

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 008



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**Seen moored at the Boskalis-Smit premises in Singapore the sheerlegs ASIAN HELPING HAND III, the multi-cat BMK 103 and the new SMIT LYNX
Photo : Piet Sinke ©**

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Once the pride of the Scottish Fishery Protection Agency, **SULISKER** seen 15-12-2010 at Lowestoft in a sorry state.
Subject of a failed plan to convert her to "time share" luxury yacht, An ignominious end to a once proud ship.

Photo : John Soanes ©

Containership fleet increased 9.1 per cent in 2010



The **MSC MIRA** seen passing Terneuzen outward bound from Antwerp

Photo : Richard Wisse – www.richard-photography.nl (c)

Global containership fleet increased 9.1 per cent last year to 4,849 ships totalling 14,270,000 TEU, according to industry analyst Alphaliner. At January 1, the number of ships (cellular and non-cellular) deployed on liner trades reached 5,970 totalling 14,809,000 TEU, up 8.6 per cent in 12 months. A total of 261 containerships totalling 1,373,000 TEU were delivered last year with an average ship size reaching 5,260 TEU. Another 31 non-cellular ships (comprising general cargo, reefer and ro-ro vessels) totalling 25,200 TEU joined container trades. A total 126 containerships totalling 760,000 TEU have been ordered at a cost of about US\$9.1 billion, at an average slot cost of \$12,000 per TEU. Alphaliner said 135 containerships totalling 183,800 TEU were taken out of service in 2010, of which 94 totalling 145,317 TEU were scrapped and 41 totalling 38,482 TEU were lost or converted to non-container use.

Source : Schednet



The **VOS PRECIOUS** seen operating near the **Castoro Sei** - Photo : Capt. Gijs Dijkdrenth ©

Dry bulk market on a freefall, as the New Year early days don't bring many cheers

The dry bulk market is facing its worst slump in more than two years, falling by 4.75% yesterday to reach 1,544 points, on top of an additional 4.2% fall on Wednesday. Except Panamax vessels which managed to post some gains of 3.18%. Just yesterday,

the benchmark Capesize segment lost a whopping 8.14%. According to analysts, this downturn has mainly come as a result of record floods in Australia, which have resulted in a severe disruption of coal shipments, which has further worsened the current flurry of tonnage supply. Commenting on the Capesize market, Fearnley's said that "declines were further accelerated by typhoon and flood hitting west, respectively East Coast Australia, with resultant partial paralysis of iron ore and coal exports. Pacific spot activity thus close to negligible, with spot rates dropping, so far, to around usd 13k for index types on rounds. Speculations of necessary alternative geographical sourcing for metallurgical coal into China have so far only resulted in soaring commodity prices, and the Atlantic basis remains uneventful on a combination of low cargo volumes and a flow of ballasters. The Brazil/China ore run has dipped below usd 20 pmt, equivalent to less than usd 10k net on modern tonnage coming from China. Average daily earnings stand at around usd 16k, down 38% m-o-m. To the extent that operators dare to book period tonnage, index-linked rate structures are much in vogue and recently concluded on 3 known units" said the shipbroker.



The bulker **E.R. BUENOS AIRES** seen eastbound in the Singapore straits earlier this week – Photo : Piet Sinke ©

"We do see the fundamentals are strong enough to support better rates than the current levels but not too much above the current levels," said Georgi Slavov, head of dry research and structured products at ICAP Shipping in a story from Reuters. "There will be rallies and downward pressure again. It is going to be sideways to downward pressure for the next three to six months" he mentioned. Fearnley's said preliminary estimates for net fleet growth in 2010 reached 16 percent. "This year could be as high as 17 percent," Svenning said.

In its latest report, it commented that – in the panamax market – "after a week of holidays, the Atlantic market started off on a positive trend with a short list of vsls able to load mid January cargoes. How long this will last is more uncertain as ballasters from the Feast will pick a fight for the end January/early Feb cargoes. TA round voyages fixed around usd 21k p/d and fronthauls paid usd 27-28k. In the Pacific a more bearish tone appeared. Prompt deliveries fixed at USD 7-8k for Pac rounds, and Indonesia round were reported at usd 6k p/d. The backhaul market has been more or less silent, even though a LME was paid only usd 3250 via Suez!" the broker said. Meanwhile, in the smaller handysize segment it's been a quiet week as expected after the holiday season. "Most actors should be gradually back on the market this week and this will tell us where the market is heading, although negative sentiment is already prevailing across the board due to lack of cargo availability and too many ballasters. Charterers are therefore expected to maintain a 'wait and see' attitude in order keep the pressure. Owners are resisting fixing business back to the F.East. Continued lack of sufficient activity in Bl.Sea and Cont. The USG should become firmer as more grain shipments are expected end January. A quiet start after the holidays with numerous prompt vessels in the East. Vessels ex China via Indo to India can expect to receive somewhere around the 9-10k level, with a tick less for Indo rounds. Nopac rounds have been seen to be fixed around the 9k level bss ex China with Charterers currently talking numbers starting with 8's. Seeing several looking for backhaul or staying in Atl if already there" concluded Fearnley's.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

MOST POWERFUL TUG ARRIVED AT THE WESTERSCHELDT AREA



Last week did see the arrival of the 95 ton BP tug **MULTRATUG 3** at the Westerscheldt river, the tug will be part of the **ANTWERP TOWAGE** fleet and will operate mainly in the port of Antwerp

