

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 012



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**The TTB SALVOR seen anchored off Singapore – Photo : Piet Sinke ©**

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## EVENTS, INCIDENTS & OPERATIONS

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Early Monday morning shifting at the WAV base, Onne Nigeria to start preparing for work and the outbound morning convoy. Above you can see the [Jascon 22](#), [29](#) and [10](#) are all ex Smit Lloyd vessels and still going strong.

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

## Dry bulk market reaches new lows

The dry bulk market's benchmark index, the Baltic Dry Index (BDI) lost further ground in the beginning of the week, following the trend of the past week, which marked one of the fastest tumbling ones for freight rates in a long time. Yesterday, the BDI lost 1.58% to end the session down to 1,495 points, the lowest in almost two years.

Once again, the capesize sector didn't manage to find any support, thus ending down by 4.13% and widening the gap with the smaller – sizewise – panamax market, which was up by 1.45%.

As a result, the BDI has now fallen by almost 32% since early December when it first began this downturn. According to a Reuters quote from consultancy firm Commodore Research's managing director Jeffrey Landsberg, "a solid amount of Chinese iron ore fixtures have come to the market, the vast majority for capesize vessels. Capes are under great pressure, however, due to a large amount of available vessels. 'Simply put, the capesize fleet has become very large" he said. With Capesize rates now perilously close to the \$10,000 mark, it's more than obvious that owners must reconsider their ship demolition strategies. This applies especially to ship owners who have both modern and older dry bulk vessels, as the current market conditions, simply mean that some owners' fleets are "canibalizing" each other. In other word, an owner's older vessels are damaging his newer vessels by oversupplying the market and dampening rates.

So, what's the situation in the demolition market? According to the latest report from Golden Destiny, "prices are hot not only in Indian sub-continent but also in China where cash buyers are successfully competing on a number of vessels offering comparatively firm prices. The highest price has been paid by China for a capesize of 208,739 dwt built 1982 for \$480/ldt, a remarkable firm price for China due to a relative amount of bunker remaining on board. It is noteworthy that the scrap prices are at remarkable high levels not only for wet but also for dry cargo with India breaking the barrier of \$500/ldt, whereas at the beginning of 2010 prices were hovering at \$300-\$350/ldt. Bangladesh market remains closed after the court order passed on 15th December 2010 that prevented respective authorities from issuing NOCs for incoming vessels for scrap and the BSBA (Bangladesh Shipbreakers Association) is ready to challenge the ruling and take the case to the High Court in a further round of appeals and objection. The first week of the year ended with 9 vessels reported to have been headed to the scrap yards equalling a total deadweight of around 704,629 tons with bulk carriers grasping the lion share, 56% of the total volume of vessels reported for scrap. These are positive news for the struggling dry sector and if the sector represents a firm pace of demolition activity in the first quarter of 2010 the market will find easier the path to recovery" said the Piraeus-based shipbroker.

In a separate analysis on the dry bulk market's prospects during 2011, BIMCO's analyst Peter Sand said that "for 2011, total dry bulk demand is forecast to grow by 7%, slowing down from the demand hike of 9% in 2010. The solid demand picture in a relatively stable market has seen owners returning to the yards to sign many new contracts. This happens only a year after owners ran to the yards to renegotiate all contracts in order to avoid receiving the vessels that were already on order. Going forward, the dry bulk market will continue its heavy reliance on Chinese demand: a demand that has been so strong in 2009 and 2010 that trade balances have been skewed more than normal and congestion in ports located in the main loading and discharge areas has been severe. The velocities of the Capesize freight rates movements are expected to continue going into 2011. Meanwhile, the smaller segments are predicted to be in more smooth waters than the bigger vessel types, as the inflow of new tonnage in these segments is less dramatic and the commodities which they transport are more diversified" concluded Mr. Sand. Will the index fall even below in the forthcoming weeks or the sentiment was just weak after the end of Christmas festivities? The fact is that the market has a long time to experience such dreadful levels since mid April 2009, when the BDI was at 1,534 points.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

## Oil removed from sunken dry dock

Workers are able to proceed safely on Guam Shipyard's submerged dry dock now that the oily wastewater has been removed. The shipyard's around-the-clock water removal operations have been successful so far, according to a Coast Guard news release.

Approximately 11,000 gallons of diesel fuel and more than 97,000 gallons of oily wastewater have been removed from the dry dock's machinery space. Even though all known oil waste was removed, the Coast Guard's Pacific Strike Team continues to closely monitor other compartments for any sign of oil as water removal continues.

Shipyard workers and Coast Guard teams worked together to repair the dry dock after it took on water and partially sunk during rough water conditions last week in Apra Harbor. On Sunday, workers were able to safely reach the last known remaining fuel sources aboard the dry dock: a lube oil tank and sludge tank. Once the transfer lines were attached and tested, transfer began immediately on both tanks, leading to the removal of 100 gallons of lubricant oil from the lube oil tank and 717 gallons of waste oil from the sludge tank. Now that the tanks are confirmed empty, Guam Shipyard workers are moving forward to clean the diesel engine and internal pumping equipment, which will aid



in the salvage of the dry dock, according to the press release. The entire process will include two complete washdowns of all the machinery with fresh water prior to any repairs.

