

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 002



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The TSHD sisters CRESTWAY and SHOREWAY seen moored in the Eemshaven (The Netherlands)

Photo : crew Crestway / Shoreway (c)

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3 in cruise ship crew tried to smuggle heroin, cocaine into city, officials say

Three Royal Caribbean employees named in criminal complaint

On a frigid morning this month, customs agents lay in wait as the Royal Caribbean cruise ship [Enchantment of the Seas](#) arrived in Baltimore. Along with tourists fresh from a 12-day excursion to the Caribbean, agents were expecting the arrival of crew members attempting to smuggle drugs into the United States.

As soon as the vessel docked Dec. 18, agents pulled aside crew member Gavin Excell, 35, suspected by the ship's security officer of bringing drugs aboard. Customs agents say they found 700 grams of heroin and 300 grams of cocaine wrapped in duct tape and hidden in his waistband and shoes.

A criminal complaint filed Tuesday accuses Excell and two other cruise line employees — John Swart Garth and Kishurn Neptune, both 27 — of picking up more than a kilogram of heroin and 500 grams of cocaine in the Dominican Republic when the cruise ship stopped there Dec. 10, with the intention of delivering it to associates in Baltimore.

In a statement, Royal Caribbean International said it maintains a "strict zero tolerance policy regarding illegal drugs on its ships." The company said it "cooperated fully with authorities during this investigation and will continue providing any assistance necessary to prosecute these individuals to the fullest extent of the law."

Cynthia Martinez, a spokeswoman for Royal Caribbean, could not immediately confirm whether the three men had been fired. Marketed toward vacationing families, the [Enchantment of the Seas](#) began operating out of Baltimore last summer and features luxury amenities, six whirlpools, a rock-climbing wall and a solarium. The ship can accommodate 2,252 guests, according to the Maryland Department of Transportation.

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According to the court filing, Garth and Neptune worked in the ship's galley, or kitchen, an area largely out of view of passengers. Richard Scher, a spokesman for the Maryland Port Administration, which operates the cruise ship terminal, said safety at the Baltimore port has been improved, earning a near-perfect security assessment from the Coast Guard the past three years.



Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

"It's always a concern whenever you have a case like this occur, whether it happens on land or in sea," Scher said. "But certainly when you've got a ship such as the **Enchantment** that is linked to the port of Baltimore, it's a concern."

According to an affidavit written by an agent from the Immigration and Customs Enforcement agency and filed Tuesday in federal court, Excell told authorities he had picked up the drugs with Garth and Neptune from a Jamaican in the Dominican Republic and had been instructed to hand them over to a man named "Tony" at the Port Covington Walmart near the Cruise Maryland Terminal.

On the morning of Dec. 18, authorities said they saw Garth getting into and out of a black GMC Envoy with Virginia license plates outside the Walmart. Garth later told customs agents that he had been paid \$4,000 to deliver three packages of drugs to Loxly Johnson, 48, and Shenika Graves, 34, who were inside the vehicle. Johnson, a Jamaican citizen and legal resident of the United States, was stopped by customs agents on Hanover Street after leaving the Walmart lot. According to documents, agents found \$8,000 in his car. Other agents approached Graves, who was still at the Walmart. In her purse, according to the affidavit, were three packages containing 700 grams of heroin and 300 grams of cocaine, also wrapped in duct tape. Johnson and Graves face the same charges as the three crew members: conspiring to import drugs into the country.

Excell, a Jamaican citizen, is in federal custody in Baltimore and an arraignment is scheduled Jan. 7, said his attorney, Chris Purpura. He said his client will plead not guilty. Johnson, also known as Desmond Williams, is in federal custody, said Joseph L. Evans, an assistant federal public defender. The Immigration and Customs Enforcement agency has lodged an immigration detainer against Johnson, Evans said. Graves' attorney, Thomas L. Crowe, said his client is a "solid citizen" and pleaded not guilty to the charges. "She has absolutely no criminal record," Crowe said. "She's never been accused of being involved in anything like this. She maintains her innocence." Graves has been released, Crowe said, and is in Virginia with family. Garth and Neptune were in federal custody Wednesday but had not been indicted, according to the U.S. attorney's office in Baltimore. A task force of immigration and customs agents, police from Baltimore city and county, and the Maryland Transportation Authority Police, was responsible for the investigation and arrests, said Marcia Murphy, a spokeswoman for the U.S. attorney's office.

Industry experts said the arrests display the effective partnership in place between cruise lines and federal law enforcement. Michael Crye, executive vice president of the Cruise Line International Association, a trade group, said cruise companies have formal agreements with the FBI and the Department of Homeland Security so security staff can report any incidents or suspicions regarding passengers or crew.

"The fact that the system seemed to work properly in this case is a good indication that the ship was maintaining its vigilance and doing the right thing," he said. Cruise lines typically screen passengers, crew and their belongings when they get on and off the ship, but do not conduct a thorough search of each person boarding, Crye said. In October 2008, a British citizen was caught trying to smuggle 20 kilograms of cocaine into Britain as a passenger on a cruise ship that sailed from St. Lucia in the Caribbean. Last August, he was sentenced to 101/2 years in prison, according to news reports. **Source : Baltimore Sun**



The crew of the **MARINECO TOOMAI** during a port visit to Brest - **Photo : Jacques Carney (c)**

North P&I Club Confirms 2011 Strategy

The 'A' rated 125 million GT North P&I club has confirmed its strategy for the start of its next 150 years will remain focused on service, strength and quality. Introducing the latest issue of the club's magazine 'North News', chairman Albert Engelsman of Dutch shipping group Wagenborg says, 'As we approach the end of an eventful year celebrating the club's 150th anniversary, North stands by its core values of service, strength and quality.' According to joint managing director Paul Jennings, 'Our strategic aims for the foreseeable future are still based on three principles: maintaining our financial and service strength, expanding our product range and increasing owned tonnage. We continue to make significant progress in each of these three areas'.

