

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 001



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News reports received from readers and Internet News articles copied from various news sites.

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The JOLLY AMARANTO offshore Alexandria (Egypt), as seen from the passing TSHD SEINE (Bagger Bedrijf de Boer) – Photo : Capt. J Geene (c)

**** Capt J.Geene and crew of the THSD Seine wishes all readers Happy New Year ****

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DONJON SHIPBUILDING AND REPAIR FLOAT TUGBOAT IN PRESQUE ISLE BAY



As part of the ongoing construction process, on December 22, 2010, Donjon Shipbuilding and Repair, floated the 135-foot-long, 10,500-horsepower tugboat **Ken Boothe Sr.** in Presque Isle Bay. The vessel was moved from Donjon Shipbuilding's 1250-foot graving dock to a wet berth within the facility where final construction and outfitting of the vessel will be completed in mid-February 2011. The vessel is named for Mr. Kenneth Boothe, Sr., former President of Donjon Shipbuilding and Repair, who passed away suddenly last June.

A 740-foot companion barge is also being constructed and the combined units, know as an ATB (Articulated Tug and Barge), will be involved in the transportation of bulk commodities on the Great Lakes beginning in Spring 2012.

"This is a significant step forward for Donjon Shipbuilding and for the people who have supported this facility since it reopened under Donjon's name in December 2009. We look forward to completing this vessel and look forward to more successes in the future," said Ken Boothe, Jr., General Manager.

TOULONNAIS XVII (EX DANIMARCA) LOADED ONBOARD SUPER SERVANT 4



Photo top : Michel Kodde (c)

Kotugs **DANIMARCA** arrived renamed in **TOULONNAIS XVII** in Rotterdam from Hamburg and was loaded in the Botlek onboard Dockwise **SUPER SERVANT 4** for further transportation to Toulon



Photo top and below : Jeroen Borst ©



Dry bulk market stays subdued at the end of 2010

The dry bulk market failed to cheer ship owners across the board as the year draws to an end, thus bringing mixed feelings ahead of 2011. On one hand, the market's retreat to well under 2,000-point levels can be seen as a good sign since the new year will begin on a low end, leaving enough room for growth during the following months. On the other hand, one can't ignore the fact that a flurry of newbuildings have been "choking" the market in recent months, not letting freight rates increase despite healthy demand, apart from seasonal situations. According to a weekly report from Shiptrade Services, "capesize vessels are still still feeling the pressure felt during the previous week and the information continues to be varying as far as the beginning of the year is concerned. Charterers were not really

chasing after vessels to fix and on the other hand Owners were reluctant in coming with lower numbers to secure a fixture. As a result, the Index was once more following a downward track. Pacific had started off the week with a little more action as opposed to the other areas, but the Charterers were actually idle, only reaching out for the discounters. This general stand-still has closed the week with few fixtures reported and even less agreements on the Period Market”.

As far as Panamaxes are concerned, they “woke up on a promising Monday morning, especially for the ones positioned in the Atlantic. Both Charterers and Owners were quite active in fixing before the holidays, which kept the numbers and general sentiment at similar levels as the previous week. Unfortunately, the Pacific Ocean was not here to add-up to this positive feeling, as the tonnage in the area was considerably over the available cargo that was to be shipped before the end of the Year. As a result, the BPI was seen losing about 180 points, also showing very few period fixtures, most of them on short term basis” said Shiptrade.

Meanwhile, the recent resilience exhibited by the supramax segment, wained down. “All areas were considerably slow and had very few activity to show both on the spot and period market. Charterers with business ex Atlantic, have managed to push numbers down, especially for the cargoes to the Med, now looking at a rather disappointing 9.000 \$. Longer trips to the Far East have managed to drop less than the other routes, but the number of vessels ballasting to grab these cargoes do not sound like a good prospect for the rates. The Pacific Market was even worse, with a large number of vessels fighting

over a small number of cargoes. Charterers were actually seen silent, as the fight between the vessels was doing the



work for them, by lowering the hire levels and only the ones that were here to seriously discount were the ones to sign a fresh CP. The only area that was resilient in this drop, was the Indian Ocean that showed some activity at levels slightly under last week. Indonesia on the other hand was definitely not considered as a loading area, as rain was the main factor to delay shipments and cancel vessels. Low numbers were the reason for some Charterers to come-out looking for period tonnage, but most of the Owners were not here to meet Charterers’ desired levels” said the shipbroker’s report.

Perhaps not surprisingly, it was the smaller Handysize segment that came out stronger than the other sizes, with minor losses as a general sentiment. “Although there are a

good number of vessels waiting or sailing towards the loading areas, it seems like the available cargo has managed to keep this size rolling with limited drawback. Both the Atlantic and the Pacific Basins have been fixing vessels at pressed levels, but not to the extent of the other sizes. Owners were once again facing some resilient Charterers, but did not face the competition a Supramax would come across in the Far East for example. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Norden signs 3-year agreement with Vattenfall

Norden has entered into a 3-year agreement with the Swedish energy group Vattenfall for the transportation of approx. 600,000 tonnes of wood chips from rubber trees in Liberia to power stations in Europe. The agreement comprises a total of 24 cargoes of 25,000 tonnes each, with 4, 8 and 12 Handymax cargoes in 2011, 2012 and 2013, respectively.

Vattenfall’s import of wood chips is part of the group’s efforts to reduce CO2 emissions by replacing coal and gas by CO2 neutral fuel. Vattenfall aims to reduce the use of ‘hard coal’ by 40% in the company’s power stations in Denmark, Germany, Poland and Holland before 2020. “Our motivation for contracting with Norden has a number of facets. Aside

from economics, our decision has also been driven by the facts, that Norden is known for their consummate professionalism and has a mindset that can cope with the fact that this is green field business and can contribute in a valuable manner towards creative solutions that enhance flexibility. Adding to this, Norden is a company of proven individuals with an enviable degree of solidity and company values that provide a high level of confidence when entering into a contract of longer duration," says Clint Christensen, Coal Purchasing Agent at Vattenfall. The partnership agreement, which is the first between Vattenfall and Norden, was established through a Danish broker.