Photo : P. , M. & Ph. van Luik - www.shipsoffterneuzen.nl ©

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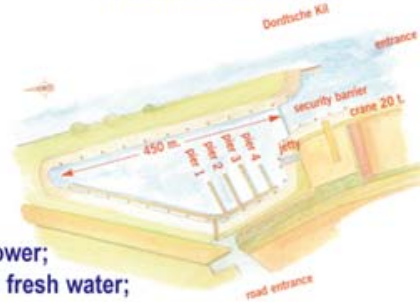
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Asia-Europe shipping lines delay planned rate hikes

Most carriers hold back after warnings of supply-demand imbalance, The majority of carriers have delayed 1 January Asia-Europe rate increases, as Japanese shipping giants express concern over the supply and demand balance. A contact at one freight forwarder told IFW around 90% of shipping lines had delayed price increases of between US\$250 and \$300 they had planned for 1 January. But despite this, spot rates had still increased by around \$75 to \$100 per teu on 1 January, he said.

Validity on rates was being offered by all but one carrier until 14 January – the new date when carriers were hoping to implement their price hikes. The forwarder suggested that the delay was down to a few carriers grabbing at marketshare, which had spooked others into following suit.

According to the Shanghai Containerised Freight Index, rates on services from Asia to Europe ended the year at \$1,401 – an increase of \$59 on the previous week. The Shanghai Shipping Exchange (SSE) attributed this to increased vessel utilisation rates caused by an end of year rush, as exporters sought to fulfil annual production targets.

But the SSE added it remained to be seen whether the carriers' attempts to increase rates would be successful. The failure of New Year's Day rate increases came as Japanese shipping lines NYK and MOL warned that profits could come under pressure as the gap between supply and demand widened. MOL President Koichi Muto said: "Emerging countries are growing with strong momentum, leading to further growth in the distribution of goods. "Europe, North America and Japan, which make up 60% of world GDP, continue to be burdened by destabilising factors. "This year, we expect many new ships to be delivered to the market, and it is difficult to feel relaxed about the maritime shipping market conditions when you consider the future supply and demand balance for ships."

Yesterday, NYK President Yasumi Kudo said he expected global growth to be around 7-8%, compared to container fleet growth of 10%. He said: "This leaves a widening gap between demand and supply, for which we have to be prepared for some years to come." **Source : ifw-net.com**



The TSHD **CORNELIS ZANEN** seen arriving in Cape Town – **Photo : Aad Noorland ©**

Cruising sailor to testify against Somali pirates in the Netherlands by Sail-World Cruising

A South African cruising sailor who was held captive by pirates for thirteen days in October is to fly to the Netherlands to give testimony against Somalis alleged to be involved in his kidnap. Peter Eldridge was forced to drive his yacht

north along the east African coastline until the motor seized and he escaped, but his two crew have never been seen again. Eldridge said he had been contacted by Dutch authorities to give evidence. 'All I have been told is that five men, believed to be connected to the hijacking, were detained and will presumably stand trial,' he told South African news outlets, 'I have to fly out to Holland on Monday to testify.' It was October 26 when the trio were captured. Several days later Eldridge managed to get a radio call out to nearby warships, and when the yacht beached he refused to get off, jumping into the water to be rescued by a Dutch Navy warship. However his two crew, Bruno Pelizzari and Debbie Calitz were whisked into the nearby jungle. The Dutch Navy then arrested several Somalis suspected of being involved in the attack, but Kenya authorities refused to accept them, citing lack of evidence. Five of the Somalis were then flown to the Netherlands to stand trial, and the others released.

'I was lucky because I was able to escape but Debbie and Bruno were not. All I want is for them to get back home safely,' said Eldridge. Ronnie Mamoepa, spokesperson for the South African Government's International Relations Department, was not available for comment. **Source : Eco**



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Indo-Norwegian pact to fight piracy & develop shipping

Distinct areas of co-operation were identified at the seminar organized on 4th January 2011 by the Danish Shipowners' Association and the Indian National Shipowners' Association which coincided with the current visit of the Norwegian Minister for Economic and Business Affairs to India.

Prominently the discussions focused on tackling piracy jointly, streamlining investment hurdles in order to encourage greater investment by Norwegian into terminals, ports infrastructure and shipping in India and enhance the supply of seafarers from India to meet future demands. The delegation headed by Brian Mikkelsen, Minister for Economic and Business Affairs, Denmark will meet various officials of the government and shipping ministry during the rest of the

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current week. Other prominent personalities in the delegation include Peter Bjerregaard, Managing Director of the Danish Shipowners' Association, Lars Vang Christensen, Chairman of the Danish Shipowners' Association and CEO and President of Herning Shipping, Andreas Nordseth, Director General, Danish Maritime Authority and Peter Bjerregaard, Managing Director of the Danish Shipowners' Association.

"The visit and the seminar is intended to be a follow up of the decisions taken at the first session of the India – Denmark Joint commission for Cooperation held in New Delhi on 14th December 2010 and activate further action," informed Peter Bjerregaard. "As agreed the Joint Working Group on Shipping formed under this Joint Commission will consist of business leaders and participants from government agencies involved in shipping. The group will inter alia explore cooperation in areas such as:

- Best practices in ship design and any other areas mutually agreed upon
- Maritime Training and Education
- Offshore Wind Farms
- Capacity building in dealing with issues relating to Green House Gas emissions.

