

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 010



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At the Photo is seen the crew of the TAURUS and the hand over of the award by project manager NIELS ASJEE to JAN VAN DER KWAST (left) the "hoofdschipper" of the TAURUS II**

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## EVENTS, INCIDENTS & OPERATIONS



The **SEACONGER** seen approaching the IJmuiden locks – Photo : H. Blomvliet ©

## Yemeni court jails 13 Somalis for piracy

A court in Yemen's southeastern city of Mukalla sentenced 13 Somalis each to 12 years in jail on Saturday after convicting them of piracy, a judicial source said. The men, whose trial had started in October last year, were found guilty of seizing two Yemeni boats in the Gulf of Aden to use as mother ships from which to launch attacks on merchant vessels.

Yemen's navy said in May it nabbed the 13 Somali pirates and liberated a fishing boat and its crew four days after they were seized near the island of Socotra in the Gulf of Aden. The Arabian Peninsula country's forces recovered weapons including machine guns and two rocket-propelled grenade launchers.

On May 18, a court in the capital Sanaa sentenced six Somali pirates to death and jailed six others for 10 years each for seizing a Yemeni oil tanker and killing two cabin crew in April 2009. A day later, a court in the southern port city of Aden sentenced 10 Somali pirates to 10 years in jail for trying to hijack a cargo ship in Yemeni waters. **Source : AFP**



# B.C. tug companies optimistic that better times are finally on the horizon

Operators tied to the forest industry were hit especially hard during the recession



B.C.'s tugboat industry is hoping an incoming wave of economic activity this year will offset a lengthy slump that left many tugs tied up dockside. The economic downturn slowed port activity in 2009 and 2010, with fewer freighters as well as cruise and other ships needing the assistance of tugs to escort them in and out of B.C. harbours.

But tug companies tied to the forest industry suffered the greatest impact, as the business of towing logs or chip barges along the coast dried up significantly in many areas.

"Our industry probably had a decline of 30 per cent in business," said Capt.

Phillip Nelson, president of the Council of Marine Carriers, a tug and barge industry association that represents 43 tugboat companies and several affiliate members. "And some companies lost a lot more business than that.

"On some days, every vessel some companies had were tied up," added Nelson, who noted that 350 tugs ply B.C. coastal waters with about 2,000 employees. "The forest industry is the biggest customer of the towboat industry on the West Coast, so when that's in decline our members have to look for new [business]."

As well, he noted: "As consumers buy less goods, there's [fewer] ships moving them around from the world market into the port of Vancouver."

Right : The **SEASPAN SCOUT** seen off Barnston island January 1<sup>st</sup>

**Photo : Barry Shannon ©**

Despite the gloom, Nelson said business is on the rebound and is now only about 15 per cent below pre-recession levels.

"I think the industry is fairly optimistic about 2011," he said. "The economy is growing and some companies have diversified into other types of cargo." As well, companies are starting to rehire, more boats are back out on the water and deals are being made.



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Seaspan International, for example, took delivery this week of the first of four new state-of-the-art tugs that were purchased in part to handle the growing tanker traffic in Vancouver waters.

The RAstar 28 m tugs, designed by Vancouver-based architects Robert Allan Ltd. but built by Sanmar Denizcilik Shipyard in Istanbul, Turkey, are expected to dock, undock and escort about 90 ships a month in Vancouver harbour and Roberts Bank. The tugs, among the most powerful vessels in B.C. waters, typically sell for \$15 million to \$20 million each.

As well, SMIT Marine Canada recently sold its marine transportation division assets, consisting of its log barging, chip barging and aggregate barging business in B.C., to Seaspan.



Photo : Shane Pitts ©

SMIT will now focus on its core business: Harbour towing operations in Prince Rupert, Kitimat, Vancouver and New Westminster. "The global recession affected every business in every country in the world," Seaspan's vice-president of marine operations Robert Hedley said in an interview. "It affected trade, and shipping went down. And when shipping goes down, tug operations are affected. 2009 was particularly difficult and a number of [our] vessels were tied up, which meant reductions in staffing on the tugs and in the office."

But Hedley, whose company has 60 tugs, 150 barges, five freight ferries and 1,500 employees, said things are looking up. "There's more commerce and international trade, which is good. That means more ships are coming in and out of the port, which means our tugs are in demand."

Hedley said the purchase of the new tugs and the SMIT deal bode well for Seaspan, despite the downturn in forestry.

"We don't know how long it will take to get back to [the business levels] of pre-recession, but marine transportation is an essential part of our economic infrastructure. It's been around for a long time and will be for a long time in the future. "Our country has the largest coastline in the world [and] Vancouver is the largest port on the west coast of North America." Nelson cited a major conference slated in Whistler for May, titled B.C.'s Tug Industry -The Next Generation, as one indication of an industry rebound. "We had to postpone the 2010 conference, mainly because of the economy."

