

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 003



Number 003 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 03-01-2011**

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

DAMEN

ANCHOR & CHAIN FACTORY (AKF)

- Supply of marine anchor- and towing equipment
- Lloyd's approved testing house up to 2000 mt
- Repair and modification of anchors and anchor chain cables

P.O. Box 22
3100 AA Schiedam
The Netherlands

phone +31 10 204 19 28 / 31
fax +31 10 234 02 00

akf@akfanchorchain.nl
www.akfanchorchain.nl

Member of the DAMEN SHIPYARDS GROUP



**Above seen the JUMBO JAVELIN anchored in the bay of Luanda (Angola) Christmas day, after completion of her works the vessel departed with destination Cape Town
Photo : J.P.Honkoop (c)**

In herinnering aan

Berger Theo Okker



Na een kort ziekbed aan de laatste reis gegaan in de
vroeg ochtend van 1 januari 2011

Wij zullen je blijven gedenken als een prima maat

Geert & Rina Theunisse



The TSHD **PRINS DER NEDERLANDEN** seen in the port of Tampico, Mexico. - Photo : Pim Lexmond ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



BGT Transport & Expeditie Bedrijf Bv.

Groupage Frankrijk
Offshore agency
Forwarding
Warehousing
Packing
www.bgttrans.nl
+31 10 4949600



KNRM medevac 2 personen aan wal gebracht

Vrijdag 31 december is bemanning van de KNRM reddingboot **Jeanine Parqui** om 10.30 door Kustwachtcentrum gepaged voor een medevac, prio 2. Om 10.45 uur uitgevaren richting ankergebied 5, waar het schip, de 162 meter lange tanker **Angelina Amoretti** geankerd lag in positie 52°08.10' Noord en 003°548.10' Oost.



Om 11.30 uur langsij de tanker **Angelina Amoretti**, waar het even duurde voordat de patiënten om 11.50 aan boord van de KNRM reddingboot **Jeanine Parqui** werden genomen. Mede door het rustige weer en kalme zee konden de mannen via de gangway aan boord van de reddingboot worden genomen.

De kapitein vond evacuatie nodig na overleg met de radio medische dienst. Het betrof een 41-jarige opvarende met ernstig hoge bloeddruk en een 56-jarige opvarende die misselijk was en moest overgeven na een recente maagzweeroperatie. OP de terugreis vis de VRR een taxi besteld om de patiënten naar het Havenziekenhuis te vervoeren. Om 12.30 uur stapten de heren in de taxi en meerde de KNRM reddingboot weer aan.

Detail: Op 1 januari 2010 zijn de Hoekse redders gealarmeerd voor een vermist persoon op zee en op 31 december 2010 hopen de Hoekse redders het na deze 2 patiënten even gehad te hebben. 2010 goed begonnen en sterk geëindigd. Reddingstation Hoek van Holland is nog op zoek naar gemotiveerde vrijwillige redders, Lijkt het je wat, neem dan zeker contact met ons op.

Reflections on a year just past



2010 was, perhaps, not a vintage year for shipping, although it might have been a good deal worse. The great engine-room of China continued to drive away, filling outbound containerships

and inbound bulkers, while cold weather promoted the employment of tankers. Cost cutting paid dividends, sometimes literally. Some nifty footwork by owners managed to postpone, convert or even cancel orders which had been issued in the heady days before the crash. We are not out of the economic woods yet, by a long chalk, but once again, the flexibility and good management of shipping people has contributed to some sort of modest recovery. Freight rates for most sectors reflect the overhang of tonnage, and point to the need for some brisk recycling in the short term. There is no arguing with figures! It was the Year of the Seafarer and this surely was something to celebrate, although the spotlight still shone on people in an essential occupation who, nonetheless, were accorded a lot less respect than they deserved. Perhaps the YOTS nevertheless served to emphasise the need to put right so many of the current wrongs such as criminalisation, denial of shore leave, and the need to make this important job more of a career with prospects. And while the BIMCO/ISF manpower update might have been less frightening than had been anticipated, there are lessons for all in the need to address qualitative, as much as numerical problems that lie ahead, if the fleet is to be manned with the technically advanced seafarers it needs. Throughout the twelve

months that have passed, the plague of piracy has continued unabated, with no sign of the political settlement and stabilisation that will stop the frequent outrages in the Somali Basin. The Best Management Practices and the naval presence are both effective, but the Indian Ocean is a big place and the fact that more than 500 seafarers spent this Christmas in captivity on the wild Somali coast is not a good advertisement for civilised 21st Century values. There is also a serious risk that while navies worry about their costs, the fact that piracy remains a threat as long as there is political instability does not seem to register with the wider public or press, who need to communicate their concerns to politicians if we are to see the action to which those on the receiving end of piracy are entitled. On the environmental front, it was a year between the wild expectations of Copenhagen and the rather more measured hopes for Cancun. It was also a year when there was rather more questioning of the so-called "scientific consensus" on AGW and the hysteria over "carbon". But it is also difficult to avoid the conclusion that the shipping industry is regarded as an easy target for those who wish to impose "targets" of their own for emission reductions, as ferry operators contemplate a huge increase in their costs that will surely force a lot of traffic back onto the roads, all for the sake of environmental zeal, and little understanding of the consequences of regulatory changes. So thank goodness for the hard work of those on the technical front of the industry, who are busily producing new ideas for more sustainable ships that will combine great efficiency gains through advances in hulls, propulsion systems, coatings and operational improvements. The shipping industry is often thought to be "conservative" but history informs us that it has never been slow to adopt innovation, when it offers economic advantages. So let us look forward to this coming challenging year with hope and expectation rather than apprehension! A very Happy and a Prosperous New Year to all. **Source:** WatchKeeper, BIMCO

It is noted that the news agencies are also taking a rest As not much news is provided these days



The **BRO GENIUS** seen in IJmuiden – Photo : Marcel Coster ©

Wave hits tanker in mid-Atlantic, two killed

The captain and chief engineer of an oil tanker en route from Tallinn, Estonia, to Houston, Texas, were killed Thursday when a big wave raked the ship northeast of Bermuda, a shipping company official said. The tanker **Aegean Angel** encountered heavy weather and the captain, chief engineer and others had gone forward to check for damage, said Capt. Mattheou Dimitrios, quality and safety manager for Arcadia Ship Management of Athens, Greece. "While they were forward, a heavy wave broke on deck, the seamen were struck by the water and knocked down, and the master and chief engineer died immediately," he said. The incident occurred about 800 miles (1350 km) northeast of Bermuda. The first officer was injured and was in stable condition aboard ship awaiting a U.S. Coast Guard helicopter to pick him up and take him to Bermuda for further treatment. The ship was expected in Bermuda about Jan. 3, Dimitrios said. The vessel sustained only minor damage. It will stop in Bermuda to take on a new captain and chief engineer and then continue on to Houston with its cargo of fuel oil, Dimitrios said. It is expected in Houston Jan. 7 or 8, he said. Source: Reuters

MULTRASHIP
TOWAGE & SALVAGE

www.multraship.com +31 (0) 115 645 000



The **DISCOVERY** and **SUN PRINCESS** seen moored in Bonaire – Photo : Henk Ram ©

Over 600 are on board 10 ships, stuck in Okhotsk Sea ice

Over 600 crewmembers are on board the 10 Russian fishing and transport boats that have been gripped by pack ice in Sakhalin Bay, in the Okhotsk Sea. The **Sodruzhestvo** factory ship and the **Professor Kizevetter** research vessel have sent SOS signals.

The two ships are 12 miles outside mainland Russia. The air temperature in the disaster area has dropped to 22 degrees Celsius below zero and is expected to lower further still. Ice is 30 centimetres thick. The rescue tugs **Irbis**, **Predanny** and **Rubin** have set out for the ships in distress. The first of the tugs was due to approach the ice edge on Friday night, the other two yesterday January 2nd. Source: ruvr



The Dutch flagged woodchip carrier **SALIGNA** seen enroute Amsterdam – Photo : Joop Marechal (c)



The banner features a collage of marine diesel parts and logos for Parker, Racor, MANN FILTER, Hengst, and Fleetguard. The text 'Marine Diesel Parts Supply.com' is prominently displayed in the center.

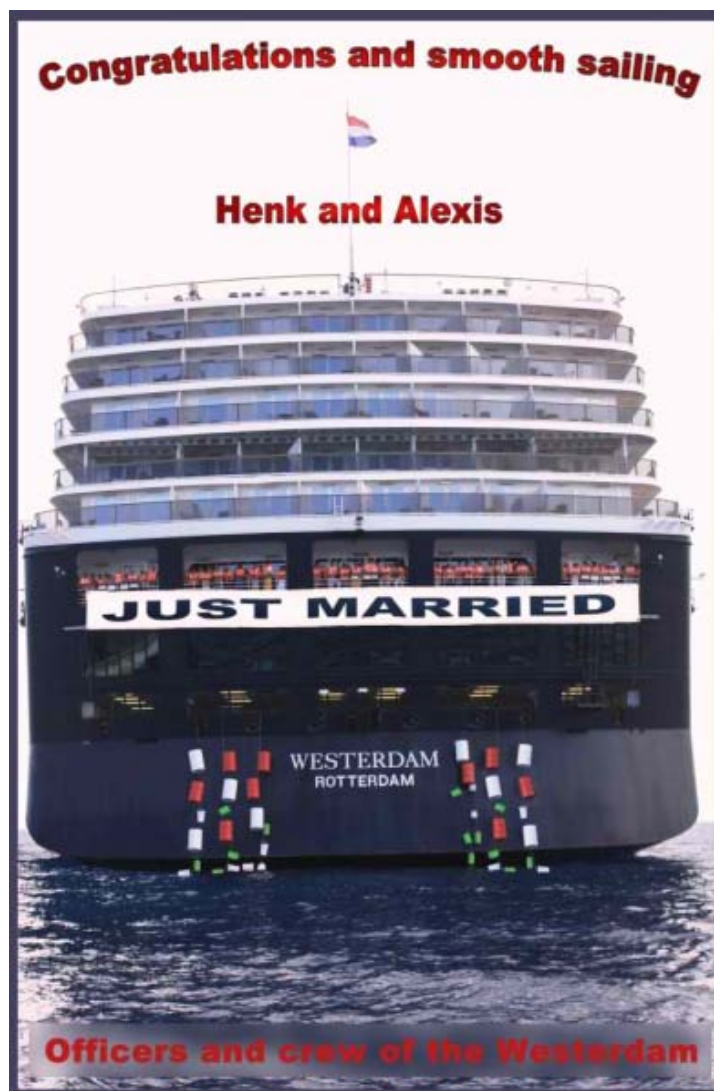
Parts supplier and reconditioner for:

Cylinderheads,	Pistons,
Liners,	Connecting rods,
Exhaust valve(-housing),	Valves (in- and exh-),
Governors,	Charge-air coolers,
Fuel Equipment,	Fuel Filtrations products,
Crankshaft,	And many more.....

We specialize in:

MAN (B&W): KZ, KSZ, EF, GF(CA), GB, and MC(-C)
MAN (Holeby): 20/27, 23/30, 28/32, 32/40, S28LH
SULZER: RD, RND(M), RL, RTA(U)
MaK (AK & C Types): 452, 453, 551, 552, Also Crankshafts!
DEUTZ: 350, 628, 716, 816, RBV, BF, and many others
BRYANSK, MWM, CATERPILLAR, MITSUBISHI, WARTSILA and all licensees

parts@marinedieselpartssupply.com Fax: +31-78-674 7377 Tel +31-62080 4472 (24 hrs) located in Port of Rotterdam



On December 31st, 2010 Westerdam's Captain [Henk Keijer](#) got married to [Alexis Puma](#) in Seattle.
Above seen the [Westerdam](#) dresses for the happy couple on behalf of all the officers and crew

FIRST PIRACY CASE ON NEW YEAR'S DAY

ALGERIAN BULKER CAPTURED BY SOMALI PIRATES IN GULF OF ADEN (ecop-marine)

In the afternoon of 1 January, the **MV BLIDA** was pirated approximately 150 nautical miles South East of the port of Salalah, Oman, EU NAVFOR confirmed. The 20,586 tonne Bulk Carrier is Algerian flagged and owned. The vessel was on her way to Dar es Salaam, Tanzania from Salalah in Oman at the time of the attack. No further details of the attack are known at this stage. **MV Blida** has a crew of 27 (Algerian, Ukrainian and Filipinos) and is carrying a cargo of Clinker. Ship manager is SEKUR HOLDINGS INC of Piraeus, Greece, for registered vessel owner INTERNATIONAL BULK CARRIER of Algeria. **MV BLIDA** was registered for protection with MSC(HOA) but had not reported to UKMTO, EU NAVFOR said. **Source : Ecoterra**



The cruise ship **Silver Shadow** sails from Lyttelton, New Zealand. - **Photo : Alan Calvert ©**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

Sound Progress

Due to the Philippine government's more proactive preparations, greater maritime safety awareness, and improved security policies and facilities, the Philippine Coast Guard (PCG) "virtually attained" zero maritime casualties it had aimed in the local shipping industry last year. Admiral Wilfredo Tamayo, PCG commandant, said that the notable decrease in the number of maritime incidents in 2010 is largely attributed not only to the less number of storms and other weather disturbances which had entered the Philippine archipelago but also on the Coast Guard's maritime communications system in which they have sustained operational readiness and strategic deployment of maritime search and rescue (SAR) and disaster response assets.

"More integrated early warning and recall system for the shipping industry and local fishermen had been implemented during adverse weather conditions, and stronger partnership and cooperation among major maritime agencies and partner nations," Tamayo said.

He added that the PCG had responded and rendered assistance to more than 750,500 persons and only listed a total of 240 casualties in some isolated incidents which occurred last year. Tamayo also mentioned that they have saved a

total of 9,577 lives in their 597 SAR missions conducted in 2010. The PCG had also collected more than 1,930 tons of garbage along the coastlines they had maintained and inspected last year.

"Most of the maritime incidents that happened last year involved international flagged vessels particularly in Northern Luzon, and we are happy that no major incidents happened in the local shipping industry unlike in 2009," Tamayo said

Source : ShipTalk

NAVY NEWS

LOOKING FOR AFFORDABLE TV AT SEA?

- Fully Automated, All-in-one
- High Quality Antennas, dish from 28cm up to 1.2m
- Built-in GPS
- Unsurpassed Dynamic Tracking
- DVB Signal Identification
- Built-in Auto Skew Angle Control System (Larger Antenna's Only)
- Embedded HD module and TriSat function
- User-friendly Operation
- Tune in Your Favorite HDTV Channels

deepsea@alphatronmarine.com

www.alphatronmarine.com



Royal Danish Navy frigate **HDMS Triton** seen leaving the Tyne after a few days at Newcastle.
Hope the crew enjoyed their New Year Eve run ashore.

Photo : Kevin Blair ©

U.S. submarines to go smokeless

By order of the Navy's top admiral, smoking will no longer be allowed on submarines. The smoking lamp will be no more. A study convinced Navy brass that nonsmokers were being subjected to too much secondhand smoke despite onboard air purification systems.

The change was announced in April -- time for sailors in San Diego and at other submarine bases to take smoking-cessation classes or get nicotine gum or patches. The Navy estimates that 40% of its submariners are smokers.

"We push our crew every day, 12 to 18 hours a day," said Navy Master Chief Petty Officer Robert McCombs, engineering department boss on the ballistic sub **Rhode Island**. "Smoking is how they relax. Some people are saying they don't want to stay on subs because they can't smoke." Source : LA Times

Treasury signs submarine financing deal

The Turkish government has signed loan deals totaling 2.19 billion euros to finance the production of six submarines to be used by the Turkish navy, the Treasury said in a statement Friday.

While 1.879 billion euros in export credit will be borrowed from a consortium led by Bayerische Landesbank, a further 309 million euros in commercial loans will be received from a consortium led by WestLB's London branch, according to the Treasury statement. The agreements involving the loans were signed by parties Friday, the statement said.

Source : Hürriyet Daily News

SHIPYARD NEWS

Maritime  **JOBS4U**

Search, Select and Find your **maritime** job

- worldwide jobs
- easy & fast
- per work field
- apply any time

www.maritimejobs4u.com



Newyears eve 2010, part of the engineroom crew of the **HAM 318** celebrating the newyear whilst re-installing the propeller shaft of the vessel whilst in drydock at Keppel Tuas shipyard in Singapore

Happy new to all of you and will see u soon when making a visit to the vessel !!

Shipyards told to stop polluting with 'hazardous' grit blasting

A layer of rusty scum is coating parts of the sea's surface around the Three Cities, angering residents and yacht owners who attribute it to grit blasting at the Palumbo Shipyards. After numerous complaints, something has finally been done about it, with the planning authority on Wednesday ordering the new shipyard owners to stop the procedure.

But Palumbo insists it is taking precautions to minimise any pollution and that this is a "core part of the business" which has taken place for decades without any complaints before their recent takeover. Grit blasting is when copper particles are blasted onto ships to remove paint and rust, leaving a smooth and clean surface. Although it is not illegal in itself, its legality can be called into question if its residue pollutes the environment or creates a health hazard, such as if the tiny specs of paint, rust and metal become airborne.

"We have issued a stop notice until the management rectifies the situation and finds a way to carry out the process without polluting the area. We are meeting them on Monday to discuss alternatives," a spokesman for the Malta Environment and Planning Authority said, pointing out that the onus to come up with solutions would be on the shipyard owners.

Meanwhile, a Palumbo spokes-man said the company was willing to discuss ways of minimising any damage through discussions with Mepa but assured people that the materials used were certified in the EU and the practice was a standard and important one for business. The stop notice takes 15 days to come into force since the party involved is given a time-window to appeal Mepa's decision. In fact, the activity continued yesterday as The Times visited the area to see the damage being done.

Action was taken following complaints from residents, led by Labour MP Joe Mizzi, and yacht owners from the nearby marinas. "Tiny specs of rust are coming onto our yachts and seeping into the paintwork due to the humidity," said one yacht owner, who preferred to remain anonymous, pointing out that the boats cost millions to buy and maintain.

Such an activity, he said, could prompt yacht owners to leave the marinas, which would be harmful to business. Meanwhile, Mr Mizzi, who had also campaigned against grit blasting in the 1980s, upsetting people from his own party, was annoyed that action was only taken after the continuous complaints by residents were backed up by their wealthier yacht owner neighbours.

While he welcomed Mepa's action, he was disappointed that he had to get personally involved in the issue and bring it to the attention of Environment Parliamentary Secretary Mario de Marco for something to be done.

However, Mr Mizzi was mostly annoyed by the "ridiculous" response he had received from the health authorities following his complaint.

The Environmental Health Directorate said that after a "surprise" inspection it concluded that the black grit particles were so "large and coarse" that it was unlikely for them to have been blown away or inhaled.

Mr Mizzi said this was a hugely unprofessional assessment, arguing that besides the larger particles there were also much tinier specs which, by their very nature, were difficult to see and could easily become airborne.

Labour's whip added that most of the grit blasting was being conducted at night purposely, so as not to be conspicuous, and this also created noise pollution. **Source : Times of Malta**

It is noted that the news agencies are also taking a rest As not much news is provided these days

ROUTE, PORTS & SERVICES

Worldwide liquid cargo services 24 hours per day, 365 days per year!



The banner features a collage of images related to maritime liquid cargo services, including a ship's deck, a large storage tank, and industrial piping. The MariFlex logo, which includes a stylized ship icon, is prominently displayed on the left. The text 'MariFlex Pump Services B.V.' is written in a bold, sans-serif font across the middle. Below this, the phrase 'Professionals in liquid cargo handling' is written in a smaller font. At the bottom, contact information is provided in three columns: 'Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650. www.mariflex.net', 'The Netherlands.', and 'Telephone (24h) +31(0)10-434 44 45 info@mariflex.net'.

Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650.
www.mariflex.net

The Netherlands.

Telephone (24h) +31(0)10-434 44 45
info@mariflex.net



The **DAL KALAHARI** seen arriving in Cape Town – Photo : Aad Noorland ©

Full steam ahead for shipping insurance centers

Two shipping insurance centers have been established within 24 hours of each other in Shanghai, after gaining regulatory approval in August. Despite their intense rivalry, the two centers share the same ambitious goal - developing shipping insurance services in Shanghai, which has set its sights on becoming an international financial and shipping center by 2020, said experts.

Shanghai-based China Pacific Insurance (Group) Co Ltd announced the establishment of a shipping insurance operation center in the city on Thursday. The center will provide a shipping insurance service covering vessels, cargo transportation, maritime energy, port property and marine liabilities.

Just one day earlier, a similar body was launched by PICC Property and Casualty Co Ltd, a subsidiary of People's Insurance Co (Group) of China Ltd (PICC). Both of the centers got the nod this August from the China Insurance Regulatory Commission. "This is good news. The establishment of the two centers is helpful for market competition and brand building," said Ding Jianping, a professor at Shanghai University of Finance and Economics. Although Shanghai Port has been widely recognized as one of the world's largest, shipping-related financial services remain in their infancy, said Ding. Sources said that Shanghai Port is expected to handle 29 million 20-foot-equivalent units (TEUs) containers in 2010, surpassing Singapore as the world's largest port in terms of container volume.

Meanwhile, the port's cargo capacity has exceeded 600 million tons, the world's biggest for the fourth consecutive year. During the process of developing equivalent shipping financial facilities, a competitive shipping price index is required for the development of a world-class shipping business, and the first step is to have a shipping insurance institute," added Ding.



Wang Huiping, an analyst from Huarong Securities, said China's property insurance sector is too dependent on auto insurance. The heavy reliance on a specific type of insurance indicates that

the country's insurance business is not fully developed, said Wang. According to Wang, auto insurance accounts for up to 80 percent of China's total property insurance revenue, while shipping insurance takes up less than 5 percent.

Both of the parent companies have their own strengths. PICC is China's largest insurance company **Source : China Daily**



Seamanship

Whatever the ship. Wherever delivered.

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.

Redwise
GLOBAL SHIP DELIVERY & CREWING

www.redwise.com info@redwise.nl

Russia begins China shipments

Plans to supply 300,000 bpd of oil

Russia, the world's top crude exporter, said it had begun scheduled oil shipments to China via an East Siberian link yesterday as the Kremlin cements ties with its energy-hungry neighbour. So far, Russia's 50,000km oil pipeline network has been concentrated in West Siberia and run toward Europe.

With the commissioning of the Eastern Siberia — Pacific Ocean pipeline (ESPO), Moscow is carving out a large chunk of the world's second-largest energy consumers' market. "The shipments started at 0030 (2130 GMT on Friday).

"We plan to pump 1.3 million tonnes of oil in January," said Igor Dyomin, a spokesman for Russian oil pipeline monopoly Transneft. According to the final schedule for crude oil exports and transit, in January-March 2011, Russia will ship 3.68 million tonnes of oil to China via ESPO.

An annual plan envisages the supply of 15 million tonnes (300,000 barrels per day). Many oil market participants expected it would effectively double Russian sales to China, which totalled 12.8 million tonnes (308,000 bpd) in the first 10 months of last year.

Transneft started to ship the barrels along the first stage of the pipeline, which runs in a 2,757km arch above Lake Baikal. So far the oil had been transported only by rail to the Pacific port of Kozmino. Yesterday, the crude flowed to Daqing in China from Russia's Skovorodino via the pipeline. When the 4,070-km the pipeline's second stage is finished in 2013, it will be the world's longest. At a cost of \$25 billion (Dh91.95 billion), it dwarfs all other infrastructure projects in post-Soviet Russia.

Russian state oil firm Rosneft has been sending oil to China by rail ever since it bought the biggest unit of defunct oil giant Yukos six years ago. The purchase was facilitated by a \$6 billion loan from China, which effectively prepaid \$17 per barrel for 48.4 million tonnes of oil. That contract ran out this year, and Rosneft decided not to extend it, citing the low selling price.

The new oil pipeline between Russia and China "could influence the shape of the global energy market and change the flow of global energy supply and consumption," Sergei Luzyanin, deputy director of Moscow's Far East Institute, told Chinese newspaper People's Daily.

"Russia turns its head from West to East," he said. "This had happened the first time in decades. Europe cannot compete with China in terms of investments into Russian economy," Luzyanin said. China, the world's biggest emerging economy, relied on imports to meet its 388 million tonnes of crude oil consumption needs in 2009, according to official data. A significant portion of China's demand is delivered by GCC countries. **Source : Gulfnews**



The **LNG ADAMAWA** seen shifting at the Scheldepoort shipyard in Vlissingen
Photo : Wim Kosten – www.maritimephoto.com (c)

Gas carrier vessel calls at New Mangalore Port

A large gas carrier vessel, **M.T. Maharshi Vamadeva**, carrying 33,000 tonnes of LPG, called at the New Mangalore Port on Saturday. The vessel berthed at Berth 12 for unloading the consignment for distribution in the State. The consignment was brought from Sikka Port in Gujarat for M/s Total Oil India, a subsidiary of TOTAL France, in Mangalore. The port has handled 1.63 million tonnes of LPG during 2009-10 as against 1.56 million tonnes handled in the previous year. It handled 1.38 million tonnes of LPG till December during 2010-11 as against 1.22 million tonnes handled during the corresponding period last year. **Source : The Hindu**



The **Almi Nufiyah** seen arriving in Terneuzen – Photo : Richard Wisse (c)

INTRODUCING OUR NEW SUPER VESSEL 100,000 METRIC TONS OF POSSIBILITY

CHARACTERISTICS
LENGTH OVERALL: 275.00 M
DECK WIDTH: 70.00 M
WATER ABOVE THE DECK: 16.00 M
DEADWEIGHT: 100,000 METRIC TONS

REALIZING THE INCONCEIVABLE

FESCO acquires 202 reefer containers for Dalreftrans

Container fleet of LLC Dalreftrans (part of FESCO Transport Group) will be replenished by 202 (41 20' and 160 40') new refrigerated containers, the Group's press service said.

The new containers are designed for transportation of frozen, refrigerated and general cargoes by sea, road and rail transport modes. Containers are in working condition at ambient temperatures of minus 40°C to plus 80° C. Previously, the reefer containers with similar characteristics have never been used in Russia, the press service of FESCO Group said. In addition, the new reefer containers feature a new "green concept", which involves the use of environmentally friendly insulation foam?

Part of the new reefers has already been added to the FESCO fleet. Dalreftrans LLC is the reefer container shipping operator in the Far East. The company was founded in 1998. Annual volume of containers shipped by the company is 26,600 TEUs. The company is also the operator of a Vladivostok-based railway terminal for reefer containers, owned by FESCO Group. **Source : PortNews**



The heavy lift ship **Hawk** seen anchored in Burnisland Roads, River Forth, Scotland, the tug **Cramond** can also be seen standing off.

Photo : Iain Forsyth ©

Abu Dhabi to take over port management from Dubai

Abu Dhabi is taking over management of the city's port from neighboring Dubai's port firm DP World, which manages similar facilities around the world. DP World and Abu Dhabi Terminals said Thursday that ADT will assume management control of Mina Zayed in the new year, when an existing management services agreement expires. The move won't have a material effect on DP World's earnings, according to a regulatory filing.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 003

Plans for management of a larger deep-water facility known as Khalifa Port that is expected to open in 2012 have not been decided, the companies said. The companies didn't provide a reason for the change but say they will continue to work closely together.

Abu Dhabi controls the United Arab Emirates federation's presidency and most of the OPEC member's oil wealth. Like Dubai, it's working to diversify its economy with help from state-sponsored companies and is eager to build its own industrial expertise. "We are committed to improving the capabilities of ADT to better serve our customers and to enhance the capabilities of the company in anticipation of the move to the new Khalifa Port," ADT Chairman Tawfeeq al-Mubarak said.

ADT is a division of the state-owned Abu Dhabi Port Co., which was set up in 2006 to manage sea trade in the emirate. DP World is considered one of Dubai's industrial crown jewels. It is the world's fourth largest port operator, with business at 50 cargo terminals on six continents, including the Mideast's largest in Dubai. It is part of struggling state conglomerate Dubai World, but is not included in its parent's \$24.9 billion debt restructuring.

Last week, DP World sold the bulk of its Australian businesses to a Citi investment fund and an unnamed investor for \$1.5 billion in a bid to trim its debt. The deal left it with a 25 percent stake in the operations and ongoing management oversight of the ports in Brisbane, Sydney, Melbourne, Adelaide and Fremantle.

DP World is hoping to offer a secondary listing for its shares on the London Stock Exchange in the new year, prompting speculation Dubai might sell off a bigger stake in the firm. About a fifth of DP World's shares are currently available to investors through a listing on the Nasdaq Dubai. **Source : AP/ Breitbart**



The **NORD SNOW QUEEN** seen in Rotterdam-Europoort – **Photo : Jan Verhoog (c)**

Evergreen Marine to launch joint services with Singapore shipper

Evergreen Marine Corp., Taiwan's largest shipper, said Thursday it will join forces with Singapore-based Simatech Shipping LLC to launch a new China-India-Pakistan route.

The new vessel-sharing route called China-India Express Service, which will start in early January 2011, targets the fast growing cargo business between China and India and between China and Pakistan, Evergreen Marine said. Evergreen Marine said the new route is expected to provide express shipping services for northern China, eastern China, India and Pakistan through Southeast Asia. The new route will start from China's Tianjin, go through other Chinese cities -- Qingdao, Shanghai and Ningbo --, Hong Kong, Singapore, Malaysia's Tanjung Pelepas and Port Klang, Nhava Sheva of India, Karachi of Pakistan, Colombo of Sri Lanka, Port Klang, Tanjung Pelepas, and Singapore, and return to Tianjin. The rotation for the new service will be 42 days, Evergreen Marine said. Evergreen Marine and Simatech will each offer three 2,100 twenty-foot equivalent unit (TEU) vessels for the new service. The TEU is a measurement of container transport capacity. In August, Evergreen Marine and Simatech launched joint shipping services on a route from Southeast Asia to the Persian Gulf to India and Pakistan. **Source: CNA**



The **GEO CORAL** seen arriving at the former NAM quay in Velsen Noord - **Photo : Jan Plug ©**

M'sian hauliers seek ministry help on charge

The Association of Malaysian Hauliers (AMH) has urged the Transport Ministry to intervene in the move by the Malaysia Container Depot Association (MCDA) to impose a RM5 (S\$2.10) fee for every container that is returned to or taken from their depots.

AMH Northern Region chairman R Amaippan said the association had received an email from MCDA two weeks ago that the depot gate charge would be imposed starting Jan 2. All 30 AMH members had protested, he told Bernama here yesterday. 'We are only transport agents who collect containers from the depot as ordered by the shipping agents. So the charge should be imposed on the shipping agents because it is they who arrange payments with MCDA,' he said.

He said AMH, MCDA and the Penang Port Commission met on Wednesday to discuss the matter but MCDA still wanted to proceed with the charge. 'I hope the Transport Ministry can intervene for the sake of all parties,' he said. **Source :** Bernama



Above seen the 2009 built MLT flag offshore tug/supply ship **BRODOSPAS BETA** berthed @ Pinto 3, Valletta, Malta to receive fuel/stores before heading to oil rig **ZAGREB 1** at rig area off Malta on Thursday 30th December 2010.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

OLDIE – FROM THE SHOEBOX



Rotterdam Westerkade with 23 harbour tugs moored during a tugboat strike in September 1979. The skyline is completely different now. The white building on the left is a museum and on the right end the seamen's home now called the **Maritime Hotel** (<http://www.maritimehotel.nl/>) besides the TULIP INN hotel

Photo was taken on 21 September 1979.

Photo : Capt. Frank Haalmeijer ©

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER DUE TO "MAILBOX FULL"

If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

.... PHOTO OF THE DAY



Russian trawlers seen moored for the season in the Norwegian port of Kirkeness – **Photo : Joop Bartels ©**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>