India and Denmark will work constructively in order to conclude a comprehensive EU-India maritime agreement. Brian Mikkelsen, Minister for Economic and Business Affairs, stated, "The Danish shipping tonnage had crossed 12 million GT. The number of ships under the Danish flag has also increased despite the economic melt down. Shipping is highly dependent on the world economy. The Indo – Danish trade which is around 8 per cent is set to grow. But piracy continues to be a real threat to maritime world and the maritime industries. It is essential to combine our efforts to fight piracy. "Education and training are necessary for raising the quality of seafarers and add value through continuous improvement in effective operation of vessels and ensuring their safety. We need to match technology with talents while undertaking various projects." Giving the future course of action Lars Vang Christensen explained that in the meetings scheduled for 6th January in Delhi the frame work of the joint working group will be finalised. "We acknowledge the huge potential of the Indian ship yards. We will discuss the challenges faced by foreign players wanting to invest in developing terminals and ports in India," he said, "Especially we are concerned about the restrictions being faced by us as well as the limitations that hamper development of the competitive Terminal infrastructures, royalty payment and other related issues." **Source: Maritime Professional**



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Russian icebreaker clears path to release trapped ships in Okhotsk sea



Photo's : Far East Shipping Company

A Russian icebreaker on Thursday forced its way through ice to reach icebound ships in the Sea of Okhotsk, off Russia's far eastern coast. **Admiral Makarov** is 4 kilometers (2.5 miles) away from the ships, its captain said.


Three ships have been trapped since Friday in ice two meters thick. Two more ships became stuck on Monday but were freed two days later.

On Monday, **Magadan** icebreaker got stuck while trying to rescue the icebound vessels. A third icebreaker is on its way to reach some 400 people on the three ships stuck since last week, who have sufficient fuel, food and water. **Source : RIA Novosti**



The **SOPHIE** seen in Cape Town – **Photo : Ian Shiffman ©**

NAVY NEWS



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Pentagon to spend less on gold braid, more on ships

Secretary of Defense Robert M. Gates announced today a series of what the Pentagon calls "efficiencies decisions" designed to save the Department of Defense more than \$150 billion over the next five years primarily by reducing overhead costs, improving business practices and culling "excess or troubled programs."

Secretary Gates is getting savings by such means as having fewer admirals and generals, curbing the proliferation of defense department intelligence units and "eliminating nearly 400 internally-generated reports that over the years have consumed vast amounts of staff time and energy, often to produce documents that are of questionable relevance, value, and in many cases, have been rarely read."

What caught the headlines, though, was cancellation of the Marine Corps. Expeditionary Fighting Vehicle -- "an 80,000 pound armored vehicle that skims the surface of the ocean for long distances at high speeds before transitioning to combat operations on land." The EFV, originally conceived during the Reagan Administration, has already consumed more than \$3 billion to develop and will cost another \$12 billion to build - all for a fleet with the capacity to put 4,000 troops ashore.

Not catching so many headlines was some good news for shipbuilders. The Pentagon intends to reinvest the savings it has identified. That includes ordering more ships over the next five years -- including, said Secretary Gates today, a destroyer, a Littoral Combat Ship, an ocean surveillance vessel and fleet oilers. **Source : MarineLog**

Philippine Navy to Receive Newer, Faster Boats

The Philippine Navy will be upgraded through the induction of newer and faster boats to guard the country's maritime resources and oil exploration areas in disputed territories, President Benigno Aquino has said.

Aquino said a contract for three small, fast coastal patrol boats will be awarded this week for the under-equipped navy. The new boats will be used to patrol the country's maritime borders with Indonesia and Malaysia and will help counter poachers, pirates, smugglers and militants.

The Philippine Government is planning to raise funds to replace its Vietnam-era warships, aircraft and other combat support equipment by leasing military property to private investors. The navy is currently using Vietnam-era US-made transport and gunboats and second-hand UK frigates, according to Reuters. **Source : naval-technology.com**



The Russian built OSA-II guided missile patrol boat **515 AL RUHA**, of the Libyan Navy, seen in Malta DryDocks in Dec 1984.

Photo : Gejtu Spiteri (c)

About 175 **OSA 1** and 114 **OSA 2** boats were built for the Soviet Navy, the last were decommissioned in about 1990 in the main Soviet fleet. Amongst the post-Soviet countries Libya bought 12 units built by the Soviet Union and delivered to Libya between 1976 and 1979, in 2004 it was reported that only 5 units were still operational named : **513 Al Zuara, 523 Al Fikah, 531 Al Bitar, 515 Al Ruha** and **525 Al Sakab**, but it was also reported that the survivors are rarely put to sea. They were having a length of 38.5 mtr and were water jet driven with a total output of **12.500 hp** for a top speed of **38 knots**, the **Osa 1** (Project 205) which had box-shaped missile containers and the **Osa 2** (205U) which had cylindrical missile containers. "**Osa**" means "wasp" in Russian, but it is not an official name, the OSA boats were succeeded by de **Tarantul class** corvette by the Soviet / Russian Navy.

Rear Admiral Bisht appointed Eastern Fleet Commander

Rear Admiral HCS Bisht has been appointed Flag Officer Commanding Eastern Fleet. The Rear Admiral is currently Flag Officer Sea Training (FOST) under the Southern Naval Command here. He is expected to assume command of the fleet by the end of January.

