he is not authorized to speak to the media. A shipping industry executive briefed on the matter confirmed Tata NYK's plan. He didn't want to be identified.

Tata NYK runs a fleet of 14 dry bulk cargo ships of various capacities, two of which are owned while the others have been hired from the market. At current prices, the 16 new ships will cost about \$750 million (£3,382 crore) to build, according to shipping industry executives. The joint venture shipping company was formed in 2007 to move raw materials and finished steel for the Tata group and to allow it gain strategic control over logistics. It also services other customers.

Rajiv Mukerji, managing director of Tata NYK

Shipping, was not immediately available for comment. Ships owned by Tata NYK will be registered in Singapore. The city-state is seen by fleet owners as an ideal location to own and operate ships given the conducive fiscal regime

prevailing there. Indian imports of coal may jump nearly seven-fold to 200 million tonnes (mt) a year by 2015 as the growing economy drives demand for metal and electricity. India's steel consumption may also surge 14% next year, compared with a 3.5% increase in China and a decline in Japan, according to the World Steel Association. It estimates that India will likely use 68 mt of steel next year, compared with 599 mt in China, the world's largest steel consumer, and 62 mt in Japan. Seaborne trade in iron ore and coal to make steel and generate power will rise 10% this year, according to London-based Clarkson Plc, the world's biggest shipbroker. India, the third largest iron-ore exporter, may also become a net importer, as domestic firms buy overseas mines to secure adequate supplies. NMDC Ltd, India's biggest iron-ore producer, plans to buy a mine in Australia, its first overseas acquisition. State-run coal companies including Coal India Ltd, the world's biggest producer of the fuel, are looking to buy mines in South Africa, Botswana and Mozambique to bridge a domestic supply crunch.

Local supply may fall short of demand by 83 mt in the year ending 31 March, according to the government. "Coal is hot cake now," said A.K. Gupta, a director looking after the technical and offshore division of India's biggest ocean carrier, the state-run Shipping Corporation of India Ltd (SCI). "Domestic production is not enough to meet demand," said Gupta, whose firm signed a memorandum of understanding (MoU) with Coal India last week to set up a 50:50 joint venture shipping company to provide transport logistics of the fuel from overseas load ports to end-users in India. "Three overseas proposals are at an advanced stage of due diligence. Some long-term off-take deals are also being worked out. Through this JV, we can deliver coal directly to the power plants," Partha S. Bhattacharya, chairman of Coal India, said while signing the MoU with SCI for the JV shipping company that will haul 25 mt of coal a year. "We will do something similar with NTPC," SCI's Gupta added. SCI had earlier formed a similar joint venture with Steel Authority of India Ltd (SAIL) to provide shipping services. SAIL SCI Shipping Co Pvt. Ltd will also participate in the world dry bulk shipping trade, Gupta said. **Source: livemint**



The "**EEMSLIFT CHRISTIAAN**" seen sailing Durban harbour morning 24th December with deck load of straddle carriers. - **Photo : Neville West ©**

Costa Rica invests \$200 million in port development projects

The Costa Rican government will be investing approximately \$200 million for port improvements, according to BN Americas. It will be constructing a new container terminal at the Port of Limon-Moin and a new grain terminal at the Port of Caldera. According to the media source, the project is part of the Costa Rican government's national development plan which will take place between 2011 and 2014. **Source: portworld.com**



Above seen the 2005 built container ship **MSC SHANGHAI** formerly **SANTA VIOLA** entering Valletta, Malta bound to **Palumbo Malta Shipyard Ltd Dock no 6** on Saturday 18th December 2010.

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



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Rickmers bags extension on ship's charter

Hire rate trebles; vessel fleet to continue to be fully employed next year

Chilean carrier Compania Sudamericana de Vapores (CSAV) has declared its option to extend the charter of **MV Kaethe C Rickmers** for an additional 12 months, Rickmers Trust Management (RTM), the trustee-manager of Rickmers Maritime, announced. The extension will take effect on March 25, 2011 and the renewed lease is fixed at a daily net charter rate of US\$23,888 per day, against the current net rate of US\$8,288.

