

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 365



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## EVENTS, INCIDENTS & OPERATIONS



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The (inner) port of Vlissingen (behind the locks) seen in a wintry situation - Photo : Jan Stroo ©

## SEE THE LAST BLIZZARD OF 2010 AT

<http://www.youtube.com/user/nytugmaster#p/a/u/0/KIyVyLQAYJg>



The **JUMBO SPIRIT** seen enroute Rotterdam – Photo : Frits Janse ©

## Ship scrapping could swing into the foray during the first weeks of 2011

As the dry bulk market is looking to end the year on a low note, in fact the lowest in almost a year, ship owners could very well be looking to offload their older carriers to scrapyards around the world. With scrap prices holding firm and buying interest still remaining high, it seems that the wise thing to do right now would be to sell some of the older carriers for demolition. These are vessels which are currently facing stricter controls and rules – not to mention port inspections – especially when their owners are looking to trade them in European ports. At the same time they have returned their purchase values more than once throughout the years, making the decision to decommission them an easier one. But the key reason would be that dry bulk rates are currently hovering at such low levels, mainly as a result of a tonnage oversupply, with more and more newbuilding hitting the water. So, maybe it would be a good time to consider scrapping. In fact this has been the case in the recent past, i.e. whenever the dry bulk market took a plunge, owners would rush to scrapyards, but as soon as rates picked up again, we even witnessed ships heading towards the Indian peninsula for scrapping to be directed back to pick up new cargoes!

For the time being though, demolition activity is looking up. According to report from Golden Destiny, scrapping of ships saw a weekly increase of 114%, 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. In its last report of 2010, GMS said that "Bangladesh remains (and is expected to be) out of the scene well into January, India leads the pricing chart and the biggest buyer of vessels, Pakistan remains marginally behind with wet prices and lastly China is getting closer to picking up units in light of their recently improving levels. Supply is expected to remain strong in the immediate future and as prices continue to hold, January could well see sale and purchase activity improving as buyers return to the

bidding tables. The report went on to say that Indian buyers were still at the forefront of market negotiations, eagerly bidding for available tonnage. As a result, the few vessels being worked this week fetched some rather strong and surprising levels. "While a marginal improvement of local fundamentals could well be the reason behind the firming prices, speculative offers/levels from Cash buyers has been the modus operandi for a good bit of the present year and also explain the stronger numbers behind the fixtures. Meanwhile, as China prices continue to improve and a good bit of the available tonnage is discharging in Chinese waters, some owners may not see the additional \$20/ton as a large enough benefit in sailing towards the sub-continent. Additionally, as Pakistan continues to trail a few paces behind for the wet tonnage, Indian buyers do have their work cut out for them when January comes around.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



## The first line of defence

P-Trap is a very simple and cost-effective defence against pirates. It creates a safety zone around the ship where it is vulnerable and keeps unwanted guests at a safe distance ([watch the demo on www.p-trap.eu](http://www.p-trap.eu)). The Royal Dutch Navy, the Netherlands Coastguard and the Royal Netherlands Sea Rescue Institution successfully tested the system. Contact us for more information.

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## 2010: Year of the mega ship as new deliveries break records



The **MAERSK EINDHOVEN** seen arriving during her maiden voyage in Rotterdam **Photo : Jan Oosterboer (c)**

THE number of containerships above 7,500 TEU delivered this year reached 61 units, a total not seen since 2006, yet surpassing that record year in tonnage delivery as 29 of the ships in 2010 were 10,000 TEU or more while only two were in 2006.

China Shipping Container Line (CSCL) will receive its first 14,000 TEU ship, with six units planned for delivery in 2011 starting from January and two more units due in 2012. CSCL could launch a new Europe string before the end of the year, potentially with another partner carrier, reported Paris-based Alphaliner.

Total capacity of the very large containerships hit 657,000 TEU, or 48 per cent of the total 1.38 million TEU delivered in 2010, and that an even larger number of mega boxships - 76 - are to be delivered next year and 49 of them will be in the 10,000 TEU or more range, totalling 860,000 TEU, or 63 per cent of the 1.38 million TEU to be delivered in 2011.

Most of the mega ships in 2010 have been assigned to Asia-Europe routes, while most of the remaining units have joined FE-US routes. Very large ship deliveries in 2011 are sufficient for carriers to mount four or five high capacity Asia-Europe loops and five Asia-US strings. MSC took 19 units, providing the bulk of the 370,000 TEU gained in total capacity this year, as the MSC operated fleet grew from 1.49 million TEU in January 2010 to 1.86 million TEU at the end of the year. MSC has narrowed the gap between itself and top-placed Maersk, which saw a much smaller increase of 110,000 TEU in capacity operated from 2.04 million TEU in January to 2.15 million currently.

A large number of the big ship deliveries in 2011 were deferred from 2010, with most of them due to be delivered from January to May, coinciding with the launch of new services in the spring.



The **CMA CGM CHRISTOPHE COLOMB** – Photo : Krispen Atkinson (c)

In 2011, CMA CGM is expected to receive the highest number of large ships with 16 units to be delivered. Eight will be more than 10,000 TEU and its deliveries will likely lead to the introduction of a new Asia-Europe string in May, said Alphaliner.