Commissioned into the Navy in July 1979, Rear Admiral Bisht is a gunnery and missile specialist. He held the post of the Chief of Staff (COS) of the Southern Naval Command from November 2008 to August 2009. His afloat tenures include commands of stealth frigate Tabar and missile corvette Kora. He also held the post of Fleet Gunnery Officer Eastern Fleet. The Rear Admiral has held important ashore appointments like Assistant Controller Aircraft Carrier Projects; Defence Attaché, Singapore; and Director, Naval Intelligence. The Rear Admiral is a graduate of the Royal Naval Staff College, Greenwich, England. **Source : thehindu.com**



www.mammoetsalvage.com

UAE donates patrol boats to Seychelles

The United Arab Emirates has donated five patrol boats to the Seychelles Coast Guard, to help the Indian Ocean state fight maritime piracy, the local "The Nation" newspaper reported today. They include three fast response craft and two larger patrol boats, which have been named Le Virgilant and La Fl che.

The patrol boats were formally handed over yesterday by the Deputy Commander of the UAE naval forces, Sheikh Saeed bin Hamdan Al Nahyan, to the Coast Guard chief, Lt.-Colonel Michael Rosette. The ceremony was also attended by the President of the Seychelles, James Michel, who is also Commander-in-Chief of the Seychelles People's Defence Forces, the Chief of the SPDF, Brigadier Leopold Payet, and other senior Seychellois officials. The donation doubles the size of the country's coast guard fleet.

In a statement after touring the boats, President Michel noted: "The UAE pledged the donation of five maritime patrol vessels in July last year, and today it has delivered on this pledge with great speed and efficiency. We are deeply grateful for this gesture and we note its importance as our fight against piracy is an immediate concern, which requires swift action and concrete support from the international community." "This donation is a great achievement for our armed forces, as we will be increasing our capacity to fight the piracy threat by ensuring greater maritime surveillance capacity. This will provide greater support and reassurance to our fishermen, as well as other mariners of our region," the President said.

In response, Sheikh Saeed said that the donation was a pledge of friendship between Seychelles and the UAE and a gift from UAE President H.H. Sheikh Khalifa bin Zayed Al Nahyan, the paper said. It quoted him as having expressed the hope that the new boats would help to reduce the danger to shipping from piracy in the waters of the Seychelles and that the donation would enhance the friendship between the two countries.

The SPDF Chief, Brigadier Payet, told "The Nation" that the gift from the UAE " will help our mariners in distress and provide security for all those who travel our waters".

Thanking the UAE for its support, he added that the UAE had been among the first countries to respond to a plea from the Seychelles for help in tackling piracy carried out by boats from Somalia. A team of officers and sailors from the UAE Navy have provided training for the Seychellois crews of the new boats. Under the terms of a USD 15 million package of aid agreed last year, the UAE will also provide the Seychelles with a coastal radar surveillance system and a new naval base. **Source : wam.ae**

Chinese businessman bids £5m for UK's HMS Invincible

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A UK-based Chinese businessman has bid £5m for the aircraft carrier **HMS Invincible**, which is being auctioned. Lam Kin-bong - who owns restaurants in the West Midlands - has said he wants to turn the former warship into an international school in China. He said if he was not allowed to tow it to China he would instead try to berth the stripped-out carrier in Liverpool. Several bids have been received since **Invincible** was put up for sale on a government internet auction website.

The vessel, which saw action in the Falklands War, Gulf and Balkans, was decommissioned in 2005. It was put up for sale on the edisposals website and was expected to fetch about £2m. The UK Ministry of Defence (MoD) said **Invincible's** engines and many other parts had been salvaged and it was expected to be sold for scrap. The carrier has been stripped of anything that might be of military use and the blueprints of the ship will not be sold with it.

Mr Lam, who began as a chef and now owns the Wing Wah chain of Chinese restaurants, is also a lawmaker in the city of Zhuhai, in southern China. He told the South China Morning Post that the bid - entered via his Zhuhai-based company Sunway Yacht Limited - was purely commercial. If successful in buying the carrier he told reporters he wanted to tow the vessel to Zhuhai and berth it at a marina he is building in the city. He said it would cost £11m to buy the **Invincible**, tow and convert it.

"My intentions are purely commercial and have nothing to do with the military," he told the English-language newspaper. If the vessel could not be taken to China his second preference would be to base it in Liverpool and turn it into a school "to boost the understanding of China and the Chinese in Britain". Mr Lam said he had spoken to the Chinese Embassy in London about the bid and received a supportive response.

The restaurateur moved to London nearly 20 years ago, then to Birmingham where he helped set up the Wing Wah chain of restaurants, which he runs with his wife. Earlier this week the MoD confirmed a "number of bids" had been received for the carrier and a preferred bidder would be announced once terms had been agreed. **Invincible** was laid down at Vickers' shipyard in Barrow in 1973 and launched by the Queen in 1977.

The ship served in the 1982 Falklands War, deploying Harrier fighter aircraft against Argentine forces. It is one of the navy's three **Invincible class** anti-submarine warfare carriers, along with **HMS Ark Royal** and **HMS Illustrious**. **Ark Royal** is to be decommissioned this month and **HMS Illustrious** in 2014.

The ships will be replaced by two new carriers, **HMS Queen Elizabeth** and **HMS Prince of Wales**, which are expected to enter service by the end of the decade. Source : BBC

SHIPYARD NEWS



The **STOLT GULF MIZHAR** seen fitting out at the SLS shipyard Goeje – Korea

Photo : Jan de Bokx ©

ROUTE, PORTS & SERVICES



Boskalis **QUEEN OF THE NETHERLANDS** seen arriving in Gul Basin at the Keppel shipyard in Singapore yesterday
Photo : Piet Sinke ©

New South Wales government to acquire dredger for Swansea Channel

Local news sources report that the New South Wales government in Australia has called for tenders to acquire a dredger to keep the Swansea Channel clear for boats. Last year the Lake Macquarie Aquatic Services Committee submitted a design, costings and a request for the government to consider funding the estimated A\$750,000 to build a permanent dredge specifically for Lake Macquarie.