Rickmers Maritime currently has 16 containerships on the water with an average age of 3.3 years and average remaining charter period of 5.2 years to global leading liner companies. Said Thomas Preben Hansen, chief executive officer of RTM: 'The declaration by CSAV is a clear reflection of the significantly improved market environment we are operating in. Container freight rates and volumes have returned to profitable levels for our customers and there is continuous demand for tonnage in 2011.

'The declaration brings full clarity to our 2011 revenue as our fleet will continue to be 100 per cent employed next year, with the next open position in March 2012. We are looking forward to further developing our relationship with CSAV, which in the past 12 months, has grown to become the seventh-largest container carrier in the world.'

Rickmers Maritime is a Singapore business trust formed to own and operate containerships under long-term, fixed-rate charter contracts to leading container liner shipping companies. The trust aims to provide its unitholders with regular

quarterly cash distributions, while reinvesting a portion of its operating cash flow. Listed on the Singapore Exchange, Rickmers Maritime is sponsored by the Rickmers Group, which is based in Hamburg, Germany.

The trust posted a net loss of US\$54.6 million for its third quarter ended Sept 30, 2010, against a net profit of US\$9.2 million for the corresponding period a year ago. The blow to the trust's bottom line was dealt by a US\$64 million payment of compensation to Polaris Shipmanagement for not taking delivery of seven vessels.

Excluding the one-off payment, profit from operations would have been US\$9.4 million for the quarter. Its income available for distribution for its third quarter slipped 4 per cent, from US\$19.2 million to US\$18.3 million. Rickmers kept its distribution per unit (DPU) at 0.57 of a US cent, unchanged from its previous three quarters, representing a payout of 13 per cent of income available for distribution. **Source : Shipping/business times**



The vessel **NORMA** seen taking one more wreck out of the river in Port Harcourt (Nigeria)

Photo : Johnny Neirynck- master H.L. Vessel Norma ©

Repsol Receives First Q-Max Shipment From Qatar Under Multi-Year Contract

Repsol received the first shipment of LNG from Qatargas, under a multiyear agreement which secures supply for the Canaport LNG terminal. The arrival of the Q-Max LNG tanker, the biggest in the world, highlights Canaport LNG Facility's design and technological excellence as the only terminal in the Northeast of North America able to receive such vessels.

The Q-Max tanker's cargo of nearly 6 trillion Btus of LNG is enough to heat 70,000 homes in North America for one year, equivalent to heating the 26 million homes in the UK for one day.

"Deliveries under this agreement allow Repsol to increase reliability of gas supplies to the region, strengthening Repsol's position as a competitive supplier to the Northeast United States and Canada," said Phil Ribbeck, President of Repsol Energy Canada Ltd.

The arrival of the Q-Max marks the berthing of Canaport LNG's 37th ship, including three Q-Flexes, received at the Terminal since its commissioning in June, 2009. The Terminal has received LNG from Trinidad and Tobago, Egypt, Norway, Peru and Qatar. With this diverse supply of LNG and the Canaport LNG Facility's capabilities, Repsol is able to provide a reliable and flexible supply of natural gas to the market.

Repsol is expanding in LNG to reinforce its competitive positioning, as the business is seen as a key driver of medium and long-term growth. Repsol is already one of the world's largest LNG operators. Canaport LNG, opened by Antonio Brufau in September of 2009, is the first land-based LNG receiving and regasification facility to be built in over 30 years on North America's Atlantic coast and the first in Canada. Repsol has delivered over 100 bcf of natural gas to Northeast US since Canaport LNG opened its facility.

The 1 Bcf per day facility supplies natural gas to homes, businesses and industry in Canada and the Northeast US. The Canaport LNG Facility, along with Repsol's other natural gas assets, are capable of meeting about 20 percent of the natural gas demand in New York and New England. As a result, Repsol has become a major player in the Eastern Canada and Northeast US natural gas markets. Currently, natural gas can supply 75% of the electric generation market in Northeast USA and continues to increase its share in the home heating market.