Maersk Line has nine 13,000 TEU vessels expected between January and June, which are also likely to be deployed on a new Asia-Europe string, said the Paris agency. They will be joined by CKYH who has already planned for the launch of its new NE-6 FE-Europe string and AWE-6 FE-USEC string in April, largely with Hanjin tonnage. But Evergreen, APL, Hyundai and MOL remain aloof from the megaship trend in 2011 and will most likely not launch any new services next year. There will also be significant cascading of 5,000-8,000 TEU ships, expected to be redeployed on Middle East and South American routes. **Source : Schednet**

## Baltic Dry Index expected to slip

The Baltic Dry Index, a measure of commodity shipping cost, is expected to slip towards 1,700 this week, as its trending signal has turned bearish. The index failed to develop an uptrend around a key support level at 2,060. As the following drop seems to be accelerating, it becomes less possible for the index to rise in the medium term. A bearish head-and-shoulders pattern formed on its daily chart, with the index having completed a pullback to the neckline resistance at 2,980, the downtrend resumed towards the Dec 5, 2008, low at 663. Resistance is at 2,179, and a rise above would open the way towards 2,829. **Source: Reuters**



Above seen a photo made earlier this year, the christening of a Wing-In-Ground (WIG) craft in Singapore on 25 Apr 2010, the above seen WIG is classed with Lloyd's Register (they claimed it's the 1st WIG in world class under Class!?) and formally registered as a Singapore registered ship.

Photo : Ey Kuet (c)

## Six plead guilty over Arctic Sea cargo ship case

Six men have pleaded guilty to piracy in connection with the seizure of a Russian cargo ship last year. Prosecutors in a court in Arkhangelsk in north-west Russia have accused them of hijacking the Arctic Sea vessel, which went missing for two weeks. The mysterious circumstances prompted speculation that the ship was involved in a high-level smuggling operation.

Despite their guilty pleas, five of the men deny some of the details of the charges. The [Arctic Sea](#) set sail from Finland in July 2009 with a crew of 15, and was said to have been on its way to Algeria with a cargo of timber. But its tracking system was switched off just after it had passed between Britain and France - triggering a highly unusual international search for a large ship that had simply disappeared.

On 17 August the Russian navy said it had found the ship off the Cape Verde islands in West Africa. The BBC's Daniel Sandford in Moscow says there is still speculation that the ship was involved in a smuggling operation, and there have even been claims it was carrying air defence missiles for Iran. But the Russian prosecutors' case is that this was a straightforward hijacking of the ship in order to raise a ransom, our correspondent says. At the court in Arkhangelsk, prosecutors said the six had attacked the [Arctic Sea](#) and repeatedly threatened to use weapons against the crew. They were also accused of telephoning the ship's owner and an insurance company to demand a ransom. "Five defendants pleaded partially guilty, and one pleaded guilty to all the charges," a court spokeswoman said.

The Russian news agency Itar-Tass says the defendants could face jail terms of between 10 and 15 years. It named them as Alexei Andryushin, Dmitry Bartenev, Alexei Buleyev, Igor Borisov, Vitalijs Lepins and Yevgeny Mironov. It said three of them were "without citizenship", while the others included a Russian, a Latvian and an Estonian. Three other defendants, including the alleged ringleader, made a plea bargain earlier this year and were given prison sentences of between three and seven years. **Source : BBC**



The **JIMEI** seen in Hong Kong – Photo : Alan Loynd (c)

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**DOCKWISE**

A large offshore vessel, the Dockwise, is shown sailing on the water. The vessel is white with yellow and grey sections. It has a large, complex structure on top, which appears to be a platform or a large container. The background shows a city skyline with various buildings. The water is a calm, greyish-blue.

## Pirates hijack MV EMS RIVER in the Indian Ocean

Somalia's pirates seized the Antigua/Barbuda-flagged Germany-owned **MV EMS RIVER** approximately 175 nautical miles North East of the port of Salalah, Oman, EUNAVFOR press release said.

The 5,200-ton general cargo ship laden with Petroleum Coke was pirated when she was bound for San Nicolas, Greece from Jebel Ali in the UAE. The vessel had a crew of 8 on board when attacked (1 Romanian, 7 Philipinos). The pirated vessel **MT MOTIVATOR** was in the vicinity of **EMS RIVER** throughout the attack, which further enforces the current pirate modus operandi of the use of motherships, EU NAVFOR said. There are now 26 vessels and 609 hostages being held by pirates off the coast of Somalia.



The **SEA PARTNER** (ex Stena Partner) seen moored in Rotterdam - Photo : Cees de Bijl (c)

## Thailand requests help with hostages

The Foreign Affairs Ministry is asking Oman and Kenya to help the 27 Thai crew on board a cargo ship being held by Somali pirates. Pirates seized the **MV Thor Nexus** cargo vessel in the Indian Ocean on Saturday while it was en route to Bangladesh from the United Arab Emirates.

The 20,377-tonne Thai-flagged vessel was seized about 450 nautical miles northeast of Yemen's Socotra island. The vessel was then taken into Omani waters, about 350 nautical miles east of Salala port. Prime Minister Abhisit Vejjajiva said the Royal Thai Navy had ascertained the position of the vessel and one of its craft had followed it at a distance. He asked the navy to be very careful for the sake of the crew's safety.

Deputy spokesman for foreign affairs Thani Thongphakdi said the ministry had ordered Thai embassies in Muscat and Nairobi to coordinate with the local governments because Oman and Kenya had more power in the area's waters. A source said the Thai embassy in Kenya had coordinated with the regional maritime rescue coordination centre to negotiate with the pirates.