The Coast Guard said dive operations have begun to re-establish the integrity of other spaces still submerged. Divers will survey the dry dock for stability and close manifold covers as water removal continues in other compartments. The dry dock will be raised once that's done, said Coast Guard spokesman Ensign Richard Russell. "Right now there is no time line for raising it," he said. "All that oily water that has been removed now needs a place to go." The oil waste will go to an oil-water separator on site, he said. **Source : Pacific Daily News**



The tug **River Champ** tows a boom of logs on the glassy Fraser River. - **Photo : Alan Haig-Brown (c)**

## Russia abandons search for fishermen

Russia on Monday abandoned its search for at least 11 fishermen missing since their vessel sank in heavy seas off Sakhalin Island three days ago. An emergencies ministry spokesman told news agencies that the "active phase" of the search and rescue mission was over but that ships passing through the area would continue to be on the lookout for any signs of life or debris.

"When the water temperature is two or three degrees (Celsius) and the waves are 3.5 metres, the chances of us saving people without life rafts or survival suits are zero," Federal Fisheries Agency head Andrei Krainy told the RIA Novosti news agency. The Partner fishing boat sank on Friday after reporting in a dramatic radio message that the vessel was in difficulties and the crew would not be able to hold on for long.

"We are going under. Only one of the life rafts deployed, and even that one did not do so correctly," the captain said in a message that was later distributed by the Federal Fisheries Agency. Krainy told state television on Sunday that he was "100 percent certain that this was an illegal ship" because it was registered in Belize and sailing under the flag of Cambodia.

We cannot possibly track ships like that," he said, adding that there were between 11 and 14 people on board and that the vessel had sailed from Sakhalin Island. In a separate operation, rescuers were still trying to free a fish processing vessel trapped in the ice with 348 people on board in the Sea of Okhotsk. The vessel was one of three trapped during a storm on December 30, two of which have already been freed by icebreakers. But news reports said the Sodruzhestvo fish processing vessel was too wide to use the path cleared by the two icebreakers and that it would need a special rescue operation planned for later this week. The rescue effort was being hampered further by

30-mile-per-hour (48-kilometre-per-hour) winds that were keeping visibility down to 300 metres, news reports said. Sodruzhestvo was carrying a 75-day supply of food and water, ITAR-TASS reported.



The **ATLANTIC REEFER** seen outbound from Rotterdam – Photo : Henk van der Heijden (c)

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## ZIM ship may have hit Chinese fishing boat

"**Zim Shekou**"'s captain reported that they might have hit a boat while the ship was returning to Busan from China's Qingdao Port. Nine of the boat crew members are missing. South Korean port authorities said last Tuesday they were investigating suspicions that a container ship owned by Israeli company ZIM Integrated Shipping Services Ltd hit a Chinese fishing boat overnight near the country's southern coast.

According to communication between the South Korean port authorities and their counterparts in China, nine people were considered missing and one fisherman was injured, after the "**Zim Shekou**" possibly overran an fishing vessel off Busan on Jan 3, 2011. The "**Zim Shekou**" (IMO 9322322, dwt 50629, built 2007, flag Liberia, owner Ofer Ships Holding, Israel) was returning to Busan from China's Qingdao Port in the night when the ship's captain reported that they might have hit a boat. Ofer Maritime's spokesman said that the ship's crew are conducting scans in the scene. He said that several fishing boats were spotted in the area but that there was no evidence of irregular activity. At dawn a

boat was spotted floating upside down. He added that the captain turned the ship in the direction of the possible accident, and tried to contact the boat, to no avail and he did not notice any unusual occurrences.

With day light the authorities noticed an overturned boat in the waters near the South Korean port. Though it is not yet conclusive that the ZIM ship indeed hit the Chinese boat, there is a possibility that it did. ZIM said there were no people in the water or any floating objects. Other boats carried on sailing. The captain had assumed that the boat has been upside down for some time and carried on sailing to Busan but reported the matter to Korean authorities. Investigators on behalf of the Busan port found no signs of any vessel hitting the boat. Ofer Maritime, who owns ZIM, said that though it is not yet conclusive that the ZIM ship indeed hit the Chinese boat, there is a possibility that it did. The spokesman stressed that if indeed the ZIM ship hit the Chinese boat, the company expresses deep sorrow for the human tragedy. Source : Port2Port

## Tall Ship EENDRACHT to Take Three Trainees on Board in St Martin



The [Maritime School of the West Indies](#) has received an invitation from the Tall Ship the “[EENDRACHT](#)” to bring three student / trainees on board to sail on a one week cruise in the Leeward Islands starting January 20 until January 27. The school has sponsored and