The club has maintained its 'A' stable rating from Standard and Poor's for the sixth consecutive year. In March 2011 it will move into a newly enlarged headquarters on Newcastle Quayside and total entered tonnage has grown 12% since the February 2010 renewal, recorded at 31 August 2010. Joint managing director Alan Wilson reports that North's financial position also continues to develop in a satisfactory manner. 'Claims values for the 2010/11 policy year are encouraging and earlier policy years' claims figures are developing as expected,' he says. The club's investment portfolio returned +3.81% compared to the benchmark of +3.68% for the period to 31 October 2010, which equates to US\$22.9 million. In May 2010 the club decided to spend its limited risk budget on an absolute return strategy as opposed to a long-only equity allocation, which currently accounts for 11.5% of the portfolio. 'By continuing to focus on providing members with stability and security, we are confident we will consolidate our position as one of the principal P&I clubs in the International Group,' concludes Engelsman. North provides P&I insurance to 95 million GT of

owned tonnage and 30 million GT of chartered tonnage, with 4250 ships entered by 375 members. The club is based in Newcastle upon Tyne, UK with regional offices in Hong Kong, Piraeus and Singapore. Source : [MarineLink](#)

Taiwan fishing boat presumed pirated off Madagascar

A Taiwanese fishing vessel has gone missing off Madagascar and is assumed to have been taken by Somali pirates, the European Union's anti-piracy mission said Thursday. The EU, NATO and world powers such as Russia have all sent warships to the waters off Somalia to crack down on piracy. But their efforts seem to have spurred the pirates to move further and further from their home waters, striking across hundreds of miles.

'During the morning of December 25, the Taiwanese-owned fishing vessel **FV Shih Fu No 1** reported being under pirate attack, approximately 120 nautical miles off the north-east tip of the island of Madagascar,' the EU's Operation Atalanta said in a statement. Atalanta is the name of the mission carried out by the EU's naval force (EU-NAVFOR), based at the British naval base of Northwood. 'No further communication with the vessel has been possible since the attack, but strong indications are that **FV Shih Fu No 1** has been pirated,' the statement read. The ship is manned by 26 seamen from China, Taiwan and Vietnam, the statement said.

The ship radioed for help on Christmas morning, saying that it was being chased by two skiffs before communication was lost, Taiwan's Central News Agency quoted an unnamed Fisheries Administration official as saying. That is a tactic typically used by Somali pirates, who put to sea larger vessels towing a number of small, fast boats, and then release those speedboats - heavily armed - once they sight a target. 'We can track the vessel's position, but do not know if the crew are safe,' the Fisheries Administration official said, noting that the ship appeared to be headed towards Mauritius. Despite the stepped-up presence of military escort vessels, 26 ships and 613 hostages are thought to be in captivity in Somalia. The fact that the **Shih Fu No 1** was taken off Madagascar, hundreds of nautical miles from Somalia, is likely to cause concern, appearing to be further evidence of the pirates' ability to threaten shipping well beyond their home waters. Source : [Monster & Critics](#)



Splithoff's **SCHIPPERSGRACHT** seen moored in Brest to discharge the yacht **Route du Rhum**
Photo : [Jacques Carney \(c\)](#)

German govt plans anti-pirate conference in Berlin

The German government said on Wednesday its officials would hold talks with shipping executives in January to discuss how to fight Somali pirates in the Indian Ocean where German vessels have been targeted. A spokesman for the Defence Ministry in Berlin told a regular news conference the meeting with shipping industry officials would take place in the second half of next month. "There will be discussions but no concrete legislation is planned," the spokesman said. He added the European Union's Operation Atalanta launched in 2008 provides a framework for deterring pirates and protecting shipping. Officials from the ministries of defence, foreign affairs, transport, interior and justice will attend the meeting, as will Deputy Economics Minister Hans-Joachim Otto. It is expected to take place on January 24, officials said. The VDR German shipping association has called for more protection of German ships after numerous attacks. On Tuesday, the Kenya-based East African Seafarers Assistance Programme said Somali pirates released the Marida Marguerite, a German-operated chemical tanker, after receiving a \$5.5 million ransom. Pirates have threatened trade routes in the Gulf of Aden and in the Indian Ocean. In recent weeks pirates have struck as far south as Tanzania and Madagascar. In November, 10 suspected Somali pirates captured by Dutch forces in April during the hijacking of a German cargo ship went on trial in Hamburg in Germany's first modern-day piracy trial. The suspects were accused of boarding the German-flagged Taipan at gunpoint in April with the aim of demanding a ransom. The accused included seven adults and three youths who face prison sentences of 10-15 years if convicted. They were the first group of modern pirates to be prosecuted in Germany and among the few to have been tried in Europe. **Source: Reuters**



The **SUPER SERVANT 4** seen departing from Rotterdam-Botlek loaded with the inland water passenger vessel **AMADEUS SYMPHONY** and the tug **TOULONNAIS XVII** (ex Danimarca- KOTUG) – **Photo : Jeroen Borst (c)**

Pirates Attack Further South Than Ever Before

EU NAVFOR, the European Union's anti-piracy force reports that Somali pirates have attempted to hijack two ships in the Mozambique Channel, going further south than ever before. In two separate attacks on the 24th and 25th of December, pirates unsuccessfully targeted a Russian owned tanker known as the **NS AFRICA** and an Indian owned bulk carrier, the **MAJESTIC**.

The ships were travelling in the Mozambique Channel at the time of attack; some 950 nautical miles south of Tanzania's main port, Dar es Salaam. Both ships were able to avoid hijackings by utilizing "Best Management Practices," however the attacks show the growing reach of Somali pirates and their increasing use of mother ships to launch attacks from. It's possible that Somali pirates are targeting the Mozambique coast because of the country's lack of an offshore naval patrol and other resources to combat piracy **Source : maritime-executive**.