Mr Thani said the vessel owner had informed the relatives of the Thai crew of the situation and had coordinated with the Thai navy, which is working with the United Nations. "The pirates have not yet demanded any ransom. We think they are towing the vessel to the coast of Somalia," Mr Thani said.

The pirates radioed **HTMS Similan**, which is operating in the Indian Ocean to protect Thai ships and is following the seized vessel, to say they would kill the crew of the Thor Nexus if the navy ship approached closer than 20 nautical miles. Navy chief Kamthorn Phumhiran has ordered his subordinates in the Arabian Sea to take "decisive action" when they have a suitable opportunity - defined as the moment when officers have ascertained the safety of the Thai crew members.

Navy chief of staff Thagerngsak Wangkaew said helicopter surveillance had confirmed the 27 Thai crew members were being held on the bridge of their vessel to prevent an attack or rescue action. The surveillance revealed there were 12 armed pirates. The immediate challenge for rescuers is to prevent the ship from entering Somalia's territorial waters,

where the pirates will assume they are safe before issuing any demands.

If a ransom demand is made, the navy might then ask for the funds from the government or the company that owns the ship. Adm Thagerngsak thinks they should reach Somali waters on Thursday based on the pirates' present speed.

The hijacking of the Thai ship brings to 25 the number of vessels held by Somali pirates, said the European Union's anti-piracy force. About 600 crew members were on board the captured vessels. Somalia has been

without an effective government for 19 years and the country's lawlessness has led to an explosion in piracy. The Royal Thai Navy earlier sent 350 Thai navy personnel on a 98-day operation on board [HTMS Pattani](#) and [HTMS Similan](#) as part of the international naval force combating piracy and armed robbery in the Gulf of Aden **Source :** bangkokpost



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## HOSPITALSHIP ABARE (FRIEND)

This last day of the year also something for a change, herewith seen the hospital ship **ABARE** (FRIEND) which is serving at the Amazon River and Tapajos, the special vessel is built during 2006 at a design of **Damen Shipyard (Gorinchem – The Netherlands)** in Manaus along the Amazone River,



the goal of the vessel and team is to deliver medical support to all the people in the villages along the river banks, the main deck is equipped as a small hospital, the vessel is owned and operated by the Dutch volunteer driven organization **TERRE DES HOMMES** ( see also [www.medicijnboot.nl](http://www.medicijnboot.nl) ) and



based in Santarém the whole project is support by Gifts and donations from The Netherlands, with the final goal to integrate the vessel in the Brazilian health system



photo's : via Gijs Thieme See also : <http://www.medicijnboot.nl/video.html>

## Thai army threatens Somali pirates

Authorities in Thailand have threatened Somali pirates with a crushing attack should they refuse to release a hijacked Thai-flagged cargo ship and its 27 crew members. An unnamed top military commander in Thailand called on the pirates to release the vessel, warning that the Thai army would attack the pirates and release the ship and all its crew members, a Press TV correspondent reported. The commander also explained that the government policy in Thailand would not allow ransom pay to criminals. Meanwhile, a source close to the hijackers said the pirates would kill the hostages should Bangkok refuse to pay the ransom demanded. Somali pirates seized the 20,377-ton vessel on Saturday as it was en route to Bangladesh from the United Arab Emirates. **Source: presstv.ir**



## NAVY NEWS

### ADSB delivers landing craft built for Bahrain

The 42-metre vessel is the last of four naval ships made under a contract that UAE firm was awarded in 2008



**Al Hamra** vessel is designed for troop, vehicle and cargo transport with beach deployment capability. 'We have shown how we can deliver world-class vessels that exceed the technical and quality requirements of our clients on time,' said an official. Image Credit: Supplied

Ship Building launches second 42m Landing Craft for Royal Bahrain Naval Force, Delivery is last for major two-year, four-vessel defense contract

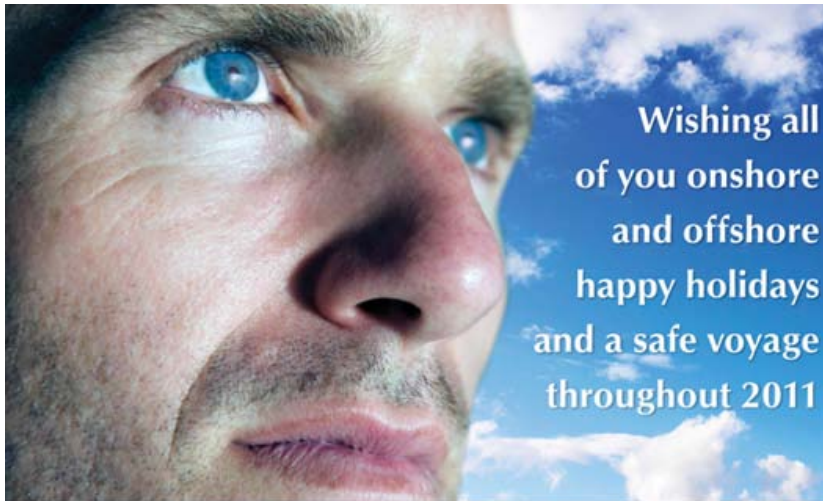
Dubai Abu Dhabi Ship Building (ADSB), a builder specialising in the construction, repair and refit of naval, military and commercial vessels, yesterday launched Al

Hamra — a 42-metre landing craft for the Royal Bahrain Naval Force. The delivery is the last under a four-vessel contract won by ADSB in 2008 amid tight competition from other international shipyards.