There are three main sectors in the tugboat industry: Coastal towing, which moves general cargo around the coast; ship assists, which helps big ships enter and leave docks in large harbours like Vancouver; and log towing, which involves moving raw logs up and down the coast.



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One mid-size tug company that weathered the storm better than many was Catherwood Towing Ltd. of Mission, which over the past several years diversified from primarily moving wood products to moving barges containing other materials as well.

"Eight to 10 years ago, 99 per cent [of our business] was log towing," owner Ernie Catherwood said. "About six years ago, there was an opportunity to work for Fraser River Pile and Dredge. That got us into barge handling [and] changed our direction. Today, 25 per cent [of our business] is log towing and 75 per cent is barge towing."



The tug **Seaspan Resolution** seen approaching 1st Narrows while departing Vancouver Harbour

**Photo : Capt. Andy Patterson ©**

Nevertheless, Catherwood added, the recession hit his company hard, forcing layoffs and the sale of three boats. "We were down to less than 40-per-cent utilization. Everything seemed to come to an end. "Our cash flow just crashed. But with all the cuts we made in [2009 and 2010], we're seeing daylight at the end of the tunnel. It appears 2011 is looking better."

Darryl Jones, part-owner of Chemainus-based Jones Marine Services Ltd, which has nine tugs primarily used for forestry-related towing, said his company was hit by a labour dispute in 2007 and then the recession after that.

"In 2009, we were down 30-plus per cent in revenue. It was huge. And that was because of the poor market conditions in forestry." Jones said he had to lay off about 15 employees, and was only running four or five tugs.

But things are improving. "The pulp industry is strong [and] we're operating six to seven boats now. I'm far more optimistic now than I was in 2010." Kevin Obermeyer, president of the Pacific Pilotage Authority, said ship traffic in Vancouver harbour dropped during the recession, but not as much as many believe.

"We've been falling over the last few years," he added. "If it wasn't for grain [shipments] we'd have really been in the doldrums." He said the number of assignments (when a pilot is placed on a vessel) dropped from 11,800 in 2007 to 11,400 in 2008, 11,000 in 2009, and 10,700 in 2010. He agreed that while the amount of work dropped in Vancouver for tugs, it was far worse for coastal operations.

"Mills have been closing down [and] a lot of tugs move logs and chip barges." Meanwhile, Terry Engler, president of the International Longshore Workers Union, local 400, said that while the forest industry downturn resulted in many layoffs, things are changing.

"The economic crash hit our industry very hard, in large part because the mills were being shut down or downsized," said Engler, whose union represents between 350 and 400 tug workers. "Ship docking was also pretty bad in 2008, but that's come back." **Source : The Vancouver Sun**



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The **KST 54** seen operating in Singapore Tuas Basin – Photo : Piet Sinke ©

## 8 crew of Ro-Ro vessel waiting for rescue in Batangas

Eight crew members of the Roll-on/Roll-off (Ro-ro) vessel **M/V Lolo Uweng** are anxiously waiting for the Philippine Coast Guard (PCG) to rescue them in Batangas as of Friday afternoon. The boat's engine conked out, and PCG officials said it's possible the boat may sink.

Rescue operations began soon after the PCG received a distress call from the **M/V Lolo Uweng** at 11 a.m. on Friday. The boat was spotted near Lolo-Locho Point in Batangas City. Twenty crew members were on board. The PCG sent rescue boats, but large waves prevented them from reaching the vessel. An aerial rescue operation followed, and the crew members were air-lifted out of the Ro-ro one at a time. But after the 12th crew member was taken to safety, darkness made it dangerous for rescue workers to continue flying the helicopter.

The PCG said it is watching the situation closely and working out a plan to bring the 8 remaining crew members to safety. It has alerted all passing vessels in the area that a boat is in distress. The Coast Guard Action Center received a distress call that a ro-ro vessel developed engine trouble while conducting sea trial. While dropping, the vessel's anchor got entangled with the chain of a navigational buoy 8.5 nautical miles south of Loco-Loco Point.

The **M/V Lolo Uweng** could not free itself from such entanglement. The chief mate of the vessel earlier reported that there were 13 crew members, 5 contractors, 1 guide, and 1 security for a total of 20 persons on board. The following ships were immediately dispatched to assist in the rescue Coast Guard Tugboat 271 with divers on board, Philippine Navy ship PG-851, and distressed vessel's sister ship **MV San Carlos** with 3 Coast Guard Station Lucena personnel on board; **Philippine Coast Guard Helo 1636**. Source : abs-cbnnews



The KATWIJK aan ZEE KNRM lifeboat **DE REDDER** seen in action – Photo : Bert Barlagen ©

## **Japanese whalers, activists clash off Antarctica**

Japanese whalers shot water cannons at anti-whaling activists, the conservationist group's founder claimed, hours after the activists tracked down the hunting fleet in the remote and icy seas off Antarctica. The Sea Shepherd Conservation Society is chasing the fleet in the hopes of interrupting Japan's annual whale hunt, which kills up to 1,000 whales a year. The two sides have clashed violently in the past, including last year, when a Sea Shepherd boat was sunk after its bow was sheared off in a collision with a whaling ship.