Source: maritimedanmark.dk

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Shipping businesses concerned over rising incidents of piracy



As incidents of ships hijacking by Somali pirates for ransom have increased with the third ship hijacked within 20 days in the Indian Ocean the shipping circles here are facing insecurity, heavy financial demurrage and shortage of crew in operating the oceangoing ships. Lack of prompt action and security arrangements by the government to protect a local ship and its crew through diplomatic channels was the main concern expressed by the ocean-going ship owners of the country in a meeting held today in Dhaka, ship owners association sources alleged.

Bangladesh Oceangoing Ship Owners Association members said they will meet with the DG Shipping of the government of Bangladesh at the latter's office to discuss issues and urge the government to arrange safe return of the crew and the ship at the earliest. Somali armed pirates have taken control of Bangladesh flag vessel **MV Jahan**

Moni of Brave Royal Ship Management on December 5, Panama flag vessel **MV Orna** on December 7 and Thai vessel **MV Thor Nexus** on December 24 from the Arabian Sea for ransom. The pirates have demanded a sum of \$9.0 million for ransom to release the ship and its 26 crew including a woman who are leading miserable life on board the ship for the last 23 days guarded by armed pirates of Somalia. BOSOA leaders sat in a crucial meeting Tuesday morning at its office in HRC Bhaban at Kawranbazar, Dhaka with its president Sayeed Hussain Chowdhury in the chair. The permanent members and some observers from the shipping circles attended the meeting. They expressed grave concern at the increasing incidents of piracy in the Arab Sea by the Somali pirates over the weeks while 'the government of Bangladesh seems to be less concerned' in spite of the government's responsibility in this regard. "There is a shipping ordinance under which the government takes full responsibility to protect its national in such distress," said a member favouring anonymity, who attended Tuesday meeting. The association members said the government should have come up with prompt steps with its Indian counterpart and the government of Somalia immediately after piracy of **MV Jahan Moni**, along with 26 crews from near the Indian south coast on December 5.

Source: The Financial Express



The Stern trawler **SCH 72 FRANK BONEFAAS** seen getting ready for the next season in the port of IJmuiden, the trawlers will leave the first week of January for the fishing grounds - Photo : H.Blomvliet (c)

Anger grows over fishing boat deaths

Seven Vietnamese survivors of an old South Korean fishing boat that sank in Antarctic waters south of New Zealand have made it home but there is growing anger in Vietnam over the 21 deaths. Vietnamese media have focused on what they report are slave-like conditions aboard Korean boats.

The 31-year-old **No 1 Insung**, operating out of Bluff and fishing for toothfish in New Zealand's Ross Sea, sank on December 13, about halfway to Antarctica. Of its 42 crew, five bodies were recovered, while 17 others are presumed dead. Four of the dead were Vietnamese. The survivors returned to Bluff last week and have now reached home.

VietNamNet Bridge website – under a headline "*Thousands of expatriate sailors face risks and difficulties*" – reported the public was "paying special attention to the sunken Korean fishing vessel in the Antarctic". It said more than 1000 Vietnamese sailors work for Korean fishing ships, with a similar number on Taiwanese vessels. Factory workers earn up to five times more than sailors.

"Sailors are also in the group of workers who face high risks of maltreatment and enslavement," the website said.

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Vietnamese media quoted Nguyen Thi Ngan mourning the death of her son Nguyen Van Son: "Why is it so unfair? A poor one who has to work away from home is killed."

Another parent, Nguyen Tuan, was disconsolate, as was his wife, Dang Thi Lan. "Oh my poor son! We've lost you." Their eldest son, Nguyen Tuong, took the job to help his family escape dire poverty. Tuong's end came about three months after his family took out loans of US\$769 to pay his way onto the ship. His uncle, Nguyen Song Hao, is among the crew still listed as missing, and whose survival has been ruled out.

Meanwhile, Korea's Food, Agriculture, Forestry and Fisheries Ministry would not speculate on the cause of the sinking. It said the Insung had casualty and ship accident insurance. Family of the dead would receive US\$166,000 **Source : Stuff.co.nz**



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Russia to ease restriction on foreign investors next year

Russian Government plans to make a number of amendments to the Russian law on foreign investment in 2011 to create a welcoming environment for foreign investors, the Russ. Govt's press service reported citing Vladimir Putin's statement at a meeting of the governmental commission for control over foreign investments.

The essence of the amendments is to facilitate access of investors in the food, medical, banking and mineral resources industries. According to Vladimir Putin, the investments in industries that are not included in the list of strategic entities, do not require any approvals.

"With regard to the strategic sectors of the economy here, as we agreed with you, licensing procedures will be greatly simplified. Already in 2011 it is planned to take a number of amendments to the Law on Foreign Investment. The essence of these amendments is to facilitate investor access to food medical, banking, liberalize controls in the mineral resources ", - said the prime minister.

According to him, this is the first package of legislative initiatives to welcome foreign investors in strategic industries. The second one is being prepared by the Federal Antimonopoly Service.

"I hope that the measures will help us in the near future to increase the inflow of foreign direct investment in Russia. By the way, according to preliminary estimates, in 2010 Russia will have about \$ 40 billion of foreign investment", said Vladimir Putin. **Source : PortNews**

QUESTIONS ABOUT THE SMIT MANILA



Newsclippings reader **RIENUS VAN OSTAIJEN** (E-Mail : vanostaijen001@kpnmail.nl) is building for the last 10 years a scale model of the **SMIT MANILA**, Launched as **SEAFORTH CHALLENGER** in 1973 by Cochrane Selby (Yard No.1548) 1977: Sold and became **SEAFORD**, 1981: Sold and became **SMIT MANILA**, 1989: Sold and became **UTO**

Left : **SMIT MANILA** – Photo : Willem Koper
and below as the **UTO** – Photo : Piet Sinke



As Rienus is in the final stage of outfitting he is having some questions of the rigging of the boom, I presume that a some readers know this vessel and maybe have sailed on (Capt. Henk N ??) or is having detailed photos of the vessel, and can help Rienus in this final stage to complete this super nice scale model. Your help in this is appreciated !

vanostaijen001@kpnmail.nl





The **OVERSEAS LONDON** seen Westbound south of Sri Lanka – Photo : Capt. Jan Berghuis (c)

Aboitiz Transport sale to Nenaco completed

The sale of the shipping unit of the Aboitiz Group to Negros Navigation Co. Inc. (Nenaco) was completed Tuesday, ahead of the January 10 deadline. The purchase price was P1.8813 per share for a total of P4.284 billion.