ADSB has delivered two 16-metre fast landing craft and two 42-metre landing craft for the Bahrain navy, all built at its dock in Mussafah, Abu Dhabi. This project affirms the shipbuilder's ability to build high quality naval ships at competitive prices.

The 16-metre units were delivered in late 2009 and can rapidly deploy personnel and supplies. They were manufactured at ADSB's state-of-the-art composite facility and can reach speeds of over 35 knots when travelling light or 25 knots when carrying a payload of six tonnes. The 42-metre craft are based on vessels serving the UAE Navy and are designed for troop, vehicle and cargo transport with beach deployment capability. The first one was delivered in early 2010 ahead of schedule.

"Today's launching of this second 42-metre vessel is yet another major step forward in our growth as a preferred supplier and service provider for the GCC's maritime military markets," said Mohammad Salem Al Junaibi, acting Chief



Wishing all  
of you onshore  
and offshore  
happy holidays  
and a safe voyage  
throughout 2011

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Executive Officer, ADSB. "This has been a very fulfilling project for us and we are proud to have provided excellent high-quality, mission-capable vessels to a very important customer. Once again we have shown how we can deliver world-class vessels that exceed the technical and quality requirements of our clients on time.

"It is highly productive to engage a customer that works closely with you on a project such as this. The convenient geographical location and shared understanding on the construction of an excellent vessel has ensured advanced delivery. This partnership clearly demonstrates how the ability to build world-class vessels at competitive prices ... is becoming the preferred choice of the region's

market," added Al Junaibi. Source : GulfNews



The Norwegian Coast Guard cutter **W 341 BERGEN** seen moored in Bergen - **Photo Daniëlla Vermeer (c)**

## Now buy an aircraft carrier online

**HMS Invincible to be auctioned, eBay style, by the British Ministry of Defence**

The British aircraft carrier **HMS Invincible** is being auctioned on an eBay-style site as part of a multi-million-pound sale of military hardware. Potential buyers will need at least £5 million to become the proud owners of the 30-year-old warship of the Royal Navy.

But if they have got the cash, online shoppers can snap it up from the British Ministry of Defence website as easily as they buy their groceries, books and CDs.

All they need do is click on 'Add to cart' at the website [www.edisposals.com](http://www.edisposals.com) The closing date for offers is **January 5**.

**Invincible** - from which Prince Andrew flew helicopters during the 1982 Falklands War - is the centrepiece of a 'sale of the century' on the MoD's Disposal Services Authority website, which includes unwanted ships, aircraft and tanks. The sale is designed to reduce a **£36 billion "black hole"** in the MoD's finances. "**Vince**", as the 17,000-ton carrier is affectionately known, has had its engines and propellers removed.



Pumps and other equipment are inoperable. But experts say it is worth about £5 million for scrap. The advertisement says: "**HMS Invincible** is for sale by tender. Laid down in 1973 at Vickers Shipbuilding, Barrow-in-Furness, she was completed in 1980. She is stable for tow, subject to buyer confirmation."

One early bidder, Lea McMeekin, managing director of shipbreakers Port Millom in Cumbria, said he planned to break up the ship and sell it for scrap - or use it as a helicopter platform for the £15 billion new windfarm being built in the Irish Sea. The MoD is expected to offer more ships for sale on the internet,

including four Type 22 frigates and at least two minesweepers.

Meanwhile, the British army is to sell hundreds of tanks and armoured vehicles and several Lynx Mk 7 helicopters. And the RAF is set to sell several military bases and a range of aircraft, including its Sentinel radar aircraft which cost £900 million three years ago. **Source : Gulf News / Daily Mail**

## **India, Sri Lanka to hold joint naval exercise in 2011**

India and Sri Lanka have decided on a series of measures to enhance defence cooperation between the two countries, including a joint naval exercise between the navies of the two countries in 2011. The decision also includes holding formal annual defence dialogue and staff level talks between the Navy and the Army of the two countries beginning next year.

The two sides took these decisions at the Defence Secretary level talks in Colombo on Monday. Defence Secretary Pradeep Kaumar led the Indian delegation where as his Lankan counterpart Gotabhaya Rajapakse led the Sri Lanka side. Senior officers of the three Services, Coast Guard, Ministry of Defence and the Ministry of External Affairs also took part in the discussion. The commanders of the three Services assisted the Sri Lankan side.

Both sides also agreed that common concerns like safety of sea lanes of communication will form the basis for bilateral exchanges. **Source : sify.com**

## **Indian Navy to induct new landing craft**

The Indian Navy is looking to strengthen its amphibious warfare capabilities as it seeks to add a new landing craft, used for delivering armed troops and assault material like tanks on shore, into its fleet. Amphibious warfare is an important component of the naval doctrine which needs specific kind of assets.

The Naval Headquarters has alerted shipyards around the world with expertise on construction of these mechanised landing craft, or LCM. The Navy wants that these crafts should be able to carry one T-72 or T-90 tank, the main stay of Indian Army's armoured regiments, and two BMPs (mechanised infantry combat vehicle) apart from 2.5-tonne trucks and four light vehicles.

The delivery of weapon platforms should have the capacity to carry 150 fully armed troops. The Navy wants the new LCMs to be used on its biggest Landing Platform Dock **INS Jalashawa**, formerly **USS Trenton**. The ships capable of beach landing with men and material are not only essential in the battlefield scenario but also have a major role during humanitarian crisis like tsunami. The new LCMs would be designed to make smooth landing at unprepared beaches or shores. Amphibious operations are of particular importance in the islands like Andaman and Nicobar where the Navy has been regularly holding exercises to master this technique.