On Saturday, Sea Shepherd founder Paul Watson was talking to The Associated Press by telephone from his ship when he said the whalers suddenly began blasting one of his group's inflatable boats with a water cannon. "They just turned their cannons on our Zodiac," Watson told reporters. "Right at this moment." New Zealand-based Glenn Inwood, spokesman for Japan's Tokyo-based Institute of Cetacean Research, which sponsors the whale hunt, said he had no comment.

Every year, Japan and Sea Shepherd make claims of aggression against each other, but the accounts are generally impossible to verify. Their skirmishes take place in an extremely remote part of the ocean off Antarctica. The Japanese are allowed to harvest a quota of whales under a ruling by the International Whaling Commission, as long as the mammals are caught for research and not commercial purposes. Whale meat not used for study is sold for



consumption in Japan, which critics say is the real reason for the hunts. Each hunting season runs from about December through February.

Japan's whaling fleet set out for Antarctic waters in December. Sea Shepherd has been searching for them since, and spotted the first whaling vessel on Friday, Watson said. By Saturday, the group had tracked down three of the fleet's ships in an area about 1,700 nautical miles (3,200 kilometers) southeast of New Zealand, he said.

"We got them before they started whaling and now that we're on them, we're hoping to make sure they don't kill any whales for this season," Watson said. **Source : Zeenews**

# VISIT ONBOARD THE THIALF



Around 12.30 hrs the Group of employees and business relations were present and boarded the largest crane vessel in World, the tour went via the accomodation, the Wheelhouse towards the helicopter deck From which location we had a marvellous view over the Caland canal



crane vessel which was fascinating for everybody.

Last Friday a group of persons visited the **THIALF** of HEEREMA MARINE CONSTRUCTORS during the open day, the THIALF is still moored at the Heerema location at the Caland Canal in Rotterdam-Europoort



After the helideck we went to the maindeck, where we had a view at the 2 imposant large cranes , via the base of the crane we entered the technical areas.

The visit to the **THIALF** was impressive and the visitors realised very well that they were onboard an unique Dutch





Via this small note in the newscippings the group of people of **International United Group** likes to thank **Heerema Marine Contractors** and the **crew of the THIALF** for the opportunity for the visit and the hospitality onboard

**International United Group / Willem Hoogendijk - Photos : Joost Groeneveld / Pro-Digitaal ©**



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## VLCCs not in for sweet 2011

An oversupply of VLCC tonnage is expected to weigh down on rates for supertankers, despite projections of yet another annual increase of oil demand during 2011, as the world economy maintains its recovery path. A recent quote from executives at Maersk Tankers mentioned that as much as 60 VLCCs are expected to hit the water this year, adding tonnage and making the freight market rather turbulent with many highs and lows, much like what's been

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happening during the past couple of years in the dry bulk market as well. A new weekly report from London-based shipbrokers Gibson said that the “swollen VLCC fleet isn’t likely to get much relief from shipbreaking over the next few years. With only a few single hull vessels remaining, we have a young double hull VLCC fleet facing further expansion. At the moment the age profile of the VLCC market is extremely unbalanced. Last year saw 56 VLCC deliveries, while only 30 vessels exited the fleet through scrapping and conversions. As exciting as the phase out of single hull fleet might have been, it has not changed the ugly fact that VLCC tonnage is growing too fast in an already oversupplied market. Also, this trend is about to get worse, because of the young age of the existing double hull VLCCs. Out of 507 vessels currently trading, more than two thirds are under 10 years old. The chances for younger VLCCs to end up on a beach are very low, because even in a tough market the asset value of a 10-year old VLCC will be significantly higher than revenue generated from a demolition sale. Only 40 (8%) vessels are in the “vulnerable” age of 15-20 years old. In contrast, there are 187 VLCCs on the orderbook, with around 60 expected to be delivered in 2011. Hence, the double hull VLCC fleet is likely to grow by another 10% this year alone” said Gibson.