"The sale of the respective shareholdings of Aboitiz- Equity Ventures Inc. (AEV) and Aboitiz and Co. Inc. (ACO) in Aboitiz Transport System Corp. (ATS) to Negros Navigation Co. Inc. was finalized December 28 after the closing conditions for the sale were met," ATS said. AEV sold its entire holdings of 1,889 million common shares (77.24 percent of ATS' outstanding stocks) for P3.55 billion while ACO sold its entire holdings of 390.322 million shares (15.96 percent) for P734 million.

"AEV was informed by Nenaco that it intends to initiate a tender offer for the ATS shares owned by the public immediately hereafter," ATS said. The tender was imposed by the Securities and Exchange Commission. Nenaco's acquisition of ATS was backed by a significant investment from China-ASEAN Marine B.V., a wholly owned subsidiary of China-ASEAN Investment Cooperation Fund (CAF). CAF is a private equity fund sponsored by the China Export-Import Bank, one of the largest international credit and investment institutions in the world.

Initially, Nenaco plans to separately operate the Negros and Superferry lines. Nenaco currently operates eight vessels which serve 13 ports of call. ATS, operator of Superferry, 2GO, Cebu Ferries and Supercat, operates 18 vessels, a combination of ro-pax, fast ferries and freighters serving 19 ports. Sulficio O. Tagud Jr., chief executive officer and chairman of Nenaco, said the combined strength of the shipping lines will be able to offer a comprehensive range of value-added logistics services to meet the needs of all types of customers.

"The joint team is confident that the increased resources of the combined company will enable us to provide innovative services, enhanced frequency and improved customer care to our valued passengers and freight, logistics and supply chain customers," said Tagud. Source : malaya

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CASUALTY REPORTING



11 Vietnam sailors missing after ship sinks

Eleven Vietnamese sailors were missing in the South China Sea after their cargo ship sank during high winds, rescue officials said on Wednesday, warning other mariners to beware of bad weather. Twelve seamen were rescued by fishermen after the **Van Don-2** sank early Tuesday about 400 kilometres (250 miles) off the coast of Ba Ria-Vung Tau, said Bui Ngoc Tri, of the southern province's search and rescue centre. "We have sent two rescue boats and asked fishing vessels in the area to help in the search for the missing sailors," Tri said. "However, our search is hampered by bad weather." Tri said the accident happened very quickly during heavy seas, and he did not know whether the crew had time to put on their life jackets.

"We are making maximum efforts to search for them and I can't talk about their chances of survival. That depends a lot on the energy of each one of them, and on the weather conditions." Another rescue official, Vu Khac Cuong, said on state television that the 12 survivors were all in a poor condition, and two were injured.

The ship, weighing 6,900 deadweight tonnes, was transporting material for iron manufacturing from Malaysia to Ho Chi Minh City, Tri said. It belongs to the Quang Ninh Sea Transport company based in northern Quang Ninh province.

A staffer at the shipping company said only that they were awaiting more information from the rescue centre. Strong winds and heavy seas are common off Vietnam's coast at this time of year, and Cuong said the latest incident shows that shippers should take heed.

"It's a warning to the owners of cargo ships about maritime safety, and unexpected changes in the weather at sea," he said. Twenty other fishermen were missing and presumed dead after their vessel overturned on December 17, also during strong winds off Ba Ria-Vung Tau province. Only one man survived, a rescue official said.

Local media reported that another 23 seamen have not been found after the Phu Tan container ship from Vietnam sank on December 16 during severe weather further north, to the west of China's Hainan island. Officials said rescue workers from China and Vietnam found three survivors and one body from the cargo ship. **Source : Khaleej Times**

NAVY NEWS

Ukrainian Warship Successfully Completes its Participation in NATO'S Anti-terrorist Operation

Ukrainian corvette **Ternopil** has participated in NATO's Operation Active Endeavour for the fifth time. The Operation was launched for the first time by the Alliance after the 9/11 terrorist attack and aims to detect and deter terrorist activity in the Mediterranean Sea region. Ukraine was the first amongst non-member states to join the operation.

"The trip was of great importance for our country. Ukraine has once again demonstrated its due execution of its international obligations; that it is a country which sees to stability in the region of Mediterranean and Black Seas, and proves its eagerness to combat terrorism," stated rear-admiral Yuriy Illyin.



Ukraine's President Kuchma has set Ukraine's course towards conducting a sufficient dialogue with the North Atlantic Treaty Organization. The next Ukrainian President Viktor Yushchenko, 2004-2009, nurtured the idea of Ukraine becoming NATO's member. However, this notion was not supported by most Ukrainians. Therefore, Ukraine kept its non-aligned status. In the recently enacted law on Domestic and Foreign Policy, signed by the President-in-office Viktor Yanukovich in 2010, Ukraine is to continue on having a constructive partnership with NATO.

The corvette's crew participated in surge operations, helping to monitor civilian shipping, collecting and analyzing information on suspicious vessels and accompanying ships carrying important cargo. It took part in 5 patrolling shifts in the different areas of the Mediterranean Sea.

Next year Ukraine will send its warship **Lutsk** to aid the Operation. In addition to Ukraine, Morocco and Israel offered physical assets for 2011. Under the programme, NATO forces have hailed over 110000 merchant vessels and boarded 160 suspect ships. By conducting these maritime operations against terrorist activity, NATO's presence in these waters has benefited all shipping traveling through the Straits. The increased NATO presence has also boosted the Alliance's security cooperation programme with countries in the wider Mediterranean region - Algeria, Egypt, Israel, Jordan, Mauritania, Morocco and Tunisia.

NATO-Ukraine relations were formally launched in 1991, when Ukraine joined the North Atlantic Cooperation Council (now the Euro-Atlantic Partnership Council). In 1994, it became the first of the Commonwealth of Independent States to join NATO's Partnership for Peace programme. The alliance now consists of 28 independent member countries and cooperates with a range of countries. **SOURCE Worldwide News Ukraine**

End of an era as submarine is retired after 32 years' service

IT WAS the end of an era at Devonport Naval Base when the last of the class of Swiftsure attack submarines was retired after 32 years' service. **HMS Sceptre** was formally decommissioned at a special ceremony which saw tributes paid to her role, and the hundreds of submariners who served onboard.

Commander Steve Waller, the 16th and final commanding officer of the vessel, said the occasion marked more than the end of a submarine in service, but also the end of an era of Swiftsure submarines. He said: "This is a momentous occasion, as it marks the last of the Swiftsure Class.