Q-Max Facts.

Equipped with an onboard re-liquefaction system it can reliquefy the boil off gas and return the LNG to the cargo tank allowing for almost 100 per cent of the cargo to be transported to customers (traditional steam turbine ships use the boil off gas as fuel). Propelled by two slow speed diesel engines it is estimated to consume about 40 per cent less energy and it has lower carbon emissions than traditional steam turbines. The Q-Max can carry 266,000 cubic meters of LNG or approximately 6 trillion Btu. **Source: Repsol.**



The **GAZ PROVIDENCE** seen in the port of Alexandria (Egypt) – **Photo : Alexander Gorter ©**

Oliedrilschip maakt tussenstop op Curaçao

Het oliedrilschip de 'Deep Ocean Clarion' is onderweg naar de Golf van Mexico en maakt een tussenstop op Curaçao om van bemanning te wisselen, onderdelen die uit het buitenland zijn overgevlogen op te halen en proviand in te

slaan. Het drillschip arriveerde gisteravond omstreeks middernacht en kon om half zeven 's ochtends aan de megapier een plek innemen.



Photo : Kees Bustraan ©

De 140 man tellende bemanning wordt geheel verwisseld. De verse lichterij was vanaf de 26e en 27e december op het eiland en verbleef in het Renaissance Hotel. De bemanning die van boord gaat zal in hetzelfde hotel verblijven om op de volgende data te vertrekken: 28, 29, 30 en 31 december. Het schip wordt door het scheepvaartagentschap **Dammers Ship Agencies** vertegenwoordigd en directeur **Robert Verheulen** laat weten: "Dit levert natuurlijk extra overnachtingen voor onze hotels op. Er is tevens een grote hoeveelheid proviand ingeslagen, die door lokale leveranciers is aangeleverd. Verder is er 70 ton aan onderdelen ingevlogen, waarvoor natuurlijk lokale transporteurs zijn ingeschakeld". De **Deep Ocean Clarion** heeft drie zusterschepen. Het eerste zusterschip de '**Deep Ocean Ascension**' was eerder dit jaar op Curaçao. Het agentschap laat weten dat het derde zusterschip, de '**Deep Ocean Mendocino**', volgend jaar naar het eiland zal komen. Bron : Amigoe

DryShips to buy 12 tankers for US\$770m

Investment to be used in IPO or for spinoff eventually

DryShips Inc, a Greek owner of deep-water drilling rigs and vessels that haul iron ore and coal, says it has agreed to purchase 12 tankers for US\$770 million from a Korean shipyard. The Dryships board has directed the company to 'refocus' its efforts on the drybulk and tanker shipping markets.

The investment in the tankers - six of which are Aframax and the remainder Suezmax - will eventually be used in an initial public offering or for a spinoff, Athens-based DryShips said in a statement late last week. 'The tanker acquisition and eventual spinoff or public offering is the next step in the evolution of the company,' CEO George Economou said in a statement. Suezmax tankers can carry 876,000 to 1.46 million barrels of oil, and Aframax vessels can move 547,500 to 876,000 barrels. One of the Suezmax ships will be delivered next year, two in 2012 and three in 2013, DryShips said. Four of the Aframax tankers will be delivered next year, with the other two coming in 2012.

DryShips said it made initial payments of about US\$120 million from cash in hand and that it will finance the remainder, which includes delivery instalments of 70 per cent of each vessel's price, with cash and bank debt.



Mr Economou said the Dryships board had directed the company to 'refocus' its efforts on the drybulk and tanker shipping markets. 'While the tanker market is currently experiencing low freight rates, we believe that in the medium to long term, strong oil demand growth as a result of the urbanisation underway in China and India will lead to substantially improved market conditions,' he said in the statement. **Source : Bloomberg**

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Duisburg Port's container throughput up 25%

Germany's Duisburg port, the world's busiest inland port, boosted container traffic 25 percent in 2010 from the year before, outpacing growth at Europe's top box hubs. The port, on the Rhein river midway between Cologne and Rotterdam, handled a record 2.25 million 20-foot equivalents transported by trucks, freight trains and inland waterway vessels.