The good news is that not only did the government accept the idea, but agreed to fund up to A\$1.5 million, double the original estimated price tag, to buy or build a much larger craft. The bad news is that the dredge when finished won't be just for Lake Macquarie. **Source : Dredging News Online**

Hambantota bunker operations to start in May

The Sri Lanka Ports Authority (SLPA) hopes to be supplying bunkers in Hambantota within the next five months. "We're hoping to start bunkering by May this year," said SPLA chairman Priyath Wickrama.

"We're going to buy four self-propelled barges to start this business." His remarks have given one of the clearest outlines to date of the SPLA's plans. As recently as last September Wickrama refused to give details of how bunkering operations would be organised, saying only that there would be "a very viable plan". The SLPA has said, however, that Hambantota's bunker sector will be closed to outside investors. The new Hambantota port was opened in November and is part of the island's effort to become a transport hub. Some bunkering operations have already taken place in the port. Lanka IOC, together with Lanka Marine, made the first bunker delivery soon after the port opened.

Source: Portworld



Vroon's **IVER EXPERIENCE** seen approaching Grand Cayman, January 6, 2011. - Photo : Frank de Vries ©

STX Pan Ocean to buyout Gulf Pacific Shipping

South Korea-based STX Pan Ocean is buying out its investment in a joint venture firm by acquiring the remaining 50% stake at a price of \$1.5m. STX Pan Ocean (Hong Kong) will fully acquire Gulf Pacific Shipping as it seeks to strengthen bulk affreightment business in the Arabian Gulf and Indian Ocean region. The buyout will be made in cash and the transaction is not expected to affect earnings for the current financial year ending 31 December 2011, STX Pan Ocean said. STX Pan Ocean had earlier established six special purpose companies to finance newbuilding orders already placed. The Seoul- and Singapore-listed shipowner said the new companies would owe debt to financial institutions, which would be guaranteed by STX Pan Ocean to the amount of KRW402.3bn (\$358m). **Source : Seatrade Asia**



MSC closes the gap as lines add to their fleets

But Maersk is determined to hang on to its place as the world's largest

Leading shipping lines boosted their capacity by 14% in 2010, with MSC closing the gap on the world's largest carrier, Maersk Line. The total capacity operated by the top 20 carriers had reached 12.3 million teu by the start of this year, compared with 10.8 million teu a year ago and 10.6 million teu in January 2009.

Of the industry's leading shipping lines, MSC recorded the largest increase in its fleet, in terms of capacity added, closing the gap on Maersk Line by bringing in an extra 375,000teu – a 25% increase. Meanwhile, Maersk's fleet grew by around 5%.



The **MSC FLAMINIA** seen in the port of Antwerp – Photo : Steven Oppeel - www.stevo.be ©

Maersk now operates 14.5% of the containership fleet, compared with 15% at the beginning of last year, while MSC has lifted its market share to 12.6% from 10.9% a year ago. But Maersk Line told IFW's sister publication, Lloyd's List, it had no intention of letting its position as market leader slip.

Head of network and products Lars Reno Jakobsen said Maersk's long-term objective was "to grow with or more than the market and maintain our market leader position". Industry speculation suggests the Danish carrier is planning to order a series of 18,000teu vessels. They would be the largest containerships ever built. In terms of percentage growth, Chilean shipping line CSAV led the field, increasing its fleet by 74% from 333,000teu to 579,000teu.

The market share of the top 20 carriers as a percentage of the global liner fleet increased from 79% to 83%. Overall, the total cellular fleet stands at 4,849 ships representing 14.2 million teu, up 9.1% in nominal capacity terms compared with 12 months ago. The recovery seen in volumes over the last 12 months is reflected in the reduction in the size of the top 20 carriers' idle fleet, which this time last year stood at 740,000teu, or 6.9% of the total fleet, but is now 136,000teu, just 1.1% of the total fleet. Analyst Alphaliner said 18 of the top 20 carriers had increased their operational capacity over the past 12 months, with only NYK and K Line logging a decline. Source : ifw-net.com

TBS International Takes Delivery of Its Fourth Newbuild Roymar Class Multipurpose Tweendecker and Expands Fleet to 50 Vessels

TBS International plc announced that it has taken delivery of the newly-constructed vessel **M/V Omaha Belle** from China Communications Construction Company Ltd./ Nantong Yahua Shipbuilding Group Co., Ltd.

The **M/V Omaha Belle** is the fourth in a series of six "Roymar Class" 34,000 dwt multipurpose tweendecker vessels that the Company ordered at a purchase price of \$35.4 million per vessel. TBS expects to take delivery of the remaining two vessels by the third quarter of 2011. The Company has in place the requisite bank financing for these vessels.

With the delivery of the **M/V Omaha Belle**, TBS's current fleet expands to 50 vessels with an aggregate of 1.51 million dwt, consisting of 28 tweendeckers and 22 handymax/ handysize bulk carriers.



TOS leverancier nautisch personeel Rijkswaterstaat



De **RWS 75** in de haven van Zierikzee – Photo : Piet de Nijs ©

Per 1 januari 2011 is **TOS (Transport & Offshore Services)** gedurende drie jaar de leverancier voor nautisch inhuurpersoneel (varend) voor Rijkswaterstaat op en rond de Noordzee. Eind december is hiervoor een samenwerkingscontract ondertekend. Het contract heeft tevens een optie tot verlenging van 2 jaar.