"It is a sad moment, but we should also use it to remember and celebrate the achievements of the submarine and of the men who have between them protected the UK's interests for 32 years. "This longevity is testament to the UK workforce. Indeed in the last nine months of service, including a long deployment, the boat has lost only six days due to faults."

He said **HMS Sceptre's** crew, past and present, were one large close-knit family which made up a happy community while at sea. The vital support was obvious among the sailors and their families back home, he said, especially important during long deployments, like the eight-month, 31,000-mile patrol to the Indian and Atlantic Oceans earlier this year.

HMS Sceptre, a nuclear-powered submarine, entered service in 1978 and it is estimated around 1,500 men have served on board during her time. The decommissioning ceremony, which was witnessed by 450 people, was conducted by Royal Naval Chaplain the Rev Bernard Clarke. Special guest was Michael Winstanley, the Mayor of Wigan, the town which the submarine has long been affiliated to.

He told the parade: "I am honoured to have had such a long and happy association with **HMS Sceptre**. But this occasion is tinged with sadness at the parting of the ways." The mayor said **HMS Sceptre** had done the Royal Navy and Wigan proud and the submarine "held a special place in Wigan's heart."

He said that he and Wigan saluted the submarine and all her men for their achievements and that, despite her age, **HMS Sceptre** served at the forefront of naval operations, serving her country right to the last. "The real heart and soul of the submarine are the people here on parade," said Mr Winstanley. "Submarine service is seen as more than a life, more of a religion to them." He added that the various crews of **HMS Sceptre** had shown the "utmost professionalism and loyalty" throughout their years of service on board and delivered "outstanding service" with "undying pride". Source : This is Plymouth /Plymouth Herald

SHIPYARD NEWS

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Yangzijiang Shipbuilding secures orders for six bulk carriers

Chinese shipping company Hua Yang International Marine has placed orders for six bulk carriers with China-based Yangzijiang Shipbuilding. The contract, for which the pricing remains undisclosed, entails the construction of two panamax bulk carriers, two handymaxes and four 47,500dwt bulk carriers. Singapore-listed Yangzijiang Shipbuilding boasts an annual shipbuilding capacity of over 1m tons. Source: SeaTrade-Asia

German shipyard output slumps in 2010



Struggling German shipyards delivered far fewer new ships in 2010 than they have for many years, conceding further market shares to Asia and themselves completing just 30 newbuildings of 783,500 gt. According to a media survey released on 27 December in Hamburg, the 2010 figure compared to 44 ships in 2009 and 70 in 2008 when container ships still made up the bulk of newbuilds. In 2010 only a few German yards turned out boxships. Others continued their switch to hi-tech specialised tonnage, mainly cruise, ferry and ro-ro. One late coup was an order for Germany's first offshore wind energy transport and installation jack-up. Topping the Germany delivery chart was cruise ship builder Meyer Werft with three cruise ships and two LNG tankers. Among the others, J.J. Sietas had a bulker, a dredger, a ferry and a heavy lift ship to its credit, Nordic delivered giant ferries to Stena, and Volkswerft deliveries included AHTS ships. FSG still led the world with ro-ro and small specialists like Fassmer

and Abeking & Rasmussen stayed up front with pilot and patrol boats. Pointing up the loss of the bigger traditional container, bulker, multi-purpose, heavy lift and tanker sectors, now largely lost at German and other European shipyards, were the 130 ships built abroad in 2010 for German shipowners, predominantly in China and South Korea. Telling its own story was the fact that most of those newbuildings were container ships of 700 to 14,000 TEUs – staple German design production just a few years ago. **Source: Motorship**

US Navy Awards Austal Multi-Vessel LCS Contract

The USA division of Australian-headquartered Austal has been awarded a U.S. Navy contract to construct one Independence Class Littoral Combat Ship (LCS). The total value of the contract is US\$432.1 million. The contract includes options for nine additional vessels in the following five years.

Austal will immediately commence preparation work including a US\$140 million facility expansion and workforce development which will take approximately 12 months to complete. Construction of the first LCS vessel will commence in early 2012 and is scheduled for delivery in 2015. The aluminium warships will be built at Austal's U.S. shipyard in Mobile, Alabama, and will more than double Austal's US workforce to around 3,800 employees. Austal Limited's Chairman John Rothwell said this contract is a very significant milestone for the company, and is proud that Austal has been selected to produce this important class of vessels for the U.S. Navy. "This contract has firmly established Austal as an international defence shipbuilder, is a strong vote of confidence in Austal's aluminium trimaran LCS design, and also reflects the strength and capability of our USA operations and highly-skilled workforce," said Mr Rothwell.

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The LCS program began in 2002 with the U.S. Navy's pursuit of a new class of up to 55 ships for multi-mission support. The LCS is envisioned to be a versatile, networked, agile, surface combatant capable of defeating anti-access and asymmetric threats in the littorals. In October 2005, Austal, as a part of the General Dynamics LCS team, was one of two bidders awarded a landmark construction contract for one of two LCS, **USS Independence (LCS 2)**, followed by a contract to build a second Independence-class LCS, **USS Coronado (LCS 4)**, in May 2009.

Austal is now the Prime Contractor for this expanded 10-ship, Independence Class LCS program. While General Dynamics Bath Iron

Works remains the prime contractor on **USS Coronado (LCS 4)**.

The Austal LCS Team delivers proven design and construction expertise of commercially derived high-speed combat vessels in the United States and the integration of military computing environments for weapons, sensors, and communications.

Austal's shipyard in Mobile, Alabama, has proven that they have the necessary infrastructure, processes, and skilled workforce in place to design, construct, deliver and service 100-metre plus high-speed ships in the United States. Austal USA's first 127-metre trimaran LCS, **USS Independence (LCS 2)**, is operating with the fleet at its current location in Norfolk, Virginia.

Austal has under construction the second LCS, **USS Coronado (LCS 4)**, and the first two of five contracted 103-metre Joint High Speed Vessels, **Spearhead (JHSV 1)** and **Vigilant (JHSV 2)**, part of a joint contract between the U.S. Army and U.S. Navy. The keel laying ceremony for Spearhead took place at Austal USA's Mobile shipyard on July 22, 2010. **Spearhead** delivery is planned for December 2011 and will be operated by the U.S. Army.