EU NAVFOR welcomes the French destroyer MONTCALM to the mission



The French Destroyer **MONTCALM** joined the EUNAVFOR Task Force on the 22 December. Commanded by Captain Guillaume Chove, the ship and its crew are fully prepared and trained to take an active part within EUNAVFOR. **MONTCALM** is equipped with extensive self defence capability and includes a helicopter. The warship has an advanced medical facility and has Arabic interpreters integrated within its crew. As a flexible warship, **MONTCALM** is well adapted to counter-piracy missions and will improve the capability of EUNAVFOR to protect vulnerable vessels, especially those of the World Food Programme, to deter and prevent acts of piracy, and to contribute to monitoring fishing

activities off the coast of Somalia. **D-642 MONTCALM** holds 255 crew members, including 20 officers. She has been commissioned for service in the French Navy since 1982. The warship has a displacement of 3,800 tons and a length of 139 meters. EUNAVFOR Somalia – Operation ATALANTA's main tasks are to escort merchant vessels carrying humanitarian aid of the World Food Program (WFP) and vessels of African Union Mission in Somalia (AMISOM), and to protect vulnerable vessels in the Gulf of Aden and Indian Ocean, and to deter and disrupt piracy. EUNAVFOR also monitors fishing activity off the coast of Somalia. **Source: Eu Navfor Somalia**

Jakarta to launch a \$3bn river dredging program

Jakarta will launch a massive river dredging program for 13 rivers next year that is expected to reduce the pressure of flowing water by up to 10 percent, Dredging Today reports citing Governor Fauzi Bowo. Mr. Fauzi said the river dredging will ease water pressure by 10 percent, on top of the 30 percent expected when the East Flood Canal is completed next year. The Jakarta administration's 2011 allocated budget from the central government will be \$3 billion. **Source : dredgingtoday**

MODEL OF TRITON AT ISKES OFFICE

Herewith seen a scale model of the Iskes tug TRITON built by model builder Rob Haan



Photo : Mrs Sanne Tiebie ©

At the photo is seen from the left **Arjan Levasier** (**Arjan** is now the captain of the **BRENT**, but was before the captain of the **TRITON**) and supported **Rob** with the building of the model with detailed drawings and advice, then **Ben Iskes**, the founder of Iskes towage, **Peter Maanders** and the model builder himself **Rob Haan**, it took **Rob** 2 years to complete this beautiful model, which is now the "masterpiece" located at the Iskes office in Ijmuiden

Watchkeeper: Picking on shipping

It is difficult to know why there is a sudden surge of individuals and organisations which have suddenly woken up to the existence of shipping and identified it as a source of environmental concern. Whether it is the activities of the environmental activists,

who it might be assumed were in business to be "active", to a lot of people who might be suspected of wishing to get onto the bandwagon, maritime enterprise has been on the receiving end of a lot of attacks of late. Huge assumptions are made, with little scientific substantiation, about the polluting effects of ships. Is it because other forms of polluter fall into the "too hard" basket, and that ships are comparatively easy targets, especially when they are owned by foreign interests? A case in point is the Baltic Sea, into which half the rivers still pour pollutants, but where in a short space of time untested levels of sulphur emissions are to be inflicted on shipping, which it has been confidently predicted will do disastrous things to a busy, useful and environmentally-sound ferry trade.

Is it because of some sort of curious social liaison between environmentalists and politicians, who invariably take the route that will give them the greatest public support? But has anyone really worked out what the long term effect is going to be on the various modes of transport? Is it worth weakening one valuable element of the transport mix by making ferries virtually unaffordable, for unquantified and unknown "benefits", which may well turn out not to be benefits at all?

And why is there this pell-mell rush into doubtful regulation? Might it be that the authors of this regulatory revolution are concerned with the risk that prolonged scientific analysis of their case might prove it to be economically

insupportable? Can we not consider these matters more rationally, recalling the state of the atmosphere today in comparison with that of forty years ago when there was a largely coal-fired economy, and that road vehicles had not made the advances in terms of efficiency and emission quality that we enjoy today? What will it really profit the world if we inadvertently wreck the economics of ship operation in pursuit of dubious environmental goals? When engineers and naval architects are working flat out to produce better marine engines, offering a cleaner burn and infinitely more efficiency, lower consumption and less resistance, why do we keep on demanding more of them?

Ship are getting more efficient, less polluting, more environmentally sustainable and a new generation of ships will be scarcely recognizable to those used to their predecessors. It is, quite frankly, the pattern of technical development that we have seen for decades, accelerated from time to time because of extraneous factors such as fuel price rises, or operational breakthroughs. So hands off the shipping industry, which really is doing its best. Give it some credit, in 2011. And the compliments of the season to all. **Source: BIMCO, Watchkeeper**



The **FRISIA ROSTOCK** seen arriving in Cape Town – **Photo : Aad Noorland (c)**



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Bermuda Insurance Denied To Iran Ships

Increasingly tough international sanctions are taking their toll on Iran's nuclear designs and its ballistic missile programme – including the fact Bermuda-based re/insurers are now refusing to provide coverage for the regime's ships.

The "Wall Street Journal" reports Dec. 29 new measures announced by the US Treasury will further hobble Iran's ability to both insure its ships and use its state-owned commercial fleet to import and export arms as well as prohibited

components for the nuclear weapons and long-range missiles the Tehran leadership has said it is committed to building. "The Treasury first blacklisted Islamic Republic of Iran Shipping Lines [IRISL] in 2008 for allegedly aiding Iran's arms shipments," says the newspaper. "The shipping firm has renamed a number of its affiliated companies and often sails its ships under false flags, according to US officials. IRISL has also been charged with repainting its boats to avoid detection. "Still, US, United Nations and European sanctions are taking a growing toll on IRISL, said US officials. British and Bermudian insurance consortiums, key players in the global market, have stopped insuring its ships." Consequently IRISL has increasingly turned to Moallem Insurance — a Tehran-based re/insurer — to underwrite its ships. The US Treasury announced it was barring Americans from doing business with Moallem yesterday along with announcing other measures designed to further isolate Iran from the global economic system.



The **IRAN ARDEBIL** seen passing Terneuzen outward bound from Antwerp – Photo : Willem Kruit (c)

"... IRISL has been increasingly isolated from the international financial system and has in turn engaged in deceptive behavior to evade the impact of sanctions and increased scrutiny of its activities – including by relying on an expansive network of front companies, falsifying shipping documents, changing the nominal ownership of vessels, and repainting ships, all to hide the affiliation of vessels with IRISL," the US Treasury said in a statement. IRISL was first designated for sanctions by the US Treasury in September 2008 for its provision of logistical services to Iran's Ministry of Defense and Armed Forces Logistics, the arm of the Iranian military which directly oversees its ballistic missile development and is involved in Tehran's crash nuclear weapons programme. As a result of mounting international sanctions, IRISL has been unable to maintain a adequate hull and protection-and-indemnity (P&I). In October 2009, the United Kingdom froze all business ties with IRISL under its counter-terrorism authorities, effectively denying IRISL the ability to continue receiving insurance coverage and other services from UK-based P&I insurers.

The Iranian firm then sought insurance coverage from other European providers and P&I insurers which declined to provide this business in light of the recent UK action. For a short period, IRISL did obtain insurance coverage from a Bermuda-based P&I provider until the Bermuda Government imposed measures in January, 2010 to mirror the UK action, forcing IRISL out of the Bermuda insurance market. "The enhanced focus of US and international sanctions on IRISL's illicit activities and deceptive practices has, among other things, led IRISL to default on commercial loans and has made it increasingly difficult for Iran to maintain insurance coverage on IRISL ships," the US Treasury said. "As a result, IRISL has been unable to operate with its full fleet of ships." Source: Bernews



The **BC SAN FRANCISCO** seen departing the Port Chalmers container terminal on the 28/12/10. –
Photo : Ross Walker (c)

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NAVY NEWS

Tears as Navy ship leaves for Middle East

Planting a poignant kiss on his pregnant wife's stomach, Lieutenant Commander Josh Wilson bade a tearful goodbye as duty called. The 37-year-old is one of 190 Australian sailors heading to the Middle East on a six-month anti-piracy mission. For Lt Cmdr Wilson, the voyage is the ultimate sacrifice as he is forced to miss the birth of his first child. Amid emotional scenes among family members as **HMAS Stuart** sounded its horn to set off from Sydney on Thursday, the officer and his wife Sara consoled each other in a lingering embrace.



"The baby's due in February and my fingernails won't survive as I wait in the middle of the ocean for the call from Sara," he told AAP. "We were given a few weeks off over Christmas to spend together. It was a wonderful time. I just wish I could have been there for the birth."

His wife added: "It's hard to let him go but we are so proud". In its fourth deployment to the Gulf, **HMAS Stuart** will relieve **HMAS Melbourne** on

Operation Slipper.

Hundreds of family members and friends, along with Defence Personnel Minister Warren Snowdon, were at the wharf to wave the ship goodbye. Navy chiefs paid tribute to family members for their sacrifice in letting their loved ones go during the festive period. The crew will mark New Year with two beers each on board.

Addressing the crowd, Commander Brett Sonter, the ship's commanding officer, said: "The prolonged absence will be made easier knowing that we have the support of our families and friends". While deployed, Stuart will conduct maritime interdiction and counter-piracy missions, providing a deterrent presence and an escort for merchant ships in the Gulf of Aden. "I have no doubt that Stuart's ship's company will rise to the challenge and continue the good work of her forbears," Mr Snowdon said. **Source : smh.com**

Assault boat purchase causes scandal in navy

A procedural violation has occurred in a major purchase made by the Naval Forces Command, leading to a scandal. The Naval Forces Command has authorized the purchase of an assault boat that failed to pass standard tests run by an expert committee of military and civilian bureaucrats. The delivery was received by an admiral who put his own signature on the procurement documents, despite a report from the expert committee that rejected the boat as "inadequate" in meeting the command's needs. The boat is currently listed as part of the Naval Forces Command's inventory.

The tender for supplying an assault boat was opened by the Undersecretariat for the Defense Industry (SSM) in 2007, with three companies submitting bids. İstanbul Ship Construction Inc., Meteksan Defense Industries and the Yonca-Onuk joint venture competed in the tender, which was won by Yonca-Onuk. The assault boat produced by this partnership was delivered to the Naval Forces Command in October, but the military command ran into various problems during the post-delivery process. A special team of experts was formed to run necessary tests on the boat that would establish whether the craft met the naval forces' requirements.

However, a senior admiral, whose name has not been disclosed, publicly said he would sign off on the necessary documents to ensure the delivery of the boat, taking the responsibility for any consequences. Sources say this has created a "scandal" within the command. The boats are intended for the use of the Naval Forces' Underwater Assault Teams (SAT), an amphibious assault unit. These units undertake crucial tasks such as gathering intelligence on military facilities along a foreign country's coast or facilities close to the shoreline and photographing such facilities. Tasks such as sabotaging enemy ports or ships, setting underwater traps, secretly deploying troops in coastal areas and clearing

away any underwater obstacles at the entrances to ports and canals under enemy control are also among SAT teams' duties.

These teams comprise noncommissioned as well as higher-ranking commissioned officials that pass a number of tests measuring one's ability to withstand stress under difficult conditions which may include nighttime missions, extreme heights, long-term isolation, resistance to stress during diving and other stimulators of fear. **Source : Todayszaman**

Russia to pay over €700m for first Mistral warship



The L 9103 MISTRAL – Photo : Jacques Carney (c)

Russia will pay France roughly about EUR720 million for its first Mistral-class helicopter carrier ordered by Russian Defense Ministry, a source close to the negotiations process told RIA Novosti on Thursday. At the initial phase, two Mistral-class helicopter carriers will be built jointly by France and Russia at the STX shipyard in Saint-Nazaire, France. Another two will be constructed later at the Admiralty Shipyards in St. Petersburg.

"The cost of the first ship will be 720 million euros, the second will cost 650 million euros," RIA Novosti quoted the source as saying.

Russian President Dmitry Medvedev told his French counterpart Nicolas Sarkozy last week over the phone that France had won the tender to build amphibious assault ships for Russia. The winner is a consortium comprised of French DCNS and Russia's United Shipbuilding Corporation (USC), the Kremlin press service said.

The first Mistral-class ship is expected to be built within 36 months after Russia makes an advance payment scheduled for January 2011. Russia had previously held talks with France on the purchase of Mistral-class warships on a 2+2 scheme whereby Russia would buy one or two French-built Mistrals and build another two under license at domestic shipyards.

Multipurpose amphibious assault ship of Mistral-class is designed for vehicle and personnel transport and for landing operations. She can also serve as a command ship. Mistral ship's length is 199, beam - 32 meters. The ship is capable of transporting and deploying 16 helicopters, 40 tanks and 70 vehicles. **Mistral** ship can accommodate 160 crew

members and over 150 marines. Its armament includes air defense systems, artillery systems and heavy machine guns. According to preliminary data of Russian and French experts, the cost of one amphibious assault ship for the Russian Navy may be around 400-500 million euros. **Source:** en.rian.ru

SHIPYARD NEWS



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The **DN 31** seen for repairs at the **Shipyard "de Schroef"** in Sluiskil after she was involved in a collision approx 2 weeks ago near Antwerp with the tanker **Chrystal Topaz**. As can be seen at present a part of the bulkheads , internal structure and side shell is replaced.

Photo : [Richard Wisse – www.richard-photography.nl](http://www.richard-photography.nl) (c)

Norway shipping company takes delivery of PSV from Drydocks World

Drydocks World has successfully delivered a new Platform Supply Vessel (PSV) built at its Nanindah shipyard on Batam Island, Indonesia, to REM Offshore, a Norway-based shipping company engaged in the oil and gas sector, Seatrade Asia reported. REM Supplier was built at one of the three Drydocks World yards on Batam. The UT 755LN type PSV is equipped with FiFi1 Capability and DP 2 dynamic positioning system. The vessel also uses two MAK 6M25 engines instead of a usual Bergen Engine that is characteristic of a Rolls Royce designed vessel.

The shipbuilder emphasises that it took extra care to ensure the ship's functional capabilities meet the standards and specific demands of the offshore industry. The vessel is classified by DNV, is 73.6 metres long and has a beam of 16 metres. This is the first project that Drydocks World has carried out for REM Offshore.

Khamis Juma Buamim, Chairman of Drydocks and Maritime World, said: "We continue to make great strides to support the offshore and oil sectors, by building specially equipped multi-purpose vessels that are cost-effective and technology intensive. We will re-invigorate our efforts to cater to the offshore services sector. The company maintains a positive outlook and we are well positioned and ready for the upturn in the next year and beyond. We will strive to be a high quality, competitively priced, shipyard of choice for our customers." **Source: seatrade-asia**



The **PUMA** seen enroute Amsterdam – **Photo : Erwin Willemse (c)**

Krasnoye Sormovo launches oil tanker of Project 19614

MNP Group's Krasnoye Sormovo Shipyard launched the oil tanker of Project 19614, built for VF Tanker. The vessel was named **Mechanic Antonov**, the shipyard's press service reports. VF Tanker placed the order for 7 tankers with Krasnoye Sormovo in July 2010. The project 19614 tankers delivery is scheduled for 2011.

The river-sea class tankers are designed for transportation of crude oil and petroleum products.

Tankers DWT - 5,530 tons, length - 141 m, breadth - 16,9 m, depth - 6,1 m, draft - 3.73 / 3.60 m, cargo tanks capacity - 6720 cbm, speed - not less than 10 knots, crew - 14/16, endurance - 15/10 days. Navigation area - inland waterways and sea non-arctic areas in accordance with the class of ship. Class: KM * Ice1 R2-RSN AUT3 VCS Oil tanker. To date, the tanker of project 19614 is the largest of the Russian vessels for river navigation, Krasnoye Sormovo said.

Nizhny Novgorod-based Krasnoye Sormovo (part of MNP Group), founded in 1849, became joint-stock company in 1994. Krasnoye Sormovo has a number of independent production units: hull, installation, mechanical, metallurgical, additional workshops and an engineering center. VF Tanker was formed with participation of Volga Shipping Company (part of Universal Cargo Logistics Holding) in 2001. The company is engaged in petroleum products shipment on Russian inland waterways. **Source : PortNews**

CSBC on the cusp of Evergreen orders

CSBC Corporation Taiwan (CSBC) is in the midst of negotiations with Taiwan-based shipping line Evergreen Marine for building 10 container ships of 8,000teu each. Tan Taiping, recent assigned chairman of CSBC has stated that the yard anticipates securing the agreements around the Chinese Lunar new year. Deliveries would be expected in 2013-2014. CSBC currently has 29 ships orders in hand, that will see deliveries till the end of 2012.

Tan also added that two other Taiwan shipping giants-Yang Ming Marine Transportation and Wan Hai Lines are also considering newbuild orders from CSBC. Source: SeatradeAsia

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Prijs voor bedrijf dat werkt aan het gezicht van de haven Santas wint Havenbeeld 2010

Koffiebranderij Santas heeft het Havenbeeld 2010 gewonnen, een jaarlijkse prijs die ondernemers moet stimuleren aandacht te besteden aan de uitstraling van hun kantoor, bedrijfscomplex of terminal. De prijs is door het Havenbedrijf Rotterdam en Deltalinqs ingesteld en wordt jaarlijks uitgereikt. Santas heeft het Havenbeeld vooral gewonnen voor de opzienbarende renovatie van zijn bedrijfspand aan de Benjamin Franklinstraat te Schiedam. Het is een industrieel monumentaal gebouw aan het water - een voormalige passagiers- en vrachterminal. Santas is de enige koffiebranderij ter wereld met een inspanning op landbouw. Hans Smits maakte op 30 december de winnaar bekend tijdens de Eindejaarsbijeenkomst van de Havenvereniging en reikte meteen de prijs uit.



De prijs bestaat uit een werk van de Rotterdamse kunstenaar André van de Wijdeven (1964). Het is een ongeveer 40 cm hoge, in zilver gegoten sculptuur. Het kunstwerk heeft de vorm van een beker met grote, gekrulde oren waartussen een glimmende 'splash' uit elkaar spat. De jury van het Havenbeeld bestaat uit Jan Benthem, architect van Benthum Crouwel Architects, Cees Jan Asselbergs, directeur Deltalinqs, en Hans Smits, president-directeur Havenbedrijf Rotterdam.

Naast Santas waren ook genomineerd: RDM Campus (Albeda/Hogeschool Rotterdam) en Kees in 't Veen Tanktransporten BV. Het Havenbeeld is in het leven geroepen om meer aandacht te krijgen voor de uitstraling van de haven. Onder het motto 'een haven van wereldklasse wil er ook zo uitzien', is het Havenbedrijf een aantal jaren geleden een programma gestart om de beeldkwaliteit van het havengebied te verbeteren. Enerzijds door de openbare ruimte en het groen aantrekkelijker in te richten, anderzijds door ondernemingen te vragen rekening te houden met de uitstraling van hun bedrijf. Zo zijn er regels om (nieuwe) gebouwen zoveel mogelijk naar de openbare weg te oriënteren, wordt het aanbrenge van (verlichte) logo's

aangemoedigd, zijn wit, grijs en zilver de (functionele) hoofdkleuren in de haven etc. Naast deze regels voor het stimuleren van de beeldkwaliteit ontwikkelde het Havenbedrijf een aantal fietsroutes in de haven en zijn uitzichtpunten opgeknapt en van nieuwe informatiepanelen voorzien.



The **PACIFIC BULKER** seen enroute Dordrecht – Photo : Marijn van Hoorn ©

Training Institute for Dredging helps train Chinese cutter suction dredger operators

The Training Institute for Dredging (TID) says it has completed another year of training. In a statement, the TID said that in 2010, Guangzhou Dredging Company initiated a joint development course for assessing the competence of cutter suction dredger operators.

"With the use of this programme, the competence of individual cutter operators can be rated," said the TID. "This enables the HR department to identify training needs, measure the effect of training and to optimize the deployment of cutter operators per dredger or project." As part of this programme, all of the required skills were identified, after which a competence assessment of all operators was performed. "Processing the results of this assessment provided valuable information for the HR department and confirmed the chosen development for a competence management system," said the TID. "The newly-developed programme has given TID the opportunity to structurally identify the training needs for the operating crew of a cutter dredger," it said. "This can result in more effective and to the point training made to fulfill the specific requirements of TID's clients." Source : Dredging News Online

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Texas, Virginia Companies Win Dismantling Contracts

According to a report from the Contra Costa Times, Ship recycling facilities in Texas and Virginia have been awarded dismantling contracts for three more Suisun Bay Reserve Fleet mothball vessels. Esco Marine, of Brownsville, Texas, was given the award to recycle the **SS Dawn** for about \$551,000 and the **USNS H.H. Hess** for about \$452,000. The **SS Bay's** \$397,000 dismantling contract, has been awarded to the Bay Bridge Enterprises in Chesapeake, Va.

Source: Contra Costa Times



The 31 year old **ADMIRAL USHAKOV** seen enroute Dordrecht December 30th

Photo : Leon van Duivendijk - <http://www.duivendijk.net/> ©

Ports of L.A. and Long Beach are surging back

The twin ports together handled 20.3% more cargo boxes this year than in 2009 as trade began recovering from the global recession. Containers are piled up on a ship off the Port of Long Beach. Cargo traffic through the ports of Los Angeles and Long Beach grew to about 14.2 million containers for 2010. The resurgent tide of international trade lifted nearly all major U.S. seaports this year, but none is gaining freight and jobs like Los Angeles and Long Beach, the nation's busiest cargo complex.

Challengers competed harder than ever this year for cargo traffic that still trails the 2006-08 boom preceding the great global recession. They were aided in their efforts by retailers that spread their goods through more ports for greater flexibility. But sometimes size really does matter, as well as the local ports' relative proximity to Asia, trade experts said.

"Los Angeles and Long Beach have gotten their mojo back. They've just had their biggest single-year increase in cargo in 25 years," said John Husing, an economist and expert on international trade's effect on Southern California. "At first, customers were desperate to replenish inventories and get products back on store shelves, but then it didn't stop."

Other ports also did well this year, bouncing back from a dismal 2009. New York/New Jersey, ranked third in volume after L.A. and Long Beach, added 12.8% more cargo. Oakland, in fifth place, improved 15.3%. But none gained as much traffic as Los Angeles and Long Beach, which together handled 20.3% more cargo boxes than in 2009. Cargo

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traffic through the twin ports grew by 2.4 million containers, for a total of about 14.2 million for 2010, including estimated December cargo movement. Line up the year's tally of 20-foot containers and there would be more than enough to circle the globe twice. Stack them and they would reach higher than a geosynchronous satellite.

Before the global recession, importers with long memories became concerned about their overwhelming reliance on Los Angeles and Long Beach in particular and on the West Coast in general as the dominant gateways for Asian trade.

Between 2002 and 2008, shippers had to contend with a parade of problems. There was a lockout of West Coast dockworkers; ships were delayed because of too few dockworkers and too few rail resources to haul the unanticipated flood of trade; El Niño deluges wiped out miles of railroad track.

National retailers were so troubled that they began regular monitoring of congestion at the nation's top ports.

"The haulers, freight forwarders and supply-chain experts who move that cargo were advising customers to adopt a 'four corners' strategy: Reduce your reliance on Southern California and the West Coast. Send some through Canada, to the East Coast and to the Gulf Coast, for flexibility," said Husing, who runs the Redlands firm Economics and Politics Inc.

That all changed as worldwide economies began slowing down, when U.S. importers, manufacturers, retailers and others cut their inventories of components and finished goods to record low levels, according to the Council of Supply Chain Management Officials.

By 2010, with importers desperate to refill their warehouses, factories and store shelves, the stakes had changed, according to Asaf Ashar, a professor with the University of New Orleans' National Ports and Waterways Institute. Why rely on ports that move a million cargo containers in six months to a year when Los Angeles and Long Beach can move that much in three weeks?

"If you have to replenish your inventory as fast as possible, you will probably go to Los Angeles and Long Beach," Ashar said. "Big ports are always more sensitive to changes in the economy. So coming out of the recession, Los Angeles and Long Beach were the first to benefit."

The ability to move more cargo than anywhere else in the country is an integral part of the marketing strategy of both ports. Long Beach's campaign, for example, features a map of the Pacific Ocean depicting a line for each of the weekly vessel calls to West Coast ports: two to Prince Rupert, Canada; 16 to Vancouver, Canada; eight each to Seattle and Tacoma, Wash.; and 40 to San Pedro/Long Beach.

"If you are looking for frequency and reliability, Southern California offers the major opportunities," said Richard D. Steinke, executive director of the Port of Long Beach. "Customers know they have more options here."

Geraldine Knatz, executive director of the Port of Los Angeles, said she has a team crisscrossing the U.S. every month, touting the advantages of moving goods through the port. "We have really ramped up our marketing-intensive visits to all of the cargo owners," Knatz said. "It's hard to say that this is what has caused the increases, but we are working hard to sell the advantages that we have."

The payoff has included brand-new cargo services for both ports. Long Beach added Pan Ocean Shipping Co. and TS Lines while Los Angeles added the Container Ship Co. — all of which added new sailings from China.

Los Angeles and Long Beach should flourish as long as China remains integral to the U.S. economy, said Jock O'Connell, international trade advisor to Beacon Economics of San Rafael, Calif. "There is a story of China in many respects," O'Connell said of the two ports. "As long as China remains the principal source of U.S. imports, then the Los Angeles and Long Beach ports should thrive."

Adrian Fleissig, a professor at the Cal State Fullerton Institute of Environmental and Economic Studies, said that another factor was the growing significance of locally based exports. Fleissig recently co-wrote a report predicting that by 2012, local exports would surpass the record levels set during the global economic boom.

"The share of Los Angeles, Long Beach and Santa Ana exports has risen steadily over the past decade, and now it is rising again after the end of the recession," Fleissig said. "That reflects the strength of those emerging Asian economies and the demand for products that are produced here." **Source : Los Angeles Times**



The **ROYAL REEFER** seen moored in Beverwijk – **Photo : H.Blomvliet (c)**

Hamburg Süd Expands Presence in the Asia-India/Pakistan Trade

Effective from 5 January 2011, Hamburg Süd will expand its presence in the trade between Asia and India/Pakistan by joining the new service operated in cooperation with Evergreen and Simatech. The new service (ASIP 2) will deploy 6 x 2,700 TEU (nominal) vessels and has the following port rotation: Xingang – Qingdao – Shanghai – Ningbo – Hong Kong – Singapore – Tanjung Pelepas – Port Kelang – Nhava Sheva – Karachi – Colombo – Port Kelang – Tanjung Pelepas – Singapore – Xingang. With the calls in Xingang, Qingdao and Karachi, ASIP 2 will complement the already existing service (ASIP 1) which likewise deploys 5 x 2700 TEU (nominal) capacity and has the following port rotation: Shanghai – Ningbo – Hong Kong – Singapore – Port Kelang – Nhava Sheva – Pipavav – Colombo – Port Kelang – Singapore – Hong Kong – Shanghai. The two sling service package offers very comprehensive port coverage with a twice weekly frequency to/from the main ports and through either Nhava Sheva (ASIP 1 and 2) or Pipavav (ASIP 1) an extensive range of inland connections in India with fast transit time. **Source : MarineLink**

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The **SPRING DELI** seen enroute Rotterdam – Photo : Wil Kik ©

NYK takes slots on Evergreen's Adriatic feeder loops

NYK is boosting its presence in the Adriatic region by taking slots on two new feeder loops that Evergreen will commence in January 2011 under the names ADL1 and the ADL2.

Evergreen has created the ADL1 and ADL2 as part of a restructuring of its feeder services covering the Adriatic, Greece and the Middle East, reports Alphaliner. It said the feeder loops, branded ADS1 and ADS2 by NYK, will enable the Japanese carrier to connect the Far East to the Adriatic ports of Trieste, Ravenna, Ancona, Koper, Venice and Rijeka via the Taranto hub, using its existing slot allocation on Evergreen's China-Europe (CES) service.

NYK has been purchasing slots on the CES service since February, the report added. Source : Schednet

The port of Rotterdam is in a good position, but growth does not happen all by itself

"With the rapid recovery of its cargo throughput, a strong increase in its market share and the large-scale investment in Maasvlakte 2 and the existing port area, the port of Rotterdam is in a good position. But if we want the mainport to continue to play its role as engine of the national and European economies, we need to push ahead in a number of areas in the coming year. The problems do not lie in the port's hardware, its physical infrastructure. This is largely a technical matter and can therefore be solved. The big challenge is the software, the sense of urgency and the willingness to solve problems creatively", according to Hans Smits, Port of Rotterdam Authority CEO, at the presentation of the 2010 throughput figures.

Hans Smits compares the economic growth and flexibility of countries such as China, India and Brazil with that of Europe and observes that Europe is structurally lagging behind. "Countries with the closest bonds with the rest of the world through industry, export and trade, such as Germany and the Netherlands, are still doing best. We need to strengthen what we are good in. Where we are concerned, this means for example that we have to optimize logistic processes in the coming year in order to transport cargo more efficiently and cleanly."

"The new Dutch cabinet is fully aware of the importance of the economy and the port of Rotterdam", says Hans Smits. "Expectations are high and these expectations have to be fulfilled next year." The Port of Rotterdam Authority's wish list comprises five concrete points:

- The choice of a route for an extra tunnel under the Nieuwe Waterweg to combat the traffic bottlenecks on the ring-road around Rotterdam, including agreements on financing and management. The Port of Rotterdam Authority is keen to play a pioneering role in this project in order to ensure that the tunnel is ready in 2018.
- Changes in regulations governing storage of CO₂, so as to enable a large-scale pilot project to get started. Since we will remain significantly dependent on fossil fuels in the next 50 years, large-scale capture and storage of CO₂ will be necessary.
- Changes in legislation and regulations in order to speed up procedures, while at the same time maintaining the current meticulous care. This concerns zoning plan procedures and umbrella permits within the framework of the Environmental Management Act and the Nature Conservation Act.
- Timely construction of a third railway line in Germany between Emmerich and Oberhausen so as to ensure that optimum use can be made of the Betuwe Line as a transport artery.
- Rapid construction of a mega wind turbine park on the sea defences of Maasvlakte 2.

Hans Smits announced that the Port of Rotterdam Authority would present a 'draft Port Vision 2030' in March, looking at the long-term development of the port: "Our report will by no means be a blueprint. We will be very pleased to discuss the draft concept with all stakeholders and parties, with the ultimate aim of achieving a sound, flexible vision of the desired development of the port in its environment." **Source: Port of Rotterdam**



The tug **KST 55** seen anchored at the river Ganges (India) 30-12-2010

Photo : Jacob Hoogendorp ©

COSCO taps into Turkish market

China Ocean Shipping (Group) Company (COSCO), China's largest shipping group, has been strengthening its foothold in Turkey since entering the market in 1996, HSN reports citing Xinhua agency.

COSCO, which owns and controls over 800 modern merchant vessels with an annual carrying capacity of 400 million tons, offers container liner services in major Turkish ports, including Istanbul, Izmir and Mersin, and provides ship agency for bulk cargo carriers at all Turkish ports.

With a 13 percent share in Turkey's container transportation market, COSCO has become an important player in the shipping market of Turkey. Zhang Zhiliang, former Chinese consul-general in Istanbul and new Chinese Ambassador to Qatar, said the COSCO Turkey office has acted according to the Turkish law, respected working partners in Istanbul and brought their advantages into full play.

The office has set a good example for the cooperation between Chinese and Turkish companies, he said. Erdal Tokcan, vice chairman and general manager of Turkey's Marti Container Services S.A., once said that there has been good synergy between COSCO and the Marti Container Services S.A., which has a good understanding of the local market.

The COSCO staff always listen to the advices of their partners before they making a decision or judgement and act in a fair and reasonable way, he said, noting that COSCO's success in Turkey was based on the Chinese culture, etiquette and ethics shown in its interaction with the Turkish side. **Source: hellenicshippingnews**



The **SKANDI SANTOS** seen operating alongside the **PRIDE SOUTH AMERICA** off Brazil
Photo : Xander Rombach (c)

MSC ups Europe-S Africa capacity with 8,000-TEU ships

THE Mediterranean Shipping Company (MSC) is increasing the capacity of its Europe-South Africa service by deploying two 8,000-TEU containerships for the first time on the trade route. The 8,000-TEU **MSC Maeva** and **MSC Lucy** have been displaced from the carrier's East-West loops through cascading as MSC has already taken delivery of sixteen 14,000-TEU vessels.

"It is not yet known if these 8,000-TEU assignments are only temporary or whether they are part of a long term plan," said a report by Alphaliner. It added that MSC used to operate ships of 5,000-6,700 TEU on its Europe-South Africa service. **Source : Schednet**

OLDIE – FROM THE SHOEBOX



The Dutch **S.S. ORANJE NASSAU** seen in 1953 passing the Willemshaven bridge in Rotterdam during her final voyage, enroute the breakers **Scheepssloperij Holland** in Hendrik Ido Ambacht

Photo : Henk van der Linden (c)

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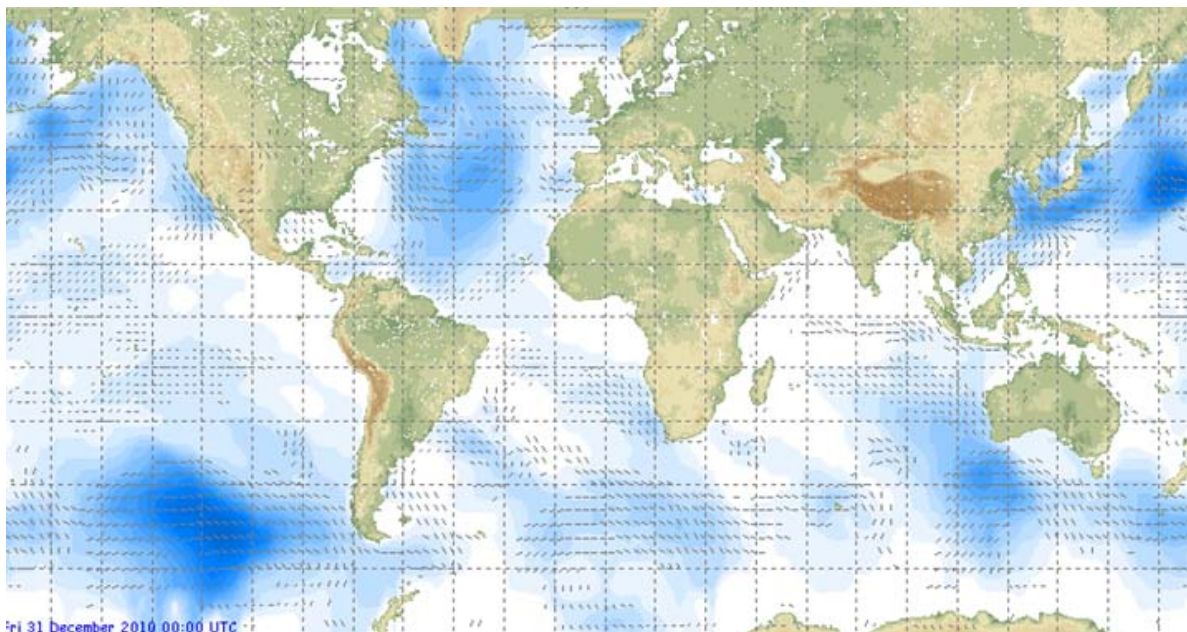
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Seen from the **Jascon 34**, The **Jascon 26**, with in the background the busy offshore port of ONNE Nigeria.

Photo : Capt. Peter Lankester - Jascon-34 DP3 Pipelay Barge ©