Overall cargo traffic soared to almost 28 million metric tons from 22.8 million metric tons in 2009 and was just short of the record 28.3 million metric ton handled in 2008 before the economic recession slashed iron ore, coal and steel shipments.

"The excellent results in container handling show that we are on the right road at the Duisburg location," said Erich Staake, Chief Executive Officer of port operator Duisburger Hafen AG. "This strengthens us in our intention to develop our capacity in order to direct growing flows of goods through Duisburg."

Duisburg, at the center of Germany's Ruhr industrial belt, is growing its container traffic faster than Europe's top three box hubs, Rotterdam, Antwerp and Hamburg. Rotterdam and Antwerp boosted box traffic about 17 percent in the first nine months of 2010 and the full year increase is likely to be lower as shipments taper off in the seasonally slack fourth quarter. **Source: joc.com**

OLDIE – FROM THE SHOEBOX



Another oldie which I have scanned from my own negatives, the SD 14 **MARE** here seen early 1988 under tow of the tug **SMIT MATSAS 1** after been hit by a missile in the northern part of the Persian Gulf, the tug towed the ill fated (empty) vessel with her engine room still on fire down south towards Jebel Ali – UAE where a **SMIT salvage** team (transported to the location from Sharjah by the **SMIT TRINIDAD**) boarded, the vessel in an attempt to stabilise the vessel, which had a large hole in the SB side hull, and a lot of holes in the bulkheads between the holds created by the missile shrapnel, after boarding, disconnecting the tug and anchoring the vessel the salvage team installed pumps with generators running from the deck of the **SMIT TRINIDAD** despite the attempt, it appeared it was too late and the same night the still burning vessel sank offshore Jebel Ali.

The wreck was cut up underwater and removed by **Smit Salvage** early 1990.

Photo's : Piet Sinke (c)