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Yantar Shipyard to launch RV for Russian Defense Ministry next year

Baltic Shipyard Yantar (part of Western Shipbuilding Center) is planning to launch the Seliger, a Research Vessel before May 9, 2011, the company's press service said. The newbuild order has been completed by about 40%. Since the construction was purely funded by the Customer, the Russian Ministry of Defense, the shipbuilder had to obtain a credit facility. Next year, the order is expected to be paid by the Customer in full. The ship delivery to the Defense Ministry is scheduled for November 2011. Earlier reports said the Seliger was to be delivered by the end of 2010.

The lead **RV Seliger** of Project 11982 (CMDB Almaz) was laid down on July 8, 2009. The ship's length is 59.7 m, beam - 10,8 m, displacement - about 1,100 tons. Baltiysk-based Shipyard Yantar was founded in July 8, 1945 on the basis of Koenigsberg F. Schichau shipyard. The company specializes in construction and ship repair of small and medium vessels for military and civil purposes. Throughout the years the Shipyard has built 154 warships and more than 500 merchant vessels. Currently, the major stakeholder of Baltiysk Shipyard Yantar is the state-owned Western Center of Shipbuilding, a subsidiary of United Shipbuilding Corporation. **Source : PortNews**

ROUTE, PORTS & SERVICES



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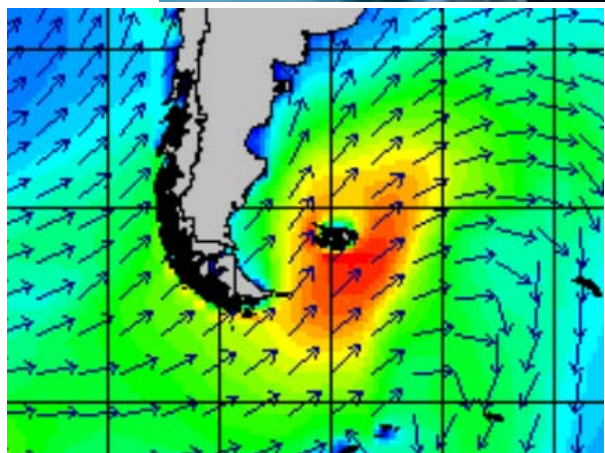
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Waha Maritime to add over 5 vessels in 2011

Abu Dhabi-based Waha Maritime, a subsidiary of Waha Capital, will add more than five new vessels to its fleet next year, a senior company official said. Speaking to the website, Mustapha Boussaid, Director of Maritime Investments at Waha Capital, said the company currently has 45 vessels under management and will have more than 50 vessels by the end of next year. "We want to become the leading marine companies," he said. Al Waha Marine Agency, a subsidiary of Waha Maritime, has received the ISO 9001:2008 compliance certification from Lloyd's Register following the successful completion of the final audits for the quality management system. The organisation also received the ISO 14001: 2004 "Statement of Commitment" certification for its commitment to implementing an environmental management system. Waha Maritime is the maritime investment arm of Waha Capital, the Abu Dhabi-based diversified investment holding company. "Through its various portfolio companies, Waha Maritime controls a fleet of 45 offshore support vessels and this award should help us expand and strengthen our offering to other oil and gas majors and contractors," added Boussaid. The ISO 9001:2008 Quality Management System compliance certificate was awarded to Al Waha Marine Agency for meeting international standards for ship management incorporating the safety and pollution requirements of IMO resolutions A 741 (18), and the ISM and ISPS Code for its fleet of anchor handling and supply tugs trading in international waters. The ISO 14001: 2004 Environmental Management System commitment certificate was awarded for the organisation's commitment to progressively implementing an environmental management system. Commenting on acquisitions, Boussaid said: "We aim to grow organically and inorganically and are always looking for good acquisitions in the marine sector." According to Boussaid, there will be demand for mainly two types of vessels – platform supplying and anchor handling. **Source: Emirates24/7**

HAL'S VEENDAM ENCOUNTERS BAD WEATHER



Cape Horn/Drake Passage... How rough can it be, as seen at the photo made during the cruise on the **VEENDAM** in the period December 8th – December 21st with winds reaching over 12 bft as reports from passengers are showing,



Yes, the storm was rough, and as described above, high winds and huge waves for more than 24 hours. At the peak of storm we were asked to stay in cabins and kitchen shut down. We did not 'round the Horn', but we did get to Ushuaia, a day late, and Punta Arenas, a day late but of course had to give up a port which was Puerto Montt in Chile. The captain stated at one point we were making 3 knots of speed as that was all we could do, and he said it was the worst storm he'd seen in 27 years at sea. 98 foot swells and 110 mph winds!@!

Sometime in the early morning hours something happened at the anchor windlass and one anchor went down to the bottom along with 900 feet of anchor chain. It took 3-4 hours and heroic work by captain and crew to safely retrieve the anchor before we could continue on to Ushuaia. **Source : Cruise Critics**

See also : <http://www.youtube.com/watch?v=whZeeUDIVXw&feature=related>



The **STX NOBLE** seen enroute Amsterdam – Photo : Marcel Coster (c)

Hanjin, STX Pan Ocean, Sinokor add capacity to joint FE-Middle East service

KOREA's Hanjin Shipping, STX Pan Ocean and Sinokor are raising the capacity of their joint Far East-Middle East Express service (FMX), by replacing the four 4,250-TEU vessels operated by Hanjin with 5,300-TEU ships.

A report by Alphaliner said Hanjin has taken the larger 5,300-TEU ships from its transpacific services. The two other ships used on the FMX, which are the 4,498-TEU STX Patraikos provided by STX Pan Ocean and the 3,484-TEU Williamsburg G Bridge provided by Sinokor, will continue to be operated on the service. "These smaller ships are expected to continue on the FMX, since neither STX PO nor Sinokor have larger tonnage at hand, unlike Hanjin," Alphaliner added. **Source : Schednet**

Deeper canals help boost Brazil's commodities throughput Share this

Brazil's sea port capacity will rise significantly in 2011 as dredging work advances, a senior port official told Reuters, relieving a major bottleneck hampering trade with the booming Latin American economy. Brazil generates more than 40% of its export revenue from a vast range of commodities, both agricultural produce and minerals but its ports have been choking up more frequently as its red hot economy puts strain on its infrastructure.

A national program that began in 2007 to scoop 79 million tonnes of muck from the beds of access canals and berths at 18 ports at a cost of 1.6 billion reais (\$942 million) is to be mostly completed by mid-2011.

