

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 007



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Ships with masts are a rare sight in the port of Rotterdam nowadays. This is the MOGAMI REEFER, assisted by the ZP Chandon fwd (and SD Seal aft), leaving for Tenerife – Photo : Hans Hoffmann ©

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The **HANJIN BOMBAY** seen departing Dunedin on the 5th January 2011. - **Photo : Ross Walker ©**

Container spot rates reach milestone point

After almost six months or 25 straight weeks of falls, container spot rates out of Shanghai managed to put a halt and increase as 2010 came to an end. According to the Shanghai Containerized Freight Index, rates were upwards for all destinations, including the main trading lanes to Europe and US West Coast. Following a 29% drop on average spot rates, the index rose 4% during the 52nd week of 2010. According to a new analysis from BIMCO's Peter Sand, container freight rates on the Shanghai-Europe trading lane peaked as early as March (week 9) at USD 2,164 per TEU on the back of strong demand that outstripped available vessel capacity; at that time 10 % of the overall fleet was idle. On the back of a limping world trade back in early 2009 – front-haul volumes into Europe grew as much as 17.3% quarter-on-quarter in Q1 2010 and by 18.4% in Q2 2010. Last week freight rate was at USD 1,401 per TEU.

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Spot rates for US West Coast improved throughout the 1st and 2nd quarter going into 3rd due to soaring volumes. Rates for containers shipped to the US West Coast peaked in early July at USD 2,833 per FEU. Last week freight rate was at USD 1,962 per FEU. What has happened? During the low point of the crisis in 1st half of 2009, freight rates for Shanghai –Europe went close to USD 250 per TEU - since then rates took a magnificent climb until March 2010. Translating this – current freight rates are still at solid levels even after a 35% fall from the top. The big difference, however, is that today's volumes and available capacity are much higher than two years ago; as opposed to the bleeding chaos in early 2009 – where a fierce fighting for market share took place forcing carriers to cut rates fast to protect market share and cash flow with subsequent heavy financial losses in the process – the container trades has since March 2010 retained profitability although at a reduced level".

As a result, from the rate peaks of March and July, freight rates for Europe and US West Coast fell by 35% and 31% respectively. As volume started to decline after the traditional peak season in the third quarter of 2010, carriers started to remove capacity out of the market, in a bid to balance supply and demand. "Withdrawal of vessels from the market in a combination with extensive super-slow-steaming on the main and long haul trades proved to be the remedy to maintain rates at a comfortable distance from the disastrous freight levels during the crisis. "In October, BIMCO estimated that some 300 vessel of approx 750,000 TEU would be sufficient to keep rates from falling further, but as history shows only less than half of that was made idle causing freight rates to slide week after week. Lately increased bookings prior to the effectiveness of the 1st January rate hike, announced by most carriers may have turned the tide temporarily. Volumes tend to go slightly up in the month up to the Chinese New year – only to drop considerably during and immediately following the celebrations, caused by a slow-down in economic and industrial activity" said Peter Sand.

So where will the market move from here. During January and the weeks leading up to the Chinese New Year early February, volumes are expected to slightly increase as shipowners tend to expedite shipments anticipating the slowdown in activity during the public holiday. "Freight rates are expected to stay at about current levels, since announced rate increases will be difficult to enforce due to the availability of slots. One could, however, expect a tendency for rates to slide a bit as a consequence hereof. BIMCO expects volumes to grow immediately following the Chinese New Year slow-down, but the forward looking development in volumes as well as rates depends highly on US consumers and when they will start to feel wealthy again increasing spending on imported containerized goods. A growing container fleet will also be a reason for concern throughout 2011" concluded BIMCO's analyst. **Source :** Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **UNIQUE EXPLORER** seen assisted by the **THETIS** entering the IJmuiden locks - **Photo : H. Blomvliet ©**

Medische assistentie aan zeevarende

Om 14.15 uur afgelopen woensdag vroeg het onder Liberiaanse vlag varende schip 'Copernicus' om medische assistentie voor een bemanningslid. Het schip bevond zich op dat moment op 18 kilometer noord van Vlieland en was onderweg naar Helsingborg. Aangezien het zich ernstig liet aanzien zijn door het Kustwachtcentrum Den Helder een defensie helikopter van vliegbasis De Kooy en de reddingboten van de stations Vlieland en Terschelling van de Koninklijke Nederlandse Redding maatschappij ingezet. Door de helikopter en de reddingboten zijn artsen en personeel aan boord gebracht die de reanimatie van de bemanning hebben overgenomen. Ook is extra zuurstof aangevoerd. Ondanks alle inspanningen kwam om 15.35 uur de melding dat de patiënt helaas was overleden. Redders en artsen zijn van boord gehaald en het schip heeft zijn reis vervolgd.



The TSHD **HAM 309** seen operating in Rio de Janeiro – Photo : Jaap van den Heuvel ©

28 bodies recovered from sea off Yemen coast

Yemen's coast guard has recovered 28 bodies from the sea out of 46 Africans feared drowned after their boat capsized at the weekend, says a security official.