Sinds de jaren '90 heeft TOS ervaring met het deels bemannen van de RWS oliebestrijdingsvaartuigen **Arca** en **Zirfaea** en worden ook diverse ad hoc aanvragen voor andere schepen ingevuld. "Dit driejarige contract is echt een

kroon op ons werk van de afgelopen jaren.", aldus Victor Mees. Mees is binnen TOS aangesteld tot Projectleider Rijkswaterstaat. Hij was de afgelopen jaren ook betrokken bij de bemanning van de **Arca** en de **Zirfaea**.

Het contract met RWS dienst Noordzee omvat het beheergebied Nederlands gedeelte van de Noordzee, de Atlantische Oceaan en een deel van de binnenwateren van Nederland. TOS bestrijkt hiermee alle aanleg- en afmeerplaatsen op het Nederlandse vaste land van Vlissingen tot en met Delfzijl.

Voor de vaartuigen stelt TOS zowel op continue basis als aanvullend nautisch personeel beschikbaar. De functies variëren voornamelijk van gezagvoerder, stuurman, matroos/kok, matroos, hoofdwerktuigkundige, 2e werktuigkundige, bootsman tot wachtsman/walmachinist. De vaartuigen zijn zeer uiteenlopend van afmeting en functie: o.a. vaarwegmarkeren, oliebestrijding, visserijonderzoek, metingen en kustwachtactiviteiten.

TOS levert wereldwijd technisch/nautisch personeel in de gehele maritieme sector en verzorgt turnkey ship deliveries. "We zijn internationaal gericht en werken net als onze klanten wereldwijd. Het binnenhalen van deze opdracht versterkt ons marktaandeel op de Nederlandse markt aanzienlijk. Ook voor de werving van Nederlandse zeevarenden en binnenvaarders zal het een positief effect hebben. De benaming 'leverancier RWS' doet het zeker ook goed in de communicatie naar onze buitenlandse klanten. We zijn erg trots dat we dit contract hebben binnengehaald!", aldus Marleen Stuurman, Executive Manager Operations.

Maersk has no overcapacity concerns, upbeat on year ahead

DANISH shipping giant Maersk has an upbeat outlook on the year ahead and unlike other carriers expresses little fear about overcapacity as new tonnage floods the market worldwide.

Maersk route network chief Jorgen Harling told Reuters that he sees a well-balanced market, despite forecasts of a nine per cent increase global capacity. "Even though there is uncertainty regarding the level of growth, the difference between supply and demand does not look worrying," said Mr Harling, adding that his company sees the global container market growing eight per cent this year.

The market, he said, corrects and adapts. "This is also our expectation regarding the tonnage which will come into the market in 2011," he said.

Maersk did not absorb new containerships in 2010, but from March until 2013, it will take in 38, earmarked for India-China-Africa service. Earlier this week, Alphaliner said Maersk Line's market share had shrunk to 14.5 per cent from 18 per cent in 2005. **Source : Schednet**



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Singapore port traffic recovers from slowdown

Republic poised to offer more services, such as maritime arbitration

THE Port of Singapore found its way back from the depths of the financial crisis last year, recording a container throughput of 28.4 million twenty-foot equivalent units (TEUs) last year - a 9.9 per cent increase from 25.9 million TEUs the year before.

'Compared to 1-2 years before, 2010 was more positive for the maritime industry. Cargo volumes have picked up and container freight rates are stabilising,' said Raymond Lim, Minister for Transport and Second Minister for Foreign Affairs at the Singapore Maritime Foundation's new year cocktail reception last night. 2010's container throughput, however, is still below the peak of 29.9 million TEUs in 2008. Meanwhile, total vessel calls in terms of shipping tonnage grew by 7.5 per cent to 1.9 billion gross tons last year. According to the minister, Singapore retained its position as the world's top bunkering port, with a new record high for bunker sales last year at 40.9 million tonnes - a 12.3 per cent increase year on year.

Even against the backdrop of a rebound in numbers, Singapore is poised to become more than merely a port of call - with an eye on lucrative related services such as maritime arbitration, with the establishment of the Singapore Chamber of Maritime Arbitration (SCMA) as an independent entity in 2009. The Singapore Ship Sale Form (SSF), which was also launched last night, makes Singapore the default seat of arbitration when disputes over the agreement arise. 'The launch of the SSF is crucial as it highlights Singapore's position as a thought-leader in international maritime issues and activities,' said Michael Chia, chairman of SMF last night.

'We are pleased to announce that since the inception of SCMA in May 2009, more maritime companies have pledged their support for SCMA. To date, there are some 20 arbitration cases conducted by SCMA and we are confident that the numbers will continue to grow.' According to shipping lawyers, SCMA has rules that are very similar to those of the commonly used London Maritime Arbitrators Association. While more than 90 per cent of maritime arbitration is currently done in London, the balance of power has begun tilting very noticeably towards the East, as the influence of Asian shipping players grows. 'Almost 50 per cent of the world's tonnage is based in Asia. That's very substantial. It's convenient and appropriate to have dispute resolution in this part of the world as well,' Gina Lee-Wan, a partner at Allen & Gledhill Advocates & Solicitors, told BT. **Source : Shipping / Business Times**



The **WESTERDAM** seen arriving in Willemstad (Curacao)

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

2010 is recordjaar voor haven van Gent

De haven van Gent kende in 2010 een groei van bijna een derde van de totale goederenoverslag tegenover 2009. Met een totaal van 48 miljoen ton laat Gent het crisisjaar 2009 ver achter zich. Zowel de goederenoverslag via de zeevaart (+31%) als via de binnenvaart (+25%) boeken ongeziene groeicijfers. Ook de export van goederen registreerde een record en bovendien blijkt de diversiteit van de haven een grote troef te zijn om meer overslag te boeken. Met één miljoen ton meer overslag in 2010 overtreft Gent meteen ook het recordjaar 2008. De haven van Gent is hiermee waarschijnlijk één van de snelst groeiende havens in West-Europa, aldus het Havenbedrijf Gent.