"We will have 30% more capacity than at the start of the program," said Fabrizio Pierdomenico, secretary of planning and port development and a former director at Santos port. He said the increase in capacity would vary by port.

"Instead of working with two 60,000-tonne ships, you can use one 120,000-tonne ship. You gain in efficiency and add capacity to the port," he said, adding commodities producers could be assured they would benefit from cost savings. "It's as if you are adding more berths," he said. A second phase of the dredging program starting in 2011 will extend the deepening along secondary canals that branch off from main access routes, and extend dredging to other ports. It will cost 1 billion reais and take four years.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 001

The shortcomings of Brazil's ports were never more visible than in mid-2010 when ships queued for as long as a month to load sugar. Though a one-off coincidence of high demand and wet weather halted loading, faster turnarounds and access for larger ships could have lessened its severity. The top two sugar ports in Brazil, Santos and Paranaguá, should complete their dredging work by the end of June and the end December 2011, respectively.

Brazil's national center for navigation, Centronave, says the country's ports are among the most costly in the world and says from January to September, ships spent a combined total of eight years waiting to load and unload. The inadequate depth of canals means some ships can only operate partially loaded at Brazil's ports as they would otherwise run aground if carrying a full cargo.



The **LAURA MAERSK** seen in Rio Grande – Photo : Marcelo Vieira (c)

Brazil is also the world's top exporter of iron ore but the country's top producer of the steel ingredient, Vale, ships through its own privately run ports. The largest and most costly project, the dredging of a 17-km (10.6-mile) canal at the port of Rio Grande in the southern state of Rio Grande do Sul was completed in July and enabled a Panamax vessel to berth there for the first time in November.

Ports in the south of the country will need regular maintenance dredging, once or twice a year, as sediment tends to build up faster there, Pierdomenico said. Ports in the north and northeast can go two or three years without maintenance. Mud dredged from the ports is shipped out to sea and dumped at locations approved by the environmental regulator and where currents are present to disperse it evenly over the sea bed.

Pierdomenico said once the problem of waterway access has been resolved, other bottlenecks are likely to become more prominent. "When you remove this blockage others will appear. Ports will have to deal with the problem of access roads and railways to get there and the shortening of queues," Pierdomenico said.

Investments from the same infrastructure program funding the dredging, known as the Accelerated Growth Program (PAC), will also pay for the construction of two railways, one descending from the north and the running east and west. They will interlink with several existing smaller rail networks.

Pierdomenico, speaking to Reuters in an interview at the headquarters of the port secretariat, specially set up in 2007 to tackle port bottlenecks, said further efficiency gains would come from a "paper-free port" program to cut bureaucracy. Some 900 documents are needed to process each ship passing through the country's ports but a computerized system was being developed to automatically distribute details to each state authority according to their requirements. Another system that would track containers on their road or rail journey to the port is also planned and would enable their check-in procedure to begin prior to their arrival, Pierdomenico said. He said that for the duration of the dredging works, archeologists were present at each site to be able to recover objects of historical value were any to be uncovered. Divers had also scoured the waterways at ports in the state of Bahia where Portuguese colonists first discovered Brazil after their ship was blown off course on their way to Asia. Pierdomenico said the dredging had so far

yielded only old tyres, anchors and parts of ships but nothing of historical value. "Thank God," he laughed. "Otherwise we might have to stop everything." **Source : commodities-now**

Chile approves construction of \$300 million port

Brazilian energy company MPX Energia SA has received approval from Chilean environmental authorities to build a \$300 million port in the northern Atacama desert, according to Reuters. The new port will transport minerals, food, and other materials. MPX is currently awaiting approval of the Castilla project, a \$4.4 billion coal-fired thermal plant to be built in the same region.

However, a ruling by the Chilean Supreme Court in November has delayed the approval of the project over environmental issues concerning soil use. According to Reuters, MPX says the ruling will not affect construction of the new port. MPX is controlled by Eike Batista, Brazil's richest man. In November of this year, his company LLX announced expansions to build The Acu Superport, one of the largest ports in the world. **Source: portworld**

China Navigation orders eight multipurpose vessels

Swire group's deep sea shipping arm, China Navigation Company (CNC), has ordered eight 31,000dwt multipurpose vessels for delivery between January and August 2013 from Zhejiang Ouhua Shipbuilding. The contract, which is valued at a total of US\$300m, also contains provisions for up to an additional eight optional vessels in continuation.

"These vessels will be deployed to enhance or replace existing vessels deployed in our own liner trades", said Richard Kendall, CNC md. "We have particularly focussed on designing a vessel that is capable of appropriate cargo handling and speed performance to operate successfully in a scheduled liner trade, while delivering ground-breaking fuel efficiency at normal operating speeds", he added. CNC currently operates 29 vessels, of which 17 are owned, in its owned and managed liner trades in the Asia Pacific region under the Swire Shipping, Tasman Orient, New Guinea Pacific Line and Greater Bali Hai brands.