So where does demand stand? Well, Gibson maintains that this year cargo demand won’t be enough to cater for all those vessels. “The total expenses, including capital and fixed operating costs of running a brand new VLCC are about \$50,000/day. Current TCE earnings on the benchmark VLCC route TD3 (ME Gulf – Japan) are just above \$17,000/day. Considering that the tanker fleet is growing faster than world oil demand, a long-term jump in rates in the next twelve months is very unlikely. Moreover, due to continuing oversupply of tonnage, the rivalry for available cargoes could intensify, putting additional downwards pressure on spot rates. Hence, any hopes of getting a full return on investment for VLCC new deliveries will probably not come to fruition in 2011. However, the long-term outlook seems to be much brighter. There are strong projections for oil demand growth in the next 4 years. This will be coupled with higher demand for long haul crude transportation due to forecasted increase in OPEC production. These positive developments may eventually soak up the expanded VLCC fleet. Until then some of the new VLCCs may try to enjoy their “student” life, being unemployed but with good prospects” concluded the shipbroker. Ultimately, ship owners are willing to take the hit in the short-term in order to enjoy the benefits in the long-term. As ship values have plummeted well below the previous years’ records, many are opting to renew their fleets at the present time, despite the fact that return on investment will most likely be delayed. It’s a price many are now willing to pay. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **KST SALVO** seen operating in Singapore Tuas basin – **Photo : Piet Sinke ©**



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In the early morning hours the TSHD [GATEWAY](#) got a visit from a Osprey, who took a short rest at the portside gyro repeater. But the moving was a little bit uncomfortable for him/her, so she/he had to move on.

[photo: Capt. Rob de Lange / Gateway](#) ©

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## NAVY NEWS

# RFA Cardigan Bay back from Gulf

CARDIGAN'S own Royal Fleet Auxiliary ship, **RFA Cardigan Bay**, returned to Portsmouth yesterday after a three-year deployment to the Persian Gulf in support of coalition operations and the Iraqi navy. The landing ship dock has provided a vital platform in the Northern Gulf over the last three years providing support and training facilities to Iraqi, US and UK units stationed in the area.

Highlights of the deployment have included Iraqi marines and naval personnel learning about sea survival in the ship's flooded dock, US patrol boat teams and the boats themselves being stationed onboard, regular VIP visits and the occasional short port visit. The ship, which for the majority of the deployment has been the largest coalition unit in the area, had a fully operational crew of up to 121 comprising personnel from the Royal Fleet Auxiliary, Royal Navy, Royal Naval Reserve and the Royal Logistic Corps. The ship is also capable of carrying up to 600 troops if required.

Commanding officer Captain Paul Minter said: "**RFA Cardigan Bay** has truly secured her place in the history of Operation Telic and the history of the fledgling Iraqi Navy. "It has been a demanding but rewarding role to provide support to such an important task, and has demonstrated the versatility of these capable ships.

"**Cardigan Bay** is now returning to prepare for amphibious duties in support of Commander Amphibious Task Group later in the year." During the course of the deployment the ship has travelled more than 71,500 nautical miles, undertaken 24 patrols into the Northern Arabian Gulf and those serving on board have earned hundreds of Iraq Medals.

The ship is now returning home with a full operational cargo of desert combat vehicles loaded in Cyprus. It was launched at BAE Systems Naval Ships shipyard in Govan, Glasgow on April 9, 2005. It had been due to be launched the day before, but was delayed due to strong winds. **Source : Walesonline.co.uk**



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## New Patrol Vessels for RBAF

The Royal Brunei Armed Forces has recorded another significant milestone in its history with the official acceptance of two DARUSSALAM Class Patrol Vessels: **KDB DARUSSALAM** and **KDB DARULEHSAN**. The hand over ceremony of the vessels manifests the commitment of the Government of His Majesty the Sultan and Yang Di-Pertuan of Brunei Darussalam in enhancing the capability of the Royal Brunei Armed Forces, in particular the Royal Brunei Navy, to defend the nation's sovereignty and territorial integrity as stated in the Defence White Paper 2004 and the Update



2007. The hand over ceremony took place at Lrssen Shipyard, Federal Republic of Germany. Accepting the patrol vessels on behalf of His Majesty's Government was the Deputy Minister of Defence, Dato Paduka Haji Mustappa bin Haji Sirat.

The **DARUSSALAM Class** of Patrol Vessels is the first class of its kind, typified by a vessel length of 80 metres and width of 13 metres. The vessels are propelled by diesel engines and have an endurance of 21 days at sea. The ships are equipped with surface-to-surface missiles and medium-calibre guns.



Both **KDB DARUSSALAM** and **KDB DARULEHSAN** are expected to start their maiden voyage back to Brunei Darussalam in March and are expected to arrive in May this year, in time for the 50th Anniversary of the Royal Brunei Armed Forces. The ships will be manned fully by officers and personnel of the Royal Brunei Navy.

A day before the Acceptance Ceremony, the third Darussalam Class ship, **DARULAMAN** was launched marking the first time the ship was laid into the water. The ship will undergo Harbour and Sea Acceptance Trials before the planned delivery in August this year.