The access to land through sea for the Armed Forces is critical in any operation to dominate any scenario. The move is part of the Navy's plan to augment its fleet strength. A number of ships are being produced in Indian shipyards.

Indigenisation of warship manufacturing is one of the areas under focus. The Navy is expected to induct four of these crafts but numbers could go up later. These world war-like boats form a critical part of amphibious operations.

Source : [expressbuzz.com](http://expressbuzz.com)

## Egypt : Defense minister launches new warship

Defense Minister Hussein Tantawy this week launched a new warship, **Al-Horreya III**, built by the defense ministry at a ship building yard in Alexandria.

The yard's staff, governors of Alexandria and Beheira, and senior ranks of the armed forces such as Armed Forces Chief of Staff Sami Anan, attended the launch celebration. The ceremony started with a word by Admiral Ibrahim Gaber al-Dessouky, managing director of the yard, in which he praised the minister for his support.

The minister, in turn, praised the yard for relying on Egyptian expertise

## SHIPYARD NEWS



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## Cleantec will leave the repair yard in mid January



The repair of the Chinese-owned bulk carrier **Cleantec** at Fayard is following the schedule. The vessel has been high and dry since December 21 and will be redelivered to the owner in mid January 2011. "We have been able to maintain the schedule, the repair job turned out to be more comprehensive than expected", says Thomas Andersen, CEO of Fayard. The damage was more severe than earlier estimated. Close to 100 tons of steel will in fact be removed and replaced, against the earlier estimation of 50 tons.

**Cleantec**, 33,344 DWT, sustained a seven metre long crack in its hull after a collision in Skagerrak. The vessel collided with the German-owned container carrier **Frisia Rotterdam** on December 13. The **Frisia Rotterdam**, 33,784 DWT, sustained only minor damage to its forebody. The Hongkong-flagged **Cleantec**, built in 2009, is owned by Adani Shipping. The German-flagged **Frisia Rotterdam**, built in 2004, is owned by Hartmann Schiffahrts GmbH. The collision took place when **Cleantec** was on a voyage from Klaipeda to Paranagua with a cargo of fertilizer. Some of the cargo was lost at sea, but around 25,000 tons have been discharged temporary at Fredericia during the stay at Fayard. **Tekst / Photo : Bent Mikkelsen – ShipGaz ©**

## Chinese newbuilding completions more than 50% ahead

From Jan to Nov this year, China's shipbuilding output was 56.76m dwt, a 55.4% increase year-on-year, according to the latest report of the China Association of the National Shipbuilding Industry (CANSI) released. Full year output is expected to exceed 61m dwt with a further 200m dwt of orders in hand. New orders received during the 11-month period totalled 63.98m dwt, almost three times the amount during the same period of 2009. Meanwhile, order cancellations at Chinese yards dropped significantly compared with the same period of last year: only 42 orders totalling 909,000dwt were cancelled, accounting for just 0.45% of the national orderbook,

Source: Seatrade Asia

## Oka Shipyard delivers CV for the Russian Navy

Navashino-based Okskaya (Oka) Shipyard (Nizhny Novgorod region) delivered to the North Fleet of the Russian Navy a Crane Vessel, the ship designer Vympel DB said. The crane ship was designed for receiving, storing, transportation and loading to ships carrying dangerous cargoes. Ship's specs: length - 61.5 m, breadth - 16 m depth - 5,6 m, draft loaded - about 3,6 m, lifting capacity - 20 tons with a maximum boom length - 31 m.

Oka Shipyard, founded in 1907, is located on the south-west of Nizhny Novgorod, in the city of Navashino, on the river of Oka. The shipyard is a major manufacturer and supplier of sea and river vessels of various types and purposes. Production facilities and equipment allow the shipyard to build ships, which meet all international requirements.

Nizhny Novgorod Design Bureau "Vympel" was founded in 1927 on the basis of the Leningrad branch of the Central Bureau of Maritime shipbuilding. To date, Vympel (part of CNRG group) is a universal design organization, one of the leading Russian firms focused on the design of multipurpose civil vessels and auxiliary ships for the Navy. **Source : PortNews**

## Signs of growth trend in Russia's shipbuilding, up 5% in 2011-2013

The rate of growth in shipbuilding industry of Russia in 2010 is projected at 103.2%, and in the period 2011-2013 the development of shipbuilding is expected at not less than 104-105%, the Russian Ministry of Industry & Trade year-end data said. This growth is believed to be achieved through the completion of large newbuildings orders at the country's leading shipbuilding companies.

Promising in terms of development in 2011 is the market for LNG carriers - the fastest-growing and high-priced segment of the world shipbuilding industry. As the Ministry of Industry said, the LNG carriers are laid down at foreign shipyards largely for the transportation of Russian gas, including the Arctic shelf projects. The demand for such vessels now exceeds supply, and orders are accepted for the period after 2011. Until 2020 the need for such LNG carriers in Russia will be about 20 ships with a capacity of 175,000-215,000 cbm (each one worth over \$200 m). The cost of LNG carriers for the Shtokman project only may exceed \$7 billion. **Source : PortNews**

## ROUTE, PORTS & SERVICES



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The advertisement features a blue tugboat with "PANAMA R.P." and "CALOVBORA" written on its side, sailing on a choppy sea. The background is a light blue sky with white clouds. The text is in a mix of bold red and blue fonts, with some parts in a cursive script.