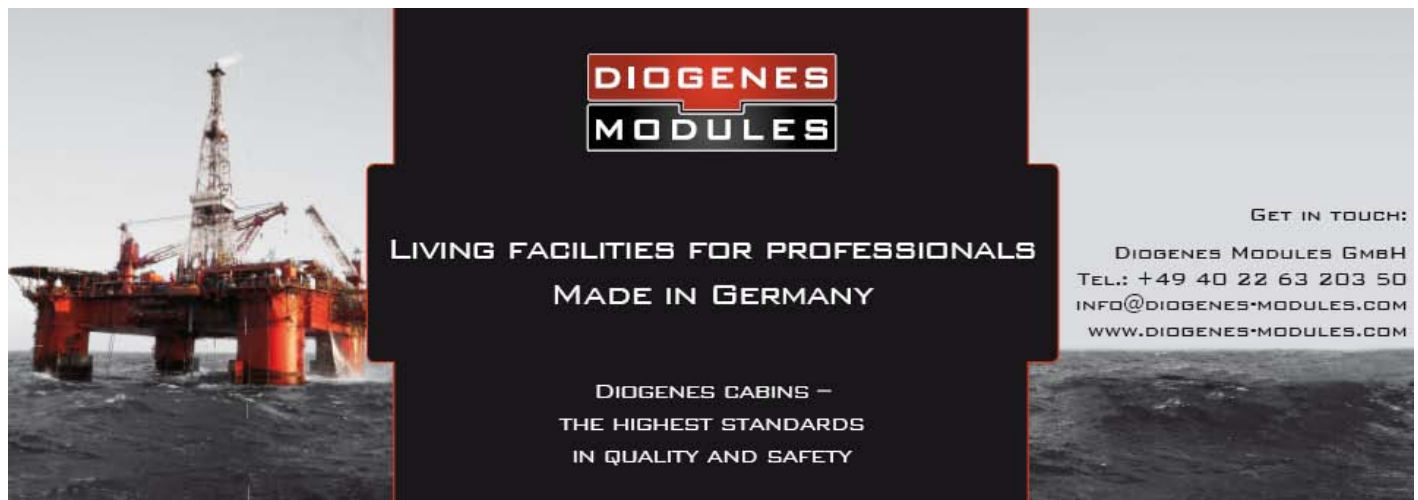
The newly-ordered vessels, which are fuel efficient and environmentally friendly, are rated to carry 2082teu (147 refrigerated), but are also designed to carry general cargo, steel, project cargo, agricultural products and dry bulk cargoes. They will carry 31,000 dwt on 10.5m draft with a design speed of 15.5kts, but with capability of 19kts on 20,000 dwt. The LOA is 199m, beam is 28.2m and depth 15.5m. "We are delighted to have won this newbuilding order from China Navigation", said Qiao Weihai, Chairman and General Manager of Ouhua. "We have developed expertise in building multipurpose vessels for other owners, and are confident of building this order on time and to China Navigation's expectations", he added. Founded in 1872, CNC moved its head office from Hong Kong to Singapore at the end of 2009 and – in addition to its liner trade interests – owns a panamax bulk carrier transfer vessel, **Erawan**, a joint venture (Swire CTM Bulk Logistics Ltd) in the bulk transloading industry, and is a shareholder in the CBC capesize and panamax bulk fleet. **Source: SeaTrade-Asia**

Maersk, Safmarine add south China calls to Mashariki Express

MAERSK LINE and Safmarine are adding calls at the south China terminals of Nansha and Yantian near Shenzhen to their south East Asia-East Africa Mashariki Express relay service.

The new port rotation for the service will be: Nansha, Yantian, Tanjung Pelepas, Mombasa, Dar Es Salaam, Tanjung Pelepas, Nansha. From January 4, 2011, a seventh vessel of 2,700 TEU will also be added to the service which is presently operated with six vessels ranging in size from 1,700- to 2,500-TEU, reports Alphaliner.

It said this service was organised in March to provide a link from Tanjung Pelepas to East Africa. **Source : Schednet**



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Another photo of the **JOLLY AMARANTO** seen off Alexandria (Egypte) – **Photo : Crew TSHD Seine (c)**

UASC to hike westbound freight rates from India

United Arab Shipping Company will seek a general rate increase on the westbound trade from India to Europe and the Mediterranean, as part of a new rate restoration program, JOC reports.

Effective Jan. 15, 2011, the planned increase will be \$150 per 20-foot equivalent unit. The Middle East-based carrier will also increase rates on cargo moving from the Arabian Gulf and Red Sea region to Europe and the Mediterranean. Starting Feb. 1, the proposed GRI on this route will be \$150 per TEU. The increases will apply to both dry and reefer cargo. UASC's move comes just as Maersk Line announced two GRIs on the same trade lane. The Danish carrier plans to boost rates by \$200 per TEU and \$400 per TEU, effective Feb. 1, followed by another increase of \$250 and \$500, starting March 1.

In related news, Hapag-Lloyd said Wednesday it will apply a new rate increase on all cargo shipped from East Asia to Latin America. Effective Jan. 15, the increase will be \$200 per TEU. **Source: joc.com**

Ports: Priority on Efficiency

To sustain India's present high rate of growth, India has to increase its share in world trade. Since 95 per cent of India's external trade by volume and 70 per cent by value takes place through its ports, it is imperative to augment and upgrade port infrastructure.

From 2003 to 2010, traffic through major ports grew at a Compounded Annual Growth Rate (CAGR) of 8.45 per cent. Traffic volumes at major ports increased from 345 million tonnes per annum to 561 million tonnes per annum, an increase of 63 per cent.

Simultaneously, there has been tremendous growth in the traffic handled by non-Major Ports and their share in total traffic handled has increased from 10 per cent in 1995 to 31.5 per cent in 2010. This growth in traffic, has resulted in the capacity utilisation of more than 90 per cent at major ports with some experiencing more than 100 per cent capacity utilisation. This connotes congestion and very high berth occupancy. For efficient port operations, 70 per cent capacity utilisation is considered to be optimum.

The Shipping Ministry expects traffic at major ports is likely to grow at a CAGR of 8.03 per cent from 561 million tonnes in 2009-10 to 1,215 million tonnes by 2019-20, whereas the traffic at non-major ports is expected to grow at a CAGR of 16 per cent from the present level of 289 million tonnes to 1270 million tonnes. Thus, the anticipated traffic at Indian ports would be 2485 million tonnes by 2019-20 from the present level of 850 million tonnes at a CAGR of 11.32 per cent.

To meet this anticipated traffic, the major and non-major Ports have formulated plans for development of new terminals, upgrading existing berths and modernising operations by inducting state of the art cargo handling equipment. Considering the objective of 70 per cent capacity utilization, it is necessary to increase the overall capacity of Indian Ports to 3230 million tonnes by 2020 which is more than three times the present level of 963 million tonnes.

This will entail large-scale investment and induction of newer technologies to reduce cost and to bring in efficiency in operations. This is not possible without involving private sector as active partners in development.

In the port sector, the experience with PPPs has been very encouraging. The port sector has not only been able to attract private investment for large number of infrastructure projects but has also benefited from cost effective and efficient port operations ushered in by private players. The terminals set up through PPP mode have achieved performance levels which match the best internationally in terms of efficiency and cost effectiveness.

Attracting private capital through PPP projects has been achieved in the Port sector because of a favourable and investment friendly policy framework that was put in place by Government of India. As a result, 24 PPP projects involving an investment of Rs.6,486 crores have been completed and are under operation. Another 19 PPP projects are under implementation involving an investment of about Rs.12,498 crores and 21 more projects are under bidding. In the last 18 months alone, 19 PPP projects have been awarded a dozen projects are scheduled to be awarded before the end of this financial year.