Previously, a total of four 41-metre **IJHTIHAD Class** Fast Patrol Boats have been commissioned into

service with the Royal Brunei Navy. Two of the boats began operation in March 2010, and the other two, in August the same year. The **IJHTIHAD Class** ships are also part of the project between the Government of His Majesty and Lrssen.

The ships will also replace the existing **WASPADA Class** Missile Gun Boats which have been in service with the Royal Brunei Navy for more than 30 years.

## Navy completes anti-piracy mission

The Thai navy task force has completed its anti-piracy mission in the Gulf of Aden and set course to return home on Jan 20.

Adm Takerngsak Wangkaew, the navy's chief of staff, said there has been no progress in negotiations for the return of the Thai flagged cargo ship **MV Thor Nexus** seized by Somali pirates on Dec 24.

Adm Takerngsak said **HTMS Similan** and **HTMS Pattani**, which were part of an international effort to patrol the Gulf of Aden, reported that the pirates had already taken the cargo ship into Somali waters. To take it back by force would endanger the 27 Thai crew held hostage on board the ship. He said the navy mission had ensured that the Thai crews were safe before it decided to head home. The navy considers its mission, which lasted about four months, a success. A grand ceremony will be held to welcome back **HTMS Similan** and **HTMS Pattani** and their crews at Sattahip base, Chon Buri. **Source: Bangkok Post**

## SHIPYARD NEWS



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The **SUPER SERVANT 4** seen discharging the **AMADEUS SYMPHONY** in Fos-Sur-Mer

Photo : Fop Leder ©

## Danish ship-building firms eyeing India

Stringent environmental norms in Denmark have sounded a death knell for the ship-building industry in a country that was world leader in terms of quantum and quality and the last icon Lintoe was on the verge of closure, Dansk Eksportforening Managing Director Ulrik Dahl has said.

The Danes with their strength in the manufacture of quality engines for ships, paints, interiors and other specialised items are looking East as all ship-building activity has moved to Korea, Japan, Vietnam, China and now to India also, Mr. Dahl said on Saturday while addressing a gathering of entrepreneurs and officials attached to ship-building and port operations. As part of its road show in four cities of India, Danish Export Association brought a 11-member team of Danish exporters along with their minister, who was in New Delhi to shore up bilateral ties. The delegation visited



Mumbai, Kochi before coming here on Saturday and will move on to Chennai to hold a similar interaction with the Indian industrialists on Monday.

The delegation was impressed by a ship design company in Kochi and finds the educated skilled labour cheap in India, which according to Mr. Dahl was the prime lure for locating shipbuilding facilities here. In China, while initial years were rosy, stringent tax regime after a tax-holiday made it very difficult for the investing companies to take out money, he observed.

About 40 to 50 companies out of the 150-member Danish Export Association were ready to set up their offices in India and begin sales activity first and if the demand was high they could set up manufacturing units also like Hempel – a specialised paints company was about to begin manufacturing from Nasik in Maharashtra from February.

While India accounts for only 20 per cent of the ship-building activity in the world market, Visakhapatnam had a good history with the first-ever Shipyard set up way back in 1941 by Walchand and Hirachand. A major port and a private port at Gangavaram gave the right conditions for developing the activity, said Danish Marine Group Sector Manager Mark Lerche after listening to a speech of VPT Chairman Ajeya Kallam read out by Sai Maritime Group Managing Partner K.K. Saxena. Marine engineer A.K. Ghosh, former HSL Chairman Naresh Kumar and Admiral Superintendent of Naval Dockyard Vijaya Kumar Namballa were also present on the occasion. **Source : The Hindu**

## **China shipbuilder sees good orders**

China Rongsheng Heavy Industries Group Holdings, the nation's largest shipbuilder outside state control, expects container vessel orders to rise this year as world trade rebounds from the global recession.

'Container ship orders are looking better this year,' chief financial officer Sean Wang said in an interview yesterday in Hong Kong. The company also expects to complete construction of a new drydock this year to increase capacity, he said.

The pick-up in container ship demand will offset a slowdown in orders for dry-bulk vessels and tankers following a surge last year, Mr Wang said.

The Shanghai-based shipyard's total number of ship orders will likely be roughly the same as last year's tally of about 90, he said.

'The shipbuilding industry enjoyed a boom year in 2010,' said Steven Leung, director of institutional sales at UOB-Kay Hian. 'Orders will be more selective' this year, he said.

Rongsheng may make acquisitions in the US or Europe to boost its offshore business, Mr Wang said. The company raised HK\$14 billion (\$2.33 billion) in an initial public offering in November, selling shares for HK\$8 apiece.

The shipyard rose 3.7 per cent to close at HK\$7.48 in Hong Kong, paring a 6.7 per cent earlier gain. Rongsheng expects more than half of new orders this year to come from shipping lines in Europe and the rest from the US and Asia, Mr Wang said. The delivery dates for existing orders extend into 2014, he said.