Het totale goederenverkeer steeg in 2010 met 29% tot 48 miljoen ton in vergelijking met 2009. De goederenoverslag via zeevaart kende een ongeziene groei van 31%: van 20,8 miljoen ton naar 27,3 miljoen ton. Ook de overslag via binnenvaart kende een grote groei van 25,5%: van 16,5 miljoen ton naar 20,7 miljoen ton.

De totale goederenoverslag van 48 miljoen ton in 2010 is één miljoen meer dan de 47 miljoen ton van het vorige recordjaar 2008 (bijna + 2%). Niet enkel de totale overslag van het recordjaar 2008 werd overschreden. Zowel het volume via de zeevaart met 27,3 miljoen ton (+1%) als dat via de binnenvaart met 20,7 miljoen ton (+3%) boekten een nieuw record. Hiermee neemt het belang van de haven van Gent als knooppunt tussen zeevaart en binnenvaart – en dus duurzaam vervoer - almaar toe. Meer goederen aanvoeren via zeevaart betekent voor Gent meteen ook dat er meer goederen via binnenvaart worden doorgevoerd naar het achterland.

De voorbije 6 jaar heeft de haven zich steeds meer ontplooid als exporthaven: het aandeel van de export via zeevaart steeg van 20% naar 25%. Het nieuwe record van 2010 werd vooral behaald door de toename van de export via zeeschepen.

Met 3.436 zeeschepen in 2010 zit de haven op hetzelfde niveau van 2008. Opmerkelijk is dat de grootte van de zeeschepen wel almaar toeneemt; een wereldwijde tendens trouwens. Tegenover 2008 is de brutotonnenmaat van de zeeschepen met 3% toegenomen. Bovendien vervoeren al deze zeeschepen samen meer goederenvolume dan voorheen. Wil de haven van Gent kunnen inspelen op de tendens van grotere zeeschepen dan dient er dus in de nabije toekomst een nieuwe grotere zeeluis in Terneuzen te komen. Enkel hierdoor kan Gent zich als haven verder ontwikkelen.

Traditiegetrouw blijft Brazilië ook in 2010 de voornaamste handelspartner voor de Gentse haven, zij het dat het totale belang ervan licht afneemt. Er is een verschuiving inzake de import van erts uit Brazilië naar landen als Canada (6e handelspartner) en Venezuela (9e handelspartner). De aanvoer van fruitsap uit Brazilië zit dan weer wel in stijgende lijn.

Rusland blijft met de overslag van producten van de metaalindustrie en steenkool op de tweede plaats, maar het neemt wel een steeds belangrijkere positie in. Met de ro/ro-trafiek die opnieuw op peil zit, handhaaft Zweden de derde plaats. Het belang van Turkije (7e handelspartner) wordt groter. Hier zorgt vooral de export van schroot voor.

In 2010 zien we vooral een sterke toename van ruwe mineralen en bouwmaterialen. Ook meststoffen, erts, producten van de metaalindustrie en vaste minerale brandstoffen zijn toegenomen.

Algemeen dalen de landbouwproducten en voedingsproducten lichtjes, dit zijn producten die zeer gevoelig zijn voor verschuivingen op de wereldmarkt. Raapzaad is hier een uitzondering: deze overslag neemt wel toe, het is immers een grondstof voor de productie van biobrandstoffen – één van de sterkhouders van de Gentse haven.

Voor de overslag via zeevaart blijft het aandeel van bulk (80%) en stukgoed (20%) gelijk aan de voorgaande jaren. Wel wordt het aandeel van de vloeibare bulk almaar belangrijker dan dat van de vaste bulk. In de toekomst zal deze trend zich nog verderzetten. Recent hebben zich aan het Kluizendok immers enkele bedrijven gevestigd voor de opslag van vloeibare bulk die binnen een tweetal jaar volledig operationeel zullen zijn.

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One month old, the Hong Kong flagged bulk carrier **Trans Friendship II** is seen at Lyttelton discharging phosphate. The ship sailed direct from her builders CSSC Guangzhou Huangpu Shipbuilding Co Ltd to Cailan, Vietnam to load phosphate for discharge at three New Zealand ports. Most of the cargo was loaded from river barges before she departed for Napier, Lyttelton and Dunedin. The phosphate is very dense and doesn't flow well thru discharge hoppers. As can be seen in the photo the cargo is discharged on to the wharf before being loaded into trucks by front end loader.

Photo : Alan Calvert ©

Maersk Line expects 8% rise in container market

The container shipping arm of AP Moller-Maersk, Maersk Line, sees a well-balanced market, as global capacity is forecast to grow 9 per cent this year, a senior executive said. The head of Maersk Line's route network, Jorgen Harling, told Reuters that the shipping company sees demand in the global container market growing by about 8 per cent in 2011.