These projects include International Container Terminals at JNPT, International Container Transshipment Terminal (ICTT) at Vallarpadam, LNG Regasification Terminal at Cochin, Mega Container Terminals at Chennai and Ennore, new coal berths in Paradip, Tuticorin and Vizag among others.

All the big names in the international maritime sector and leading Indian operators have invested in BOT projects in the Port sector.

Though the experience with PPP projects has been successful, it has not been without challenges. There have been considerable delays and uncertainty in getting clearances from various Ministries and agencies. Litigation during tendering process also takes its toll on some PPP projects. There was thus a need to streamline the clearance processes and ensure that decisions are taken within a timeframe, promptly. **Source : Indiatimes**

Kandla port to develop four new berths for Rs 755 crore

Four companies have been identified for the Rs 755-crore project to develop new berths at Gujarat's Kandla port. Private firms Ras Infraport, Sical Logistics, IMC and PSL will work on build-operate-transfer basis with the Centre and bring cargo handling capacity of the country's largest port closer to 100 million tonnes.

Companies executing BOT projects charge users and transfer them back to the government after recovering their investment. Tenders for the four new berths were invited twice after improving the revenue-sharing arrangement with the bidding companies. Kandla Port Trust chairman PD Waghela said the port will now have 16 berths and could handle additional 8 million tonnes. The port can now service vessels with a draught of up to 13 metres. "Berths numbering 13 to 16 will be developed under the new project. The total capacity will be raised from 85 million tonnes to 93 million tonnes. We will further increase the capacity to 100 million tonnes by 2013," he said.

Kandla port handles cargo like petroleum oil, fertilisers, coal, timber, food grain, machinery, salt and containers. The western coast port has handled 31.85 million tonnes of oil products till November, a rise of 2.80% from a last financial year.

Kandla port handled 79.5 million tonnes in the current financial year, 10% more than it did in the last fiscal. KPT vice-president MA Bhaskaracharya said offshore berthing facilities will be developed at Tuna Tekra, 10 km away from Kandla, to raise annual capacity by 12-14 million tonnes per annum. A single point mooring (SPM) too is being developed at Vira in the Gulf of Kutch and the work will start in six months. "Once completed, the total capacity will rise to 115 million tonnes," he said.

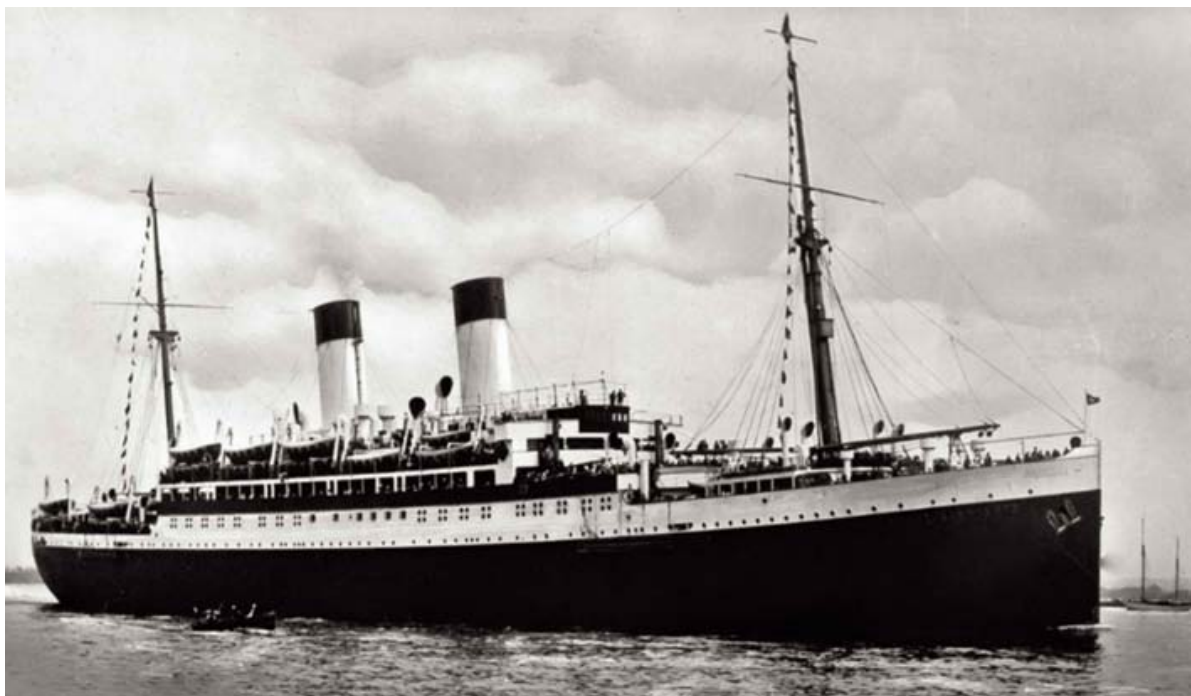
The port has a satellite oil port at Vadinar in Jamnagar district to handle crude and finished petroleum products. Vadinar handled over 36 million tonnes of crude import and exported over 7 million tonnes of finished petroleum product during fiscal 2009-10. Recently KPT has introduced e tendering system to boost the simplification of procedures, expedite the process of tendering, make it transparent and reduce the time-frame to finalise the tenders.

Development of port land was pushed ahead as part of National Maritime Development Programme conducted on Public Private Partnership (PPP) basis with the assistance of central government. Bhaskarachar also disclosed that KPT had awarded the dredging contract, which would enable the Port to maintain its assured draught. At Kandla, maintenance dredging has to be done on day to day basis to avoid any adverse effect on the port and trade. The new contract was awarded for `212 crore, less than `44 crore, of the estimated cost of `256 crore through global competitive bidding process. **Source : IndiaTimes**

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OLDIE – FROM THE SHOEBOX



Above seen the 1924 built German **MONTE SARMIENTO** (13.625 ton) owned and operated by the Hamburg South American Line / Hamburg-Sudamerikanische Dampfschiffahrts-Gesellschaft, the vessel was bombed in Kiel during 1942 and scrapped during 1943

Photo : Coll. Gordy Ross

.... PHOTO OF THE DAY



Wagenborg's **FIVELBORG** seen arriving into the IJmuiden locks during her maiden call – Photo : Marcel Coster (c)

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