New orders in China's shipbuilding industry rose nearly four-fold in November, according to government data. The company, with yards in eastern China's Jiangsu and Anhui provinces, in November forecast 2010 full-year profit of 1.61 billion yuan (\$315 million). Net income was 1.3 billion yuan a year earlier.

Rongsheng's profit may more than double in 2011 to 4.4 billion yuan, Morgan Stanley analysts led by Andy Meng wrote in a note to clients on Wednesday. Rongsheng was rated 'overweight' in new coverage at Morgan Stanley. The analysts forecast 2010 net income of 1.81 billion yuan. **Source : Bloomberg**

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The **Toulonais XVII** (ex **Danimarca**) seen getting discharged from the **SUPER SERVANT 4** in Fos-Sur-Mer

Photo : Fop Leder ©

## Severn Link chairman says, 'we're not giving up on ferry service'

"WE'RE not giving up," was the New Year message from a businessman hoping to start a ferry service across the Bristol Channel from Ilfracombe. Chris Marrow, chairman of Severn Link, the company behind the proposals, was speaking after hearing that a website called northdevonferries had suddenly started carrying a Japanese promotion for a dog-training video.

But the site is not the official presentation of any ferry company, although it is owned by an individual in the Torridge area. Mr Marrow made it clear that his own ferry website is called severnlink.com and that the other domain is completely unconnected with his ferry venture.

Last month the Journal revealed that it could be 2012 before the link gets to Ilfracombe. The investor who was going to provide the vessels for the Ilfracombe service subsequently withdrew the offer. Mr Marrow had, meanwhile,



explained to members of the Ilfracombe Regeneration Board at the beginning of December that a link between Cardiff and Minehead could go ahead next year.

He said there are still issues at Swansea that are likely to delay the link by more than a year. This week Mr Marrow told the Journal: "We're not giving up. We're still working flat out. "It's crazy that there isn't a ferry service and it's equally crazy that it's so hard to set up."

He's still trying to attract potential funders and said that it might be much easier to start ferries between Cardiff and Minehead because there are less demanding issues on that route. Ilfracombe town and county councillor Geoff Fowler said at the beginning of December that the current financial climate is likely to delay the service but the delay would benefit Ilfracombe in the long run. **Source : [thisisnorthdevon](http://thisisnorthdevon.com)**



## **Coal Ships Have Worst Week in Two Years on Australian Flooding**

The cost of hiring larger vessels to haul coal this week plunged the most in more than two years as floods in Australia disrupted shipments from the world's biggest exporter. Rents for capesize ships fell 36 percent for the week to \$12,897 a day, according to the Baltic Exchange in London. That's the biggest slide since the 57 percent drop in the week ended Oct. 17, 2008. The vessels carry coal and iron ore, which will make up 58 percent of all seaborne trade in dry-bulk goods this year, according to estimates by shipbroker Clarkson Plc.

Australia's Queensland state is enduring its worst floods in 50 years, forcing coal mines to close. BHP Billiton Ltd. is among producers that have said they may miss deliveries. The region was losing about A\$480 million (\$479 million) a week in export revenues because of disrupted coal shipments, Australia & New Zealand Banking Group Ltd. said in a report today.

"News of the Australian flood has had a catastrophic downdraft," Alex Gray, London-based chief executive officer at Clarkson Securities Ltd., said by phone today. "We're lucky getting to the end of the week still above \$12,000," he said, referring to capesize rates. Capesizes are the largest vessels tracked by the Baltic Dry Index, a gauge of commodity-shipping costs. Today the index retreated for an 18th day, losing 25 points, or 1.6 percent, to 1,519, the lowest level since April 14, 2009. It slid 14 percent for the week, the most since last July.

### **Panamaxes, Handysizes**

Daily hire rates for capesizes fell 8.3 percent today. Among the three classes of smaller vessels, panamaxes rose 2.9 percent to \$15,416, supramaxes lost 0.8 percent to \$14,023 and handysizes slid 0.5 percent to \$11,196. Australia is the world's biggest coal exporter including both coking coal for steelmaking and thermal coal to generate power.

Outbound shipments were 259 million metric tons in 2009, according to data compiled on the World Coal Association's website, followed by Indonesia's 230 million tons. The group cited information from BP Plc, the International Energy Agency, the World Steel Association, shipbroker Simpson Spence & Young and the World Energy Council. Queensland is Australia's largest coal exporter and accounts for about 20 percent of the country's A\$1.28 trillion economy. Showers and storms will continue across Queensland into next week, according to the Bureau of Meteorology. **Source:** Alistair Holloway, Bloomberg

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## 'Shanghai becomes world's busiest port'

Shanghai said it overtook Singapore for the first time in 2010 to become the world's busiest container port, as the global economic recovery boosted cargo traffic through China's business centre. Shanghai's port handled 29.05 million 20-foot equivalent units, or TEUs, in 2010 — 500,000 TEUs more than Singapore, the Shanghai government said in a statement.