BOEKBESPREKING

Door : Frank NEYTS

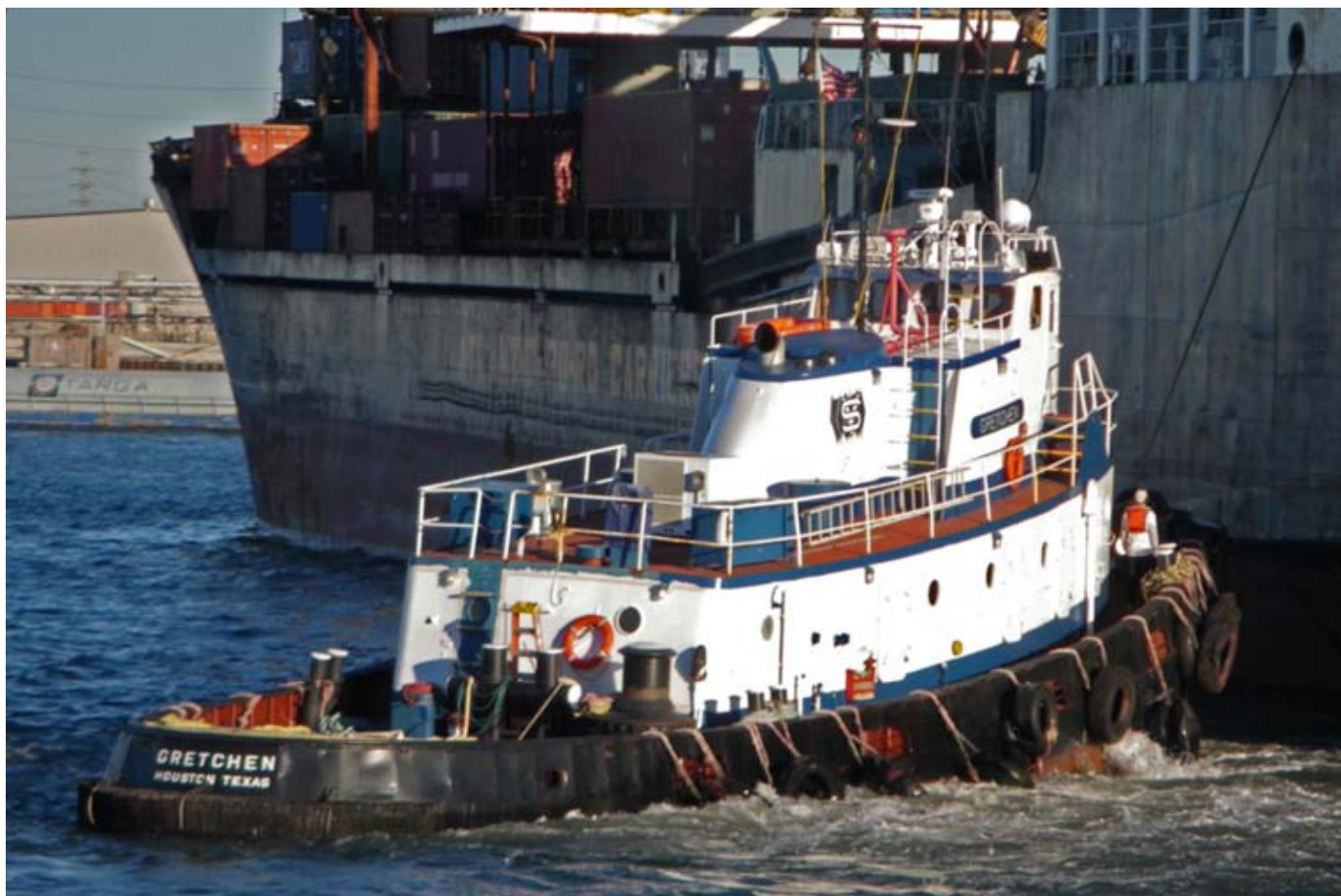
“Zeilmeisje Laura Dekker. Mijn verhaal”.

Bij De Alk verscheen recent “**Zeilmeisje Laura Dekker. Mijn verhaal**”, geschreven door Riet Dekker. Laura Dekker wordt geboren op een zeilboot in de Nieuw Zeelandse haven Whangarei op 20 september 1995. De eerste vier jaren van haar leven zeilt ze met haar ouders de halve wereld rond. Zij weet niet beter of die wereld bestaat uit zeilboten, havens en de oceaan. Nog maar 10 jaar oud gaat ze alleen op zeilvakantie en met 13 jaar zeilt ze solo naar Engeland. Laura heeft een droom. Ze wil de jongste solozeiler zijn die rond de wereld zeilt. Als ze dit plan in augustus 2009 openbaar maakt, komt er stormvloed aan reacties. Niet alleen sympathisanten, ook van Bureau Jeugdzorg en de Raad voor de Kinderbescherming. Met drastische gevolgen. Laura moet gestopt worden. Rechtzaken volgen en Bureau Jeugdzorg laat haar onder toezicht stellen. Dat betekent dat ze haar wereldreis voorlopig kan vergeten. Haar teleurstelling is immens. Naarmate het bureaucratisch net zich om haar sluit, verliest Laura bijna haar levenslust. In een wanhoopspoging haar vrijheid te herwinnen, vlucht ze in december 2009 naar Sint Maarten...

Dit is het verhaal van Laura Dekker. Over haar ambities, dwarsliggende ambtenaren en haar doorzettingsvermogen. Voor wie de reis van Laura volgt, zeker een aanrader!

“**Zeilmeisje Laura Dekker. Mijn verhaal**” (ISBN 978-90-5961-088-0) werd als softback uitgegeven en telt 111 pagina's. Het boek kost 14.50 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

.... PHOTO OF THE DAY



The tug **GRETCHEN** seen in action in the port of Houston – Photo : Harry Stott ©

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