'Even though there is uncertainty regarding the level of growth in the market, the difference between supply and demand does not look worrying,' Mr Harling said. He added that the market always corrects and adapts to the environment.

'This is also our expectation regarding the tonnage which will come into the market in 2011,' he noted. Maersk Line, the world's biggest container carrier, did not have any new container vessels delivered in 2010, but from March this year and up until 2013 it will take delivery of 38 vessels to operate in emerging markets such as India, China and Africa.

Announcing its third- quarter results in November, chief executive Nils Smedegaard Andersen said that it was the group's ambition to grow faster than the container market, which he said he expected would grow by 6 per cent this year. Earlier this week, shipping consultancy Alphaliner said that Maersk Line's market share had shrunk to 14.5 per cent from 18 per cent in 2005. **Source : Reuters**

International Shipholding Corporation Takes Delivery of Two Handysize Bulk Carriers

International Shipholding Corporation announced that its wholly owned subsidiary, East Gulf Shipholding, took delivery of the first two of three newbuilding 36,000dwt, Double Hull, Handysize Bulk Carriers it contracted to build at Hyundai Mipo Dockyard Co., Ltd. in Ulsan, Korea. The third vessel is scheduled for delivery by the end of January.

Mr. Niels M. Johnsen, chairman and chief executive officer, commented, "The specifications for these vessels were formulated to enable the vessels to service diversified specialized world niche markets. The flexibility and diverse cargo handling capabilities of these vessels were the drivers that moved us forward with the decision to have the vessels constructed." **Source : International Shipping Co.**

Scorpio Tankers Inc. Announces Time Charter Agreements for Four Vessels

Scorpio Tankers Inc. announced that it has entered into time charter agreements for four vessels. The vessels and terms are summarized as follows:

- **BW Zambesi**, a 2010 built LR1 tanker (76,578 DWT), was chartered-in for one year at \$13,850 per day. The vessel was delivered in December 2010. The agreement includes an option for Scorpio Tankers to extend the charter for an additional year at \$14,850 per day.

- **Krisjanis Valdemars**, a 2007 built Handymax ice-class 1B product tanker (37,266 DWT), will be chartered-in for 10 months at \$12,000 per day. The agreement also includes a profit and loss sharing provision whereby 50% of all profits and losses (the difference between the vessel's pool earnings and the charter hire expense) will be shared with the owner of the vessel. The vessel is expected to be delivered in February 2011.

- **Kraslava**, a 2007 built Handymax ice-class 1B product tanker (37,258 DWT), will be chartered-in for one year at \$12,070 per day. The vessel is expected to be delivered in February 2011.

- **Histria Azure**, a 2007 built Handymax product tanker (40,394 DWT), will be chartered-in for one year at \$12,250 per day. The vessel is expected to be delivered in February 2011. The agreement includes an option for Scorpio Tankers to extend for an additional year at \$13,750 per day or \$12,250 per day with a 50% profit sharing agreement.

The **BW Zambesi** will participate in the Scorpio Panamax Tanker Pool. The **Krisjanis Valdemars**, **Kraslava** and **Histria Azure** will participate in the Scorpio Handymax Tanker Pool. The Scorpio Panamax Tanker Pool and Scorpio Handymax Tanker Pool are owned and operated by a related party.

Emanuele Lauro, the CEO of Scorpio Tankers, commented, "Our strong balance sheet and liquidity position give us the ability to add these attractive time charters. Although our markets are still recovering from a period of severe weakness, we are presently experiencing improved rates in our key trading routes."

Mr. Lauro continued, "The charters, and particularly the options to extend two of the contracts, provide us an attractive position in a recovering product tanker market. These agreements also broaden our platform for growth and demonstrate our continued commitment of identifying and executing on opportunities in the market."

OLDIE – FROM THE SHOEBOX



Viking Sisters seen berthed 7/11/1992 in the port of Aberdeen, Scotland, **Eric Viking** ex Skauhill 78, built 1975 495grt **Alexandra Viking** ex Sealion Supplier 91 Pan Supplier 90 Princess Supplier 89 Sprint 80 Edda Sprint 83, built 1976 1,345grt and the **Cecille Viking**, ex Sealion Transporter 91 Sea Transporter 90 Stril Supplier 87, Seaforth Scotia 87 Stad Scotia 83, built 1976 1,345grt. **Photo : Iain Forsyth ©**

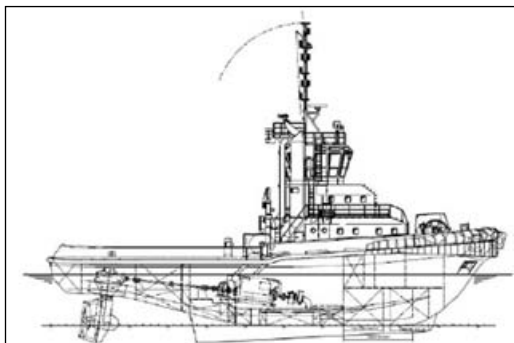
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.... PHOTO OF THE DAY



The new Keppel Nantong built 32 mtr long **SMIT LYNX** seen moored at the Boskalis – Smit premises Gul basin (Singapore), the 374 GRT tug is powered by 2 x Caterpillar 3516B TA HD+/D engines with a total output of 4,180 kw which are driving each a fixed pitch ASD propeller unit for a total output of 65 ton BP ahead and 60 ton BP astern, the maximum speed of the tug is 13 knots, furthermore onboard is accommodation for 13 persons.

Photo : Piet Sinke ©