## Sri Lanka's CPC back to bunkering business

The Ceylon Petroleum Corporation (CPC) will soon re-enter the lucrative bunkering business after a lapse of eight years following the Supreme Court order that nullified the privatization of bunkering, Petroleum Industries Minister Susil Premajayantha said yesterday. The supply of bunkering facilities which was a CPC monopoly and managed by its subsidiary, Lanka Marine Services (PVT) Ltd, was sold to John Keells by the Ranil Wickremesinghe government in 2002. Later Minister Vasudeva Nanayakkara filed a public interest petition in the Supreme Court challenging the privatization. Minister Premajayantha said as an interim measure the bunkering business was being operated by 10 private companies contracted by the CPC. These companies had sold 50,975 metric tons of Marine Gas Oil worth US\$38.7 million and 178, 908 Metric Tons of Marine Fuel Oil worth US\$178 million. He said he had instructed Ministry Secretary H.T.M. Jayawardana to study the current situation of the bunkering business and submit a report. "I do not understand why the bunkering business, which was the most lucrative business of the CPC was privatized in the first place when the CPC is run at a loss. I expect the CPC will be able to bring down its losses to a great extent if it re-enters the bunkering business which is worth nearly Rs. 20 billion annually," the minister said. He said the CPC would set up a tank farm at Hambantota to store and supply aviation fuel to aircraft that use the Mattala International Airport. Meanwhile, Mr. Jayawardana said the government had decided to mark the state sector presence in bunkering with taking over the business from the private sector. He said he would submit the feasibility report in a month as the government was keen to re-enter the bunkering business as early as possible. "All indications are for the CPC to be in the bunkering business by the first quarter of next year," Mr. Jayawardane said. Source: [dailymirror.lk](#)

## EU customs rules prompt Maersk, CMA CGM, Unifeeder surcharges



The **CMA CGM MIMOSA** seen arriving in Rotterdam - Photo : [Marijn van Hoorn \(c\)](#)

DENMARK'S Maersk Line, French carrier CMA CGM and the Danish Unifeeder Line will impose surcharges on each bill of lading from January 1 to recover costs imposed by new EU customs regulations. Because EU customs now demands cargo information 24 hours before sailing, CMA CGM is introducing a Customs Documentation Charge of US\$25 per bill of lading while Maersk Line will levy the same as a Cargo Data Declaration Fee and Unifeeder will add a EUR23 (US\$30) per bill of lading too, reports London's International Freight Week.

Said CMA CGM: "This regulation generates additional costs for CMA CGM, as it will have an impact on its day-to-day operation and administration. CMA CGM bears the fixed IT and administrative costs of interfacing with EU customs, either directly or through third-party providers."

Maersk Line said the charge covered "day-to-day operating and administrative costs, the cost of interfacing with customs through third-party service providers, fixed IT and admin costs of establishing interface to customs and handling amendments to the advance manifest (to be reviewed after four months)".

Said Unifeeder: "The vessel operator is responsible for lodging an entry summary declaration (ENS) for all goods discharged in an EU port, including transshipment goods and those remaining onboard. This demand will have a considerable cost impact on the feeder operator[s]." **Source : Schednet**



The tugs **FAIRPLAY 23** and the **FAIRPLAY III** seen enroute a new assignment – **Photo : Jan Oosterboer (c)**

## **USEC tops all, as transpac carriers post 63pc revenue leap in Q3**

TRANSPACIFIC ocean carriers experienced a 63 per cent year-on-year increase in revenue, up more than US\$4 billion in the third quarter, reports Box Trade Intelligence (BTI), also noting that services to the US east coast were the most profitable.

This combined with a fall in operating costs, resulting in carrier yields rising from \$164,524 during Q3 last year to \$3.1 million this year, reported London's International Freight Week. Headhaul third quarter vessel utilisation increased from 76 per cent in 2009 to 83 per cent in 2010, and average eastbound rates increased from US\$1,479 per TEU to \$1,900.

"North American east coast services are the most profitable for carriers, generating yields of more than \$1,200 per TEU and, notably, cargo from southeast Asia delivering over \$1,500 per TEU, said BTI director Doug Bannister.

"Volumes on the trade are up by 20 per cent in both directions, with central China exports up by over 40 per cent. From south China, we see increases to the US west coast of 17 per cent, and to the Canadian west coast by 32 per cent," he said. Mr Bannister also said that large growth rates occurred in furniture, up 67,000 TEU to 260,000 TEU, and telecoms and recording equipment, up 53,000 TEU to more than 300,000 TEU.

Westbound backhaul volumes were up too, from the North American west coast ports into China, but volumes into South Korea declined. Increases were posted in animal feeds, cork and wood and textiles from North America to Asia,

said the report. North America-Africa trades nearly doubled volumes in the third quarter year on year, to more than \$100 million. North America-Australia/NZ and North America-Latin America trade value was up \$100 million. **Source :** Schednet

## Great Offshore on high-growth course

The Great Offshore scrip has been falling consistently and grossly underperforming the BSE Sensex due to the tepid financial performance in the last four quarters. However, with over 90% of its assets deployed on medium- to longterm projects, the scrip is finding favour with institutional investors. With oil prices inching up and oil companies renewing their exploration efforts, Great Offshore is likely to see a lot of investor activity.

Demerged from GE Shipping in 2006, Great Offshore was acquired by Bharati Shipyard in a tussle with ABG Shipyard that lasted over six months from mid-2009 to early 2010. The company today owns 47 marine assets — three drilling rigs, 28 offshore support vessels, 12 harbour tugs, three construction barges and a floating dry-dock vessel. All these assets are chartered out to oil companies for carrying out offshore exploration and production work.