The skyline of Shanghai - Photo : Piet Sinke ©

Officials credited the economic recovery and Shanghai's six-month long World Expo with boosting the container and cargo traffic travelling through the port, the statement said. Shanghai's cargo throughput rose to about 650 million tonnes in 2010, remaining the world's largest, up from 590 million tonnes in 2009, the statement said.

Shanghai will continue, and possibly expand, an export-tax refund pilot project and press on with expanding infrastructure, the statement said. The city has charged ahead through the financial crisis with work to more than double its port capacity.



Gantry cranes seen under construction at the ZPMC premises - Photo : Piet Sinke ©

China's cabinet has declared it wants Shanghai to move up the value chain and become a full-service world-class shipping centre by 2020, with shipping financing, reinsurance and arbitration services. The expansion includes the Yangshan Deepwater Port, which connects to the mainland via a 32.5-kilometre (20-mile) bridge and the world's biggest shipbuilding yard on its northern Changxing island. Source : The Himalayan

## 'K' Line anchor-handler KL Sandefjord claims bollard pull title

At a naming ceremony held in mid-November at STX Langsten shipyard in Tomrefjord, Alesund, Norway, 'K' Line Offshore named the first of two newbuild anchor handlers, **KL Sandefjord**. The AH12 CD design vessel is targeted at the high-end of the market being designed for operations in ultra deep water and harsh environments.

With **34,000 bhp** and a bollard pull of **350 tonnes** the newbuild is suited for seabed operations, ploughing/trenching and pre-lay work. The vessel's versatility is further enhanced with the installation of an ROV hangar and ODIM LARS system for handling of inspection and work class ROVs.

In keeping with many new-generation anchor handlers, the vessel is fitted with a hybrid propulsion plant combining diesel-electric and diesel-mechanical machinery. The vessels transit mode can be diesel-mechanical or hybrid while DP mode can be diesel-electric. When in bollard pull mode, a hybrid solution is available.

During sea trials, which were completed on 10 December 2010, the vessel achieved a bollard pull of **390 tonnes**, the highest bollard recorded for an AHTS to-date. "The result of the bollard pull test proves this vessel to be the strongest AHTS in the world as of today," claimed the owner. Source : Offshore News Online





The **FAIRMOUNT ALPINE** seen anchored off Pusan (Korea) whilst a barge under tow loaded with a funnel section for a vessel under construction is passing - **Photo : Mitchel van den Heuvel o/b FAIRMOUNT EXPEDITION ©**

## Chinese New Year surge to reactivate idle ships

Idle containerships, which account for 326,000TEU worldwide, will be reactivate to meet higher demand in the weeks ahead of Chinese New Year. The period marks the holiday period for most factories in China.

According to Alphaliner, the carrier-controlled idle fleet takes up half the total at 52 ships, or 181,000TEU, with COSCO, Zim and Hapag-Lloyd leading. Non-operating owner (NOO) idle fleet stands at 93 ships with the average unit having 2,000TEU. Many carriers are planning to reactivate some ships this month. **Source : Baird**



Above seen the maiden arrival of the **SPIRIT OF BRITAIN** in the port of Dover yesterday (9/1/2011)  
**Photo : Dave Medgett ©**

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## Freight ferry service from Rosyth to Zeebrugge launches

**A new freight service from Scotland to mainland Europe has launched.**

DFDS Seaways is running the service from Rosyth to Zeebrugge with two ships, and four departures a week sailing from each port. The first ferry departed from Fife at 0600 GMT to arrive in Belgium at 1200 local time on Thursday.

The company closed its combined freight-passenger ferry service on the route in December, blaming insufficient passenger demand. Two ferries will now operate on the route and sailing schedules have been changed to better suit freight customers, with early Monday morning arrivals in both Rosyth and Zeebrugge.

Route director Allan Hull said: "The freight service between Rosyth and Zeebrugge has been very popular with the haulage industry which has recognised the benefits of the route providing the only direct Ro-Ro (roll-on, roll-off) link between Scotland and the continent.

"While it was a matter of deep regret that the passenger service had to be withdrawn, we saw potential in enhancing the freight service to meet increased demand from the sector. "Our new schedule will see two Ro-Ro ships operate on the route with the number of sailings increasing from three to four departures a week. This will increase overall weekly capacity by 25%."

The Scottish Viking ferry used for the passenger-freight service has been replaced by the larger Tor Finladia and Tor Cimbria, both with a capacity of 130 trailers. Transport Minister Keith Brown said: "The Rosyth to Zeebrugge ferry route is an important link between Scotland and the continent. "Although we are disappointed by the decision to withdraw the passenger service, we have requested that DFDS keep this under review.

"The current weather conditions certainly highlight the benefit of having a direct route to Europe, not to mention the significant positive impact it delivers in relation to climate change by removing a significant number of lorry miles from our roads." DFDS Seaways previously said the combined passenger/freight service, which was relaunched in May 2009, had been a "constant loss-maker" and there was "no prospect of the situation changing in the longer term".

It revealed that the route had failed to meet any of its financial targets, had suffered "significant losses" and had achieved only 60% of its expected passenger numbers. **Source : BBC**



Above seen Dockwise **SWAN** at anchor yesterday (9-1-2011) off Cowes in Western Port bay South east of Melbourne loaded with a large jacket and launch barge for Exxon.

**Photo : Andrew Mackinnon [www.aquamanships.com](http://www.aquamanships.com) ©**

## East Coast Port Ships 45% More Containers

As we have been indicating for sometime one of the few consistent growth areas in freight carriage has been the steady expansion of container shipping feeder services,

with the East Coast being particularly ripe for development due to the comparatively difficult conditions for both road and rail traffic. Now figures released by PD Ports, operators of Teesport, seem to support that conclusion. This week PD Ports announced they have increased throughput of boxes to 150,000 through its container terminals for the first time in history within a calendar year. This exceeds by 45% the 2009 figure and company Managing Director Frans Calje is confident these results will continue to climb in 2011 as Teesport continues with its container handling expansion plans, with the aim of positioning the port as one of the UK 's major container hubs. Mr Calje said:

"To have reached this record number from a steady throughput of around 80,000 containers only some two and a half years ago is a testimony to the success of our portcentric logistics strategy and the hard work that went into making it a success. This is without doubt a highlight we can be very proud of at PD Ports. "As we progress into the New Year, we will start to see work commence on the first phase of expansion plans. This work, which will potentially involve some £29 million of total investment, signifies a long term commitment to our unitised business, on the back of major growth opportunities. This will further improve performance and productivity for the port's growing number of customers." This is the first phase of expanding Teesport's container terminal capacity to 450,000 TEU (Twenty Foot Equivalent Unit), from its current capacity of 235,000 TEU – an investment of over £15M. Subsequent phases will be investigated subject to volume growth and market stability. The port's overall strategy is to expand port wide capacity,



including RoRo traffic, to at least 650,000 TEU, intended to position Teesport as a major player in the container market. **Source: Handy Shipping Guide**



## **Clough Sea Trucks JV awarded DOMGAS contract for Gorgon**

Engineering and construction company Clough Limited has announced that Chevron Australia has entered into a contract valued at approximately A\$300 million with the Clough Sea Trucks Joint Venture (CSJV) for the domestic Gas (DOMGAS) scope of work on the Gorgon Project.

CSJV is a joint venture between Clough and Sea Trucks Australia established for the purpose of tendering and executing a variety of offshore works on the Gorgon Project. Participating interests vary from scope to scope.

The work involves the transportation and installation of approximately 90km of 20in pipeline, both offshore and onshore, from Barrow Island to the Dampier Bunbury Natural Gas Pipeline. Clough will carry out project management and installation engineering (including HSE, quality and quarantine management) from their headquarters in Perth.

Clough's derrick pipe lay barge Java Constructor will be utilised for pipeline installation together with Clough's shallow water lay barge, Clough Challenge. The onshore cross country portion of the pipeline will be self executed by Clough, supervised by resources from its Clough Seam Gas division.

Engineering and procurement will commence immediately with site works expected to commence and be completed in 2012. "As an Australian company headquartered in the West, Clough is proud to be chosen for the Gorgon DOMGAS project," said Clough's CEO John Smith.

"I am pleased for our Marine Construction team who have put in an enormous effort over the last past 15 months to secure this substantial contract which underpins backlog through the 11/12 financial year."

The Gorgon Project is one of the world's largest natural gas projects and the largest single resource natural gas project in Australia's history. It is operated by an Australian subsidiary of Chevron and is a joint venture of the Australian subsidiaries of Chevron (approximately 47 per cent), ExxonMobil (25 per cent) and Shell (25 per cent), Osaka Gas (1.25 per cent), Tokyo Gas (one per cent) and Chubu Electric Power (0.417 per cent).

The project will develop the Greater Gorgon Area gas fields, located about 130km off the north-west coast of Western Australia. It includes the construction of a 15 million tonne per annum (MTPA) Liquefied Natural Gas (LNG) plant on Barrow Island and a domestic gas infrastructure capable of delivering 300 terajoules per day to supply gas to Western Australia. **Source : Offshore Shipping Online**

## .... PHOTO OF THE DAY ....



Harm's **PRIMUS** spotted att Rosenberg Yard, Stavanger (Norway) alongside the barge **GTO 392**.

Photo : Bjørnar Fjelland ©

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