"The Yemeni coast guard has retrieved the bodies of 25 African immigrants who drowned on Sunday" near Bab al-Mandab strait, which links the Red Sea and the Gulf of Aden, the official said. Eight bodies were found early on Thursday, one day after "we buried 17 Ethiopians," he said. Three other bodies had been recovered on Tuesday, raising the total death toll to 28.

Abdullah Ahmed, a Red Crescent official in Bab al-Mandab, confirmed the toll, while adding the victims' bodies were decayed. "We are no longer able to tell the difference between the Ethiopians and the Somalis or the males from the females. We found them on the coast in a horrible condition as they were disfigured," he told AFP. "All we could do was bury them."

Five people escaped alive, including three Ethiopians and two Somalis, said the UN refugee agency, while two Yemeni people-smugglers also survived, according to the security official. Contradictory accounts have emerged of events surrounding the boat's sinking, which happened on Sunday morning. Yemen's interior ministry said on Monday that "80 Africans" were feared to have drowned in the sinking "caused by high winds and a tsunami." But the security

official, who declined to be named, said the accident was due to engine failure. Each year tens of thousands of Ethiopians and Somalis make the perilous crossing to Yemen in the hope of escaping the economic deprivation, persecution and conflicts of their home countries. Many die on board often overcrowded and rotten small boats, while others, already weakened by long journeys from the hinterland to the coast, die at the hands of ruthless smugglers.

The migrants generally slip by boat into south Yemen, itself one of the world's poorest countries, before heading towards the border with oil-rich Saudi Arabia. **Source : Times Live**



Above seen the 1982 built IND flag and owned offshore support ship **SEAMEC III** at Bunkering Area 4 , Malta with bunkering tanker **MGARR** alongside on Wednesday 5th January 2011 on her way to Port Said from Pozzallo, Sicily.

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

Blow to plans for £7m lifeboat station at Moelfre

PLANS to build a new, multi-million pound lifeboat station in Moelfre have suffered a setback after planning officers recommended they be refused. The RNLI submitted proposals to demolish its current station in Moelfre in order to build a £7m state-of-the-art building as part of a larger-scale project to improve stations and services across Wales.

Crew were also set to benefit from a larger, faster all-weather Tamar-class lifeboat as part of the project, which in itself comes at a cost of £2.7m. The plans were scheduled to be discussed by Anglesey County Council's planning committee today (Wednesday). However, planning officers recommended the proposals, which included a curved roof design and red cedar exterior, be refused due to concerns relating to access to the site along Lon Swnt; the scale and design of the proposals; and the impact the development would have on nearby residents.

Around 13 letters were received objecting to the application, but 11 were received in support. As a result, the charity has pulled the plans and decided to reassess them before resubmitting later on this year. Moelfre RNLI Lifeboat station's operations manager, Rod Pace, said the new station, along with the new lifeboat, were supposed to benefit the community and local seafarers.

Moelfre Lifeboat station was officially named Wales' busiest lifeboat station in 2009. He added that the station's annual fundraiser, **Moelfre RNLI Lifeboat Day**, had been one of three shortlisted for the Best Event of the Year category in the Anglesey Tourism Awards, due to be held at the end of January. "Moelfre Lifeboat Day was one of nine nominees and has been shortlisted for the award against the Anglesey Show and the Anglesey Beer Festival. To be one of three shortlisted events shows we must be doing something right. Mr Pace said: "It would be a loss to lifesaving in the area if these plans were turned down. The Coastguard are going through a bad time due to cutbacks, the RAF Search and Rescue service is going to be privatised, so this would be another nail in the coffin." Divisional inspector Colin Williams

said: "This is a very important project to the RNLI as part of a larger project introducing newer, faster lifeboats to the coastline. "The plans haven't been refused, we were informed before Christmas that the plans had been recommended for refusal, as the planning officers had one or two issues with the design. We have withdrawn the application and that will allow us to reassess the design.

"It (the development) could cost us around £7million, however, as part of our review of the design, we hope to reduce the costing. "We will resubmit the plans in 2011 once we feel they have been made more acceptable," he said. "We have also been made aware of comments made by local residents and we are very keen to take these into account."

Similar plans for a new lifeboat station in Porthdinllaen, estimated to be worth around £8m, were recently approved.

Source : Holyhead and Anglesey Mail

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The **CMA CGM LA TRAVIATA** seen in Rotterdam-Europoort – Photo : Harry van den Berg ©

Commission releases chapter on BP well blowout in advance of full report

The National Oil Spill Commission in the US has released in advance the chapter from its upcoming full report that contains the key findings from its extensive investigation into the causes of the blowout of BP's Macondo well.

On April 20, 2010, that disaster killed 11 workers, seriously injured many others, and spewed uncontrolled over four million barrels of oil into the Gulf of Mexico for nearly three months, creating the largest oil spill ever in American waters.

Among the findings from the chapter are that "the well blew out because a number of separate risk factors, oversights, and outright mistakes combined to overwhelm the safeguards meant to prevent just such an event from happening." "But most of the mistakes and oversights at Macondo can be traced back to a single overarching failure of management." "Better management by BP, Halliburton, and Transocean would almost certainly have prevented the blowout by improving the ability of individuals involved to identify the risks they faced, and to properly evaluate, communicate, and address them."

Commission Co-Chair William K Reilly said of the Commission's findings: "My observation of the oil industry indicates that there are several companies with exemplary safety and environment records. So a key question posed from the outset by this tragedy is, do we have a single company, BP, that blundered with fatal consequences, or a more pervasive problem of a complacent industry?" "Given the documented failings of both Transocean and Halliburton, both of which serve the offshore industry in virtually every ocean, I reluctantly conclude we have a system-wide problem." Co-Chair Bob Graham said: "The Commission's findings only compound our sense of tragedy because we know now that the blowout of the Macondo well was avoidable."

"This disaster likely would not have happened had the companies involved been guided by an unrelenting commitment to safety first. And it likely would not have happened if the responsible governmental regulators had the capacity and will to demand world class safety standards." "There is nothing that we can do to bring back the lives of the men we lost that day. But we can honor their memory by pledging to take steps necessary to avoid repeating the fatal practices of the past." **Source : offshore shipping Online**



Above seen the new ferry from Bluebridge New Zealand, the "**Straitsman**" arriving in Wellington on 6 of Jan at 22:45.

Photo : Max Brunet de Rochebrune ©

Seized Ships Sail

Iran says it has secured the release of three Iranian cargo ships seized by Singapore several months ago in a financial dispute linked to U.N. sanctions against Tehran. Iranian Commerce Minister Mehdi Ghazanfari told Iran's semi-official Fars news agency that Singapore freed the Iranian ships Wednesday. He said the financial dispute that led to their seizure was caused by "Westerners."

Authorities confirmed in December that Singapore had been holding the three ships – named **Tochal**, **Sahand** and **Sabalan** – for several months and put the vessels up for auction because their owner failed to repay a loan from a French bank.

State-run Islamic Republic of Iran Shipping Lines says France's Credit Agricole Corporate and Investment Bank called in the loan early because the shipping company lacked what the bank considered to be "credible insurance" for the ships. IRISL chairman Mohammad Dajmar told Iran's Press TV network that his company had repaid the remaining \$200 million to the bank.

U.S. officials say sanctions imposed on IRISL by Washington, the European Union and the United Nations have put the company under financial pressure and reduced the number of ports at which it can operate. The United States froze the assets of IRISL under U.S. jurisdiction in 2008, accusing it of transporting military cargo for Iran in defiance of international restrictions. The U.N. Security Council has imposed four sets of sanctions on Iran to punish it for developing a nuclear program that Western nations fear could be used to make atomic bombs.

Iran says its nuclear program is peaceful. Hong Kong authorities impounded a ship linked to IRISL in November after a German bank accused the owner of defaulting on \$268 million in loans. It remains anchored in Hong Kong waters.

Source : ShipTalk

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Super-Size Ships Challenge Capacity Balance, Report Says

Ship owners and operators are betting their future profitability on super-sized container ships and must delay deliveries of additional vessels to avoid overcapacity and plunging rates, a European shipping bank warns in a research report.

Super-post-Panamax container ships -- vessels with capacities of at least 8,000 20-foot equivalent units - "are becoming the backbone of the operating fleet of the top tier global liners," said the report by DVB Bank, based in Rotterdam and listed on the Frankfurt Stock Exchange. The world's top 15 global container fleet operators hold a 70 percent share of the 13.7 million-TEU capacity of the active liner fleet. Carriers and vessel charterers are concentrating their investments on large ships that offer economies of scale and are using the big ships to displace other vessels, including post-Panamax ships in the 3,000-8,000-TEU range that are being bumped to other routes.

Balancing supply and demand of super-post-Panamax ships during the next two to three years will require moderate trade growth, capture of additional market share from smaller vessels, continued slow steaming to absorb capacity and "most importantly," further delays in deliveries of new ships, the report said.

If owners and operators abandon the "pro-active supply management" that restricted capacity and enabled them to return to profitability last year, the wave of large ships scheduled for delivery in 2011 and 2012 will cause Far East-Europe rates to crash. "This will in turn weigh on the entire container shipping market," the report said.

Because of their size, super-post-Panamax vessels can be deployed on only a limited number of high-volume routes, led by Asia-Europe, where 8,000-TEU ships already have displaced most smaller vessels since the first 8,000-TEU ships

entered service in 2003. Super-post-Panamax ships now account for 62 percent of nominal Asia-Europe capacity and 25 percent of capacity between Asia and the U.S. West Coast. Since the first super-post-Panamaxes entered service in 2003, average vessel size on Asia-Europe routes has risen to 7,594 TEUs from 4,816 TEUs. By last November, 289 super-post-Panamaxes with 2.75 million TEUs of nominal capacity were in regular liner service. Of these, 197 ships were on Asia-Europe routes and 31 on Europe-Asia-West Coast pendulum services. Most of the remaining 61 were on trans-Pacific routes, with a handful on Suez routes between Asia and the U.S. East Coast. **Source: Journal of Commerce**

'Combinatie zwemvest en drijfpak gevaarlijk'

De combinatie van een zwemvest en een drijfpak kan een risico vormen voor mensen die bewusteloos in het water liggen of niet goed kunnen zwemmen. Dat stelt de koninklijke marine na onderzoek. Een woordvoester van het Openbaar Ministerie (OM) in Haarlem heeft woensdag een bericht daarover in het Haarlems Dagblad bevestigd.

De marine deed onderzoek naar aanleiding van een ongeval met een reddingsboot augustus vorig jaar voor de kust van Bloemendaal, waarbij een inzittende in zee terechtkwam en verdronk. Volgens de onderzoekers kan een rol hebben gespeeld dat het slachtoffer zowel een zwemvest als een drijfpak droeg.

Een zwemvest kantelt een drenkeling op zijn rug, terwijl een drijfpak deze juist voorover op zijn buik duwt. Dat kan gevaarlijk zijn voor mensen die in het water hun bewustzijn verliezen of niet goed kunnen zwemmen. Volgens de woordvoester van het OM heeft zowel de reddingsbrigade in Bloemendaal als de leverancier van zwemvest en drijfpak verbaasd gereageerd op de conclusie van het onderzoek. Volgens hen wordt deze combinatie al jaren zonder problemen gebruikt.

Het OM heeft op grond van het onderzoeksrapport van de marine besloten niemand te vervolgen. Volgens de woordvoester is niet duidelijk geworden waaraan het slachtoffer precies is overleden en is daarom van dood door schuld geen sprake.

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China COSCO sees significant growth in 2010 results

China COSCO Holdings Co Ltd, the country's top shipping conglomerate, expects to have a significant growth in 2010 results, thanks to the sustained recovery of world economy.

The company is expected to record a net profit for 2010 against a net loss for 2009 as the shipping market regained strength, it said in a filing to the Hong Kong stock exchange on Wednesday. It reported a net profit of 5.64 billion yuan (\$851.4 million) in the first nine months of 2010 compared to a loss of 5.36 billion yuan the previous year. China COSCO said it was still in the process of finalising the audited annual results and the forecast was based on a preliminary assessment by the management.

Shares in China COSCO have risen 6.7 percent so far this week, beating a 3 percent gain on the broader on optimism that shipping companies will benefit from a recovery in the global economy. **Source: Reuters**

Update from Seafarer Officers Society Manila



After the first (very satisfied!) customers of **SOS Manila** and **The Buoy Café & Restaurant** the time is there to continue to the next stage of the project. This involves furnishing a full air-conditioned dormitory (**The Bridge**) with 26 beds and sanitary spaces, finishing 5 additional existing dormitory rooms with 6 beds each, sanitary spaces and air conditioning. These dormitory spaces are exclusively meant for nautical officers. Furthermore, there are 6 existing deluxe rooms in the **Salvage Hotel** that need to be furnished with double-beds and air-conditioning. Therefore we invite shipping companies, manning agencies and private investors to invest in a prospecting business in the Philippines.



SOS Manila and the **Buoy** are located in central Manila, convenient to reach by car and public transport, close to major shipping companies & manning agencies. We have 56 beds, 6 deluxe rooms and lots of leisure facilities to offer for officers who are traveling to/from their ship or receiving training within Metro Manila. These facilities include SOS bar, billiards, special chess tables, secure parking spaces and above all, enjoyable company!

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Pres. Rinus Besteben 02-5167098/ +639163711199
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Iskes **HERCULES** seen shifting the **AMY (ex VOS CRUSADER)** in IJmuiden – Photo : Joop Marechal ©

NAVY NEWS

Training ship inducted into PN fleet

Pakistan is committed to rooting out terrorism from the country and the Pakistan Navy's participation in the Coalition Maritime Campaign Plan and CTF-151 is a step towards regional and global security. This was stated by Chief of the Naval Staff Admiral Noman Bashir while speaking at the annual efficiency parade of the PN at the Dockyard, where he was presiding over the induction of a training ship on Tuesday. He said the defence of the sea frontiers and maritime interests was the PN's prime responsibility, which would be ensured at all costs.

Admiral Noman said the participation of the PN in multinational exercises and the counter piracy deployment had not only helped strengthen relations with modern navies but also added much to its professional acumen. At the ceremony, the commander of the Pakistan Fleet also gave a detailed account of fleet activities, and deployment that included continued participation in the Coalition Maritime Campaign Plan and Counter Piracy, successful war patrols by submarines and conduct of maritime multinational exercises. The Pakistan Navy also inducted an exclusive training ship, PNS Rahnaward, into its fleet. The ship has been acquired for training of cadets and sailors.

PNS Rahnaward has been acquired from Britain where the ship was part of the fleet as '**HMS William**'. The ship is equipped with complete suite of modern sensors and gadgets. Navigation radars, satellite communication system, fire control system and built-in electronic charting system are the main features of the ship. The ship reached the Karachi harbour after covering a distance of 7,000 nautical miles, displaying the national flag in three continents. With a total sail area of 949 square metres, the ship has 18 sails. Its length is 59.35 metres with draught of 4.8 metres and tonnage of 498 tonnes. Apart from the square-rigged sails, the ship is also equipped with a full outfit of modern machinery for main propulsion.

Speaking at the induction ceremony, the naval chief said that hi-tech military hardware was no panacea in itself; rather it was the professional competence of the fighting force and its resolve to protect national interests. "In today's fast-changing world, and in the wake of rapid developments in technology and naval strategies, the significance of professional knowledge and human skill has increased manifold," he said. "We must understand that only with quality training and consistent hard work, we can achieve the much-needed edge over our adversary." The naval chief told the audience that the Pakistan Navy was vigorously pursuing a comprehensive strategy for building a balanced fleet comprising modern frigates, submarines and aircraft. The induction of three F-22 P, P3C aircraft, Z9Ec helicopters and the under-construction small tanker-cum-utility ship at Karachi Shipyard was a testimony to this policy, he added.

Source : Imran Farooq

SHIPYARD NEWS

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Overview of the **DAMEN SHIPREPAIR** facilities in the Wilton harbor in Schiedam – Photo : Marijn van Hoorn ©

Ambush set to roll out in next few days

Shipyard spokesman Neil Lauderdale said the submarine was expected to be rolled out in the next couple of days, two weeks later than originally planned. The £1.2bn submarine had its naming and launch ceremony inside the giant Devonshire Dock Hall before Christmas but was stranded in the shed after a generator needed to power bogies, which move the subs about on cradles, failed.

When that problem was fixed, freezing weather prevented the submarine being rolled out and launched because BAE said the giant shiplift was heavily iced up and could be risky for staff to operate. The 97m-long sub will be eased out of the DDH at a speed of one metre-a-minute and then transferred to the shiplift for launch the following day.

It will take up a mooring in Devonshire Dock for the start of a series of wet dock tests, including firing dummy missiles and making its first tethered dive in the centre of the dock. Tests will culminate in the autumn with the first power range testing of its nuclear reactor.

As soon as the boat is in the water, the Royal Navy crew will mount a 24-hour watch aboard the boat and more and more finished compartments will be handed over to the navy. The submarine will be clearly visible to the public for several hours while parked in front of the DDH and before being lowered into the dock. **Source : NorthWest Evening Mail**



The **GULMAR DA VINCI** seen fitting out at Samsung Heavy Industries in Geoje - Korea - **Photo : Tim de Klerk ©**

SPP merges its shipbuilding units

Korea's SPP Group merged its shipbuilding subsidiaries into SPP Shipbuilding as of 1 January 2011. SPP Shipbuilding absorbed SPP Plant & Shipbuilding and the name of the integrated company is to be still SPP Shipbuilding with its headquarters moving to the city of Sacheon, South Gyeongsang Province, Korea, where its Sacheon shipyard is based.

SPP won new orders, in total, for 40 ships including optional ships worth \$1.6bn in 2010, exceeding its initial annual target. It held 139 ships worth around \$6bn totaling 2.5m cgt on its orderbook as of December 2010.

Source: SeaTrade-Asia

ROUTE, PORTS & SERVICES

India's Container Volume Surges 11 Percent

Container throughput at major ports in India for the April-December period surged 11 percent over the same period in fiscal 2009-10, the Indian Ports Association said Wednesday.

Total volume for the first three quarters of fiscal 2010-11 was estimated at 5.59 million 20-foot equivalent units, up from 5.04 million TEUs a year earlier. The tonnage of container traffic climbed almost 13 percent to 83.5 million tons from 74 million tons. The volume of containers handled by Jawaharlal Nehru (Nhava Sheva), the country's largest

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container port, grew 7 percent to 3.2 million TEUs from 3 million TEUs. The southeastern Port of Chennai handled 1.12 million TEUs compared with 886,000 TEUs, a gain of 26 percent on the year earlier period. Kolkata's throughput rose to 387,000 TEUs from 375,000 TEUs. Tuticorin moved 341,000 TEUs, up from 320,000 TEUs. Volume at Cochin was flat with the year-ago period at 219,000 TEUs.

According to the IPA, total tonnage at the 13 state-owned ports for April through December was up 1.1 percent to 416.6 million tons. Kandla was the top cargo handler with throughput of 61.4 million tons followed by Visakhapatnam with 49.8 million tons. Based on current growth trends, major ports are unlikely to reach the overall throughput target of 600 million tons set by the Shipping Ministry for 2010-11 ending March 31. For fiscal 2009-10, India's ocean trade through major ports was estimated at 561 million tons, up nearly 6 percent from 530.5 million tons the previous year. Container traffic increased 4.3 percent to 6.87 million TEUs from 6.59 million TEUs. **Source: Journal of Commerce**



Above seen the **SEVEN ATLANTIC** going into the Outer Harbour at Great Yarmouth 05/01/2011

Photo : Paul Gowen ©



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NYK path to profit:

Cost cutting, supply-demand and logistics focus

MAKING money in container shipping involves cutting costs, focusing on removing excess capacity - and logistics, NYK President Yasumi Kudo told the company in his review and outlook New Year's message.

"Owing to the Yosoro [internal corporate reforms] Project carried out in the wake of the Lehman Brothers shock, we have made significant progress in reforming our logistics business in the developed countries thereby improving our competitive edge by far," said Mr Kudo. "The business of Double Wing Express (DWE), or non-vessel operating common carriers (NVOCCs), is on the rapid rise, which is expected to contribute greatly to our profits," he said.

Mr Kudo said keeping tonnage supply and demand in profitable alignment has worked for NYK and its fellow Grand Alliance partners Hapag Lloyd and OOCL. "Thanks to such initiatives, the freight rate level has stayed within the expected range, which enables us to post stable profits. It should be noted that the tight supply-demand situation beyond estimation that we experienced in the first half of last year will not likely occur again for the foreseeable future, because slow steaming is already in place and there is growing supply pressure," he said.

But Mr Kudo warned the company had to be prepared to see profits levels fall, but that added that this could be successfully countered with gains in the logistics business. He pointed to profits made in the rapid growth in automotive logistics. "Yusen Logistics Co Ltd took off in October last year, after the merger in Japan, to serve as the engine of our logistics business. Consecutively, the merger abroad is also developing at a faster speed than planned so that it will probably be 70 per cent complete by April this year and the expansion of our logistics business will speed up even more," he said.

Mr Kudo also said the group's fuel costs came to JPY200 billion (US\$2.43 billion) a year, even after the group-wide fuel-saving initiative. "If we can cut this back by, say, 10 per cent, it will not only save us a significant portion of costs but also reduce environmental load," he said. **Source : Schednet**



The **GINGER** seen assisting the **SCH 81 CAROLIEN** in the port of IJmuiden - **Photo : Jan Plug ©**



Diamond orders ultra-deepwater drillship

Diamond Offshore Drilling recently entered into a turnkey contract with Hyundai Heavy Industries for construction of a new ultra-deepwater drillship with delivery scheduled for late in the second quarter of 2013.

Total cost, including commissioning, spares and project management, is expected to be approximately \$590 million and Diamond Offshore has also obtained from Hyundai a fixed-price option for the purchase of a second drillship which the company has the right to exercise at any time before the end of the first quarter of 2011.

The dynamically-positioned drillship will have a seven ram blow-out preventer, dual activity capability, five mud pumps and a maximum hook-load capacity of 1,250 tons. The unit will be designed for operations in up to 12,000 feet of water.

Diamond Offshore president and CEO Larry Dickerson said: "The addition of a new drillship to our fleet is part of a continuing effort to enhance our ultra-deepwater capabilities at attractive capital costs. Including our opportunistic acquisitions of the Ocean Courage and Ocean Valor in 2009, we have now purchased, ordered or upgraded six 10,000-foot ultra-deepwater units over the last four years. New drillship construction costs have declined substantially from peak pricing. As a result, we believe this new drillship will provide returns consistent with our long history of value creation for the Company and our stockholders."



Above seen arriving in Onne Port, Nigeria the **UAL Texas**, (ex **Flintersun**) still home ported Groningen

Photo : Capt. Peter Lankester - Master Jascon 34 ©

Jamaica port opening falls behind schedule

Falmouth cruise port, town still needs sprucing up

Jamaica's newest cruise ship port will not be ready to host passengers for another month- and-a-half due to the sluggish pace of final preparations, officials with Royal Caribbean Cruises Ltd and the government said on Tuesday.

John Tercek, vice-president of new business development for the Miami- based company, said that the two-berth cruise port in the north coast town of Falmouth is ready to dock ships but sections of the 32-acre site remain a tangle of scaffolding and unfinished buildings. 'To be honest, it looks like a construction site,' Mr Tercek said during a phone interview from Florida on Tuesday. During a weekend tour of the Historic Falmouth Cruise Port development, Royal Caribbean and Jamaican officials agreed that the site was not ready to deliver an entirely pleasant experience for passengers. The cruise line decided to delay scheduling the maiden port call until Feb 17.

'It actually makes a ton of sense. It's a high-profile project so why do it less than great?' said Mr Tercek, adding that the first cruise liner next month will be the Voyager of the Seas out of Galveston, Texas. The ambitious US\$220 million project in the modest town of Falmouth, between the popular resort cities of Montego Bay and Ocho Rios, had been expected to host Royal Caribbean's 3,400 passenger Navigator of the Seas tomorrow.

But in recent days, it became clear that the port, being developed by the cruise line in partnership with the Port Authority of Jamaica, would not be ready for a Jan 7 port call. The Navigator of the Seas was quickly rerouted to Montego Bay. 'We still need a major spruce-up of the town, including working on local historic buildings and diverting traffic to pedestrianise certain areas,' said William Tatham, vice-president of cruise shipping and marina operations for Jamaica's port authority.

Complicating efforts, nearly 500 workers at the port walked off the job on Monday, claiming that they were underpaid and overtaxed. On Tuesday, Jamaica's labour ministry was trying to ease the dispute and end the work stoppage quickly.

Royal Caribbean is investing some US\$170 million in the three-phase project, which was designed to have one berth accommodate the cruise line's huge 16 deck, 204,100 tonne **Oasis of the Seas**. The company said that it is the largest development undertaken in the Caribbean basin for years.

This first construction phase will cost some US\$180 million, most of which was put up by Jamaica's port authority, which was pegged to oversee development of berths and construction of the terminal. **Source : AP**

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Ketelaarstraat 5c
B2340 Beerse
Belgium
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More Russian oil along coast of Norway

Transport of oil from Russia to the U.S. and Europe along the coast of Norway increased in 2010 and Norway enhances its emergency preparedness. In course of the first eleven months of 2010, 303 tankers loaded with oil

passed along the coast of Norway, Norwegian newspaper Aftenbladet reports, citing the Norwegian Armed Forces. The number for December was probably about 20-30 ships. In 2009 the total number was 296.

The amount of oil products transported along the Norwegian coast was 17.4 million tons by the end of November, compared to 16.5 million tons in twelve months of 2009. In average, every tanker is loaded with 50 000 tons of oil products. The most common cargo is raw oil.

Because of the increased oil traffic and the subsequent risk of accidents, the Norwegian Coastal Administration has concluded more contracts on hire of tugboats to be in state of preparedness along the coast. From before there were three the tugs stationed in Northern Norway, and now there is also one tug in Western Norway and one in the southern parts of the country.

In addition to the oil traffic from Russia, large bulk vessels with iron ore from Narvik, oil tankers from the Norwegian Norne field and the refinery at Mongstad frequently sail along the coast of Norway. **Source : BarentsObserver**



The **STOLT AVANCE** seen anchored at Singapore West Jurong anchorage – **Photo : Richard van der Werf ©**

Licence for LNG terminal at PQA: PGL provided misleading information to Ogra

Pakistan GasPort Limited (PGL) has reportedly provided misleading information to the Oil and Gas Regulatory Authority (Ogra) to get the licence of LNG terminal at Port Qasim Authority (PQA) that would jeopardise LNG Mashal project by using public sector companies network, Business Recorder has learnt.

According to documents submitted to Ogra in a public hearing on Tuesday the applicant (PGL) submitted an undated and unsigned letter issued by Iqbal Z Ahmed to PQA where demands were made (and not confirmed if these were accepted by PQA) which would compromise the LNG Mashal Project.

"It is a mandatory requirement for the Ogra application that the Chief Executive of the applicant company will certify that 'LNG Policy for selecting the site has been met'. The certificate presented in the application states 'LNG Policy will be met' which shows that applicant has not complied with the condition of LNG policy", documents say.

In a project's concept report, provided in the application, the owner of the project is shown to be Associated Group. There is no such legal entity as 'Associated Group' and therefore application suffers from misleading information about ownership. In addition, as the project is totally dependent on infrastructure to be provided by other companies (SSGC/SNGPL), how can the project be approved based only on 'Preliminary discussions' with these companies, as admitted by the applicant himself, is a question for the relevant approving authorities.

The applicant has stated that he will use the pipelines of public sector entities for gas transmission and distribution and yet it has provided no agreement with these companies or tariff commitment/obligation related thereto. The government of Pakistan has already launched LNG Mashal Project, which is also based on utilisation of pipelines and other infrastructure of SSGC and SNGPL. So PGL proposal to use network of SSGC and SNGPL will jeopardise the Mashal Project. Obviously, Mashal as an SSGC and government of Pakistan project would have higher priority and preference, as opposed to PGL.

In this case, the applicant intends to use the following investments of the state: (i) Channel night lighting cost at Port Qasim running into millions of rupees; (ii) Valuable land at Port Qasim allotted to this company in 2007 within one day of applying for this land on the basis that it will set up the LNG project within 23 months; and (iii) Pipeline infrastructure, invested by SSGC and SNGPL. Despite facilities of the state, there is no transparent pricing mechanism agreed with PGL which will demonstrate that the people of Pakistan will not be exploited in this project.



The Sheerlegs **SMIT CYCLONE** seen anchored over the wreck of the **HYUNDAI 105** in the Singapore Straits

Photo : Piet Sinke ©

Odfjell plans Charleston tank terminal

IHS Fairplay reports that Odfjell Holdings (US) has announced that it has finalised a contract to build a \$37M tank terminal in Charleston, South Carolina. The deep-draught terminal, scheduled to be completed in 2013, will include 40 tanks and is expected to create 12-20 jobs, according to the company.

Odfjell said it will use the facility to supplement its terminal in Houston and its international operations. "When combined with our shipping network the new facility will provide additional distribution options for our customers delivering more efficiency to their supply chains", said Odfjell Terminals (Houston) President Dave Ellis.

The investment at Charleston comes as US lawmakers prepare to debate whether to cut funding for port expansion around the country.

Charleston received a temporary reprieve from such cuts in late December when federal lawmakers allocated US\$379,000 to study the next phase of the its US\$300 million harbour deepening project. The project would see the harbour deepened to 15.2m (50ft), allowing it to handle post-Panamax ships. **Source : Dredging News Online**

Shanghai Surprise

Shanghai has overtaken Singapore as the world's biggest container port for the first time in 2010, handling 29.05 million TEU according to government officials. Shanghai port handled about 500,000 TEU more than Singapore in 2010. The economic recovery and the boost from the World Expo helped increase the city's container and cargo throughput. Shanghai's cargo throughput hit about 650 million tonnes in 2010, compared to 590 million tonnes of cargo in 2009. **Source : ShipTalk**



The **SC LYNX** seen returning to Maassluis - **Photo : Stan Muller ©**



WindFarmBase
c/o OPUS MARINE GmbH
Alter Wandrahm 15 | D-20457 Hamburg | Germany
Tel. +49 40 22 63 203 0
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One-Stop Solution

Calcutta's Hooghly channel re-opens after ship collision

THE channel at Hooghly Point leading to India's Calcutta port that was closed for more than a month after a collision between two ships has now been reopened, the port authority have announced. "The channel was dredged after the stranded vessel was removed and the depth required for movement of heavy vessels has been achieved," said A

Bagchi, director (marine department) of Calcutta Port Trust (CPT). All vessels moving to and from the Calcutta port pass through Hooghly Point, about 50 kilometres from the city.

Port officials said the stranded ship had caused circular currents and along with heavy silting - common in winter - made movement of vessels difficult. In late November, the 917-TEU **Tiger Spring**, after its collision with the 1,095-TEU Green Valley in the Hooghly River in West Bengal south of Calcutta posed a threat to other ships using the shipping channel. The vessel was now grounded beside the navigational channel and there were fears it would slide back into the channel, blocking other ships and causing great losses to the port. **Source : Schednet**



At the Singapore anchorage the **BBC ELBE** was spotted last Wednesday with as deck cargo a small azimuth driven tug
Photo : Piet Sinke ©

Rig repaired, ready to roll out

The Mexican owners of an offshore rig badly damaged in hurricane Katrina got an early Christmas present in 2010. Irving Shipbuilding Inc. has completed an estimated \$110 million in repairs to **PSS Chemul**, a semi-submersible accommodation rig owned by Mexico's state-owned petroleum company, Petroleos Mexicanos, better known as Pemex. "The care and custody of the **Chemul** vessel was handed over to the owners on Friday, Dec. 24," Irving spokeswoman Mary Keith said by email from Saint John on Tuesday. "It is my understanding that it is currently scheduled to leave Halifax on Jan. 6." The topsides of the 13,000-tonne rig were heavily damaged during the devastating 2005 storm that flooded New Orleans and wiped out coastal communities along the Gulf of Mexico. The **Chemul** broke its moorings at a shipyard in Mobile, Ala., during the hurricane and smashed into a bridge after drifting along the Mobile River. The rig was brought to Irving's Woodside Industries yard in Halifax in April 2008 from a shipyard in Mobile. Repairs, which employed 70 shipyard staff and 200 hourly and subcontracted workers, were originally estimated to take 14 months to complete. Keith said Pemex assigned additional work to the rig that extended its time in the Halifax yard. Local Pemex representative Jorge Moreno said the company was happy with the repair job and was looking forward to returning the rig to Mexico. The **Chemul** was built in Sweden's Gotaverken Arendal AB shipyard in 1983. It was christened the **Safe Karinia** and was renamed the **Mexica** in 1988 before becoming the **Chemul** in 1991. The rig has an operational water depth of about 450 metres. It is almost 90 metres long and 27 metres tall at the main deck.

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Refitted ferry arrived in North Sydney

The first of Marine Atlantic's two newest ferries, the MV **Blue Puttees** (ex **STENA TRADER**), has arrived in Canada. The vessel was named in honour of the Royal Newfoundland Regiment that derived its nickname from the blue cotton wraps soldiers wore around their ankles in the First World War. It departed Port aux Basques, N.L., later Wednesday en route to North Sydney, where crew training will take place. It was refitted in Germany as part of a five-year agreement. The refit involved shortening the vessel, putting in additional topsides for customer spaces, new bow thrusters and new double tier and bow loading ramps. Refit of a second new ferry — **the Highlanders** — has begun in the Bremerhaven dockyard.

OLDIE – FROM THE SHOEBOX



Above seen quite an interesting vintage Durban view, showing standard type **ROEBIAH** swinging off N-shed, assisted by the **J R MORE**, now the Durban museum tug. The original slide was taken with my old rangefinder Fujica, and is not too bad for a 46-year old image. Note the open background of mangroves and Fynnlands Beach, all where the present container terminal now dominates the skyline. **Photo : Trevor Jones ©**

.... PHOTO OF THE DAY



ITC's **TEMPEST** seen in IJmuiden – Photo : H. Blomvliet ©

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