The company is set to acquire two more vessels — one jack-up rig and one multi-support vessel — for \$245 million by mid-2011 . Great Offshore's results for the trailing four quarters have been lacklustre mainly due to dry-docking and refurbishment expenditure on its rigs Kedarnath and Amarnath. The profit during this period slipped 3.7% while the revenues were down 5.5% against the yearago period.

In spite of the weak financial numbers so far, the company seems to have caught the fancy of institutional investors. The shareholding of institutional investors , which stood at 6.5% at the end of December 2009, has grown steadily to 15.4% by the end of September 2010.

The company operates in a capitalintensive industry and has a debt-equityratioof 2.2witharound8%average cost of debt. However, it enjoys strong operating cashflows, which will enable it to service its debts comfortably . Starting December 2010, Kedarnath drilling rig has commenced work on a five-year ONGC contract worth \$125 million. This contract alone is expected to add 10% to the company's revenues on a full-year basis. While the Amarnath rig gets refurbished , the other rig Badrinath will undergo refurbishment in the first half of 2011.

Thus, mid-2011 onwards the company will have all its four rigs running simultaneously, provided they all get deployed at the earliest. Assuming comparable charter rates for all the four drilling rigs, they can generate . 375 crore revenues and . 190 crore of operating profits annually from FY12 onwards. This will mean a 40% growth compared with the FY10 numbers. World over the charter rates of drilling rigs have once again started moving up after crashing in 2008 and staying low through 2009-2010 . This trend is expected to strengthen the offshore support industry's outlook in months to come. **Source : Indiatimes**

## Striking wharfies push for pay and safety

The maritime union is confident wharf workers striking in Western Australia will be offered better pay and conditions. About 200 wharfies walked off the Patrick Stevedoring site in Fremantle on Thursday, citing the deaths of three fellow workers on site over the past year.

Workers also plan to strike in protest against pay and conditions in Albany, south of Perth, for 48 hours on Thursday. Workers at Melbourne's Webb Dock and Geelong have also voted to take action. Maritime Union of Australia (MUA) boss Paddy Crumlin says moving heavy timber, steel and cars around the ports is "very dangerous" work.

"The fundamental issues, I think, will be resolved in Albany and Fremantle," the MUA national secretary told ABC Radio, referring to better pay, improved safety conditions and permanent, rather than casual, employment. "Safety is about training ... a stable environment ... (and) guarantee of employment. We are not looking for a fight." Strikes in Geelong and Melbourne are still a number of weeks away, Mr Crumlin noted, adding that the cost of the strike in WA had been "very minimal". "They've (Patrick Stevedoring) known this has been coming for a month."

**Source : news.ninemsn.com.au**



The tug **MTS VENGEANCE** departed with the inland water tanker **VILVOORDE** from Rotterdam bound for Nigeria  
Photo : Marijn van Hoorn (c)

## Anglo American to fund extra \$525 mln on Minas Rio port

Miner Anglo American Plc said it secured a 25-year port tariff agreement for the Minas Rio iron ore project in Brazil and will fund a greater share of the development cost of the first phase of the port.

Anglo expects to spend an additional \$525 million relating to the port, taking the miner's total share of development costs to about \$1.2 billion. Initial works on Minas Rio, one of Anglo's biggest growth projects, is expected to begin in March after being hit by delays and cost increases. Source: [uk.reuters.com](http://uk.reuters.com)

## Iranian annual ports capacity up to 150 million tons

The annual capacity of Iranian ports will increase to 200 million tons by the end of the Fifth Development Plan (2010-2015). Announcing the above, the managing director of Iran's Port and Maritime Organization Ataollah Sadr said that the current capacity of the country's ports is about 150 million tons per year, IRIB reported. More than 40 multipurpose small ports have been established in the southern parts of the country since last year, Sadr said, adding that some 300 small ports will be launched in the future.

The capacity of container loading and unloading in the country's ports is currently at 4.4 million which will increase to 7 million by the end of 2015, said the official. According to the report, some 91 million tons of non-oil commodities were loaded and unloaded in the first eight months of the current Iranian year (started March 21) showing a 15-percent growth against last year. The US unilateral sanctions have not affected the section in satisfying the country's requirements, he added. During the past year, more than 440 million containers have been shipped worldwide, of which Iran's share was just 0.5 percent, said the official adding that given the potentials and infrastructures it should increase to at least 1 percent. Ports capacity is an estimated capacity of a port or an anchorage to clear cargo in terms of measurement or weight, usually expressed in tons, that may be transported inland from a beach or port over the available means of inland communication, including roads, railroads, and inland waterways. The estimate is based on an evaluation of the physical characteristics of the transportation facilities in the area.

Shahid Rajaei Port is planned to become a regional hub in the Persian Gulf region. The port is located in a semi-closed sea and its only access route is through the Strait of Hormuz. Almost all regional countries rely on this strait for imports and exports of goods and exports of oil. Every year, about 10,000 commercial ships pass through the strait which by itself hints at the prominence of the region. Given its 2,440 kilometers of sea borders in the region and the important Shahid Rajaei Port, Iran has a special position in the region. At present, some 60 percent of operations for displacing goods of the country take place at Shahid Rajaei Port. This is while the port's share in container operations of the region is eight percent.

Of course, plans for expanding the port into a hub port in the region still continue. Among such plans are the approvals made during the visit of first vice president, Mohammad Reza Rahimi and Minister of Road and Transportation Hamid Behbahani along with the accompanying delegation to Bandar Abbas in March. The important approvals include building and equipping loading and unloading rail station in the port with an operation output of six million tons of oil shipment per year maximum by end of 2011-2012 as well as building, completing and equipping rail and loading station with an annual operation output of 350,000 tons by the end of October 2011. Experts maintain that given the rapid changes in maritime transportation and the intense rivalry among ports of the region for becoming regional hub, systematic plans should be made in order to transform Shahid Rajaei Port into a regional hub. According to the officials, factors such as geographical position, sociopolitical and economic stability, existence of jetties and warehouses and a suitable and flexible tariff system can play an effective role in transforming a port into a regional hub.

Shahid Rajaei's location in the Persian Gulf makes it ideal to become a regional hub. By facilitating the needed infrastructures and other means and facilities as well as rendering suitable and sustainable services we can attract the regional sources of income into the port. It is obvious that an efficient transportation modus operandi can help provide many incentives for producers of goods and exporters and bring about economic development. Therefore, improving the transportation system and establishing suitable and constant bonds with international transportation companies can eventually help reduce final prices of goods, generate new job opportunities and ensure all-out advancement of the country. Shahid Rajaei Port Complex covers an area of 2,200 hectares and it has three ponds with a depth of up to 17 meters. Ships with a draught of more than 14 meters can anchor in this port. **Source: iran-daily**



The last news Photo of the year 2010, sunset over Hong Kong – Photo : Alan Loynd ©

## PNSC acquires \$39m panamax bulk carrier

The Pakistan National Shipping Corporation (PNSC) has acquired its second panamax vessel at a cost of \$39 million for its subsidiary company, Malakand Shipping (Private) Limited, a statement said on Tuesday.

**"MV Malakand** has been taken over physically at the outer anchorage of the Port of Dalian China on December 27," a PNSC statement said on Tuesday. **MV Malakand** has deadweight of 76,830 metric tonnes and 40,040 gross tonnage. The 225-metre long and 32-metre broad panamax bulk carrier was built in 2004 by a Japanese firm. Such vessels fit tightly through the Panama Canal, the statement added. The vessel has been purchased from Nafmar Maritime Ltd of Marshall Island, a Greek firm's subsidiary, the statement said.

The \$39 million contract is part of \$70 million deal under which PNSC would purchase more ships. A consortium of commercial banks, without a government guarantee, would fund the project in the shape of commercial loan. "These additions have increased PNSC's total deadweight capacity (carrying capacity) to 565,319 tons," the statement said.

The corporation was engaged in inducting modern tonnage to its fleet. The planned acquisition of ships during the next five year development plan (2010-2015) was primarily based on modern and competitive tonnage with a view to provide competitive shipping services for the world trade.

The five-year plan envisages induction of two to three modern bulk carriers preferably by March 2011. Induction of a Product Tanker and an LNG carrier was also part of the fleet development plan, which would serve the energy sector of the country. Inductions of bulk carriers, product tanker and an LNG carrier would provide PNSC with diversified business opportunities and enhance shipping tonnage to the targeted one million tonnes.

This would place Pakistan and PNSC in a prestigious position within shipping circles of the world at large and a lead contributor in the development of national economy, the statement said. **Source : Imran Farooq**

## OLDIE – FROM THE SHOEBOX



The **T-AO-57 MARIAS** seen laid up awaiting her faith in Brownsville 1990 - **Photo : Harry Stott (c)**

The **USS Marias (AO-57)** was a **Cimarron-class** fleet oiler acquired by the U.S. Navy during World War II. She served her country primarily in the Pacific Ocean Theatre of Operations, and provided petroleum products where needed to combat ships. For performing this dangerous task, she was awarded eight battle stars during World War II, and one campaign star during the Vietnam War for her bravery in combat areas.

The **Marias**, built under Maritime Commission contract by Bethlehem Sparrows Point Shipyard, Inc., Sparrows Point, Maryland, was launched 21 December 1943; sponsored by Mrs. Henry Williams; and acquired and commissioned 12 February 1944, Comdr. Jens G. Olsen in command. After serving the US Navy for many years in the Pacific area, including Supporting the Saipan invasion, Battle of the Philippine Sea, Supporting Guam and Tinian invasions and the invasion of the Philippines and Supporting Iwo Jima operations she was placed in service with the Military Sea Transportation Service (MSTS) as **USNS Marias (T-AO-57)** (date unknown). As of the mid-1970s, she served as a fleet oiler in the Red Sea, and in 1976 **Marias** was refueling ships in the Mediterranean. Her home port during these operations was Mayport, Florida.

In the summer of 1976 **Marias** returned to the U.S. and underwent a thorough hull cleaning and refurbishing in Baltimore, Maryland. After completion of that yard period, she spent the next several months in the North Atlantic, taking part in a large multi-national fleet exercise, refueling ships of various NATO countries during the course of the exercise. During that period of time, **Marias** was replenished several times, and took part in an experimental replenishment from a commercial tanker. **Marias** returned to her home port, for the first time in many years, in December 1976. **Marias** was transferred on 22 November 1982 to the James River Reserve Fleet. She was struck from the Naval Vessel Register on 12 December 1992 and sold to the Defense Reutilization and Marketing Service on 18 September 1995 for scrapping.

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



The **STOLT SNELAND** seen in the port of Houston – Photo : Harry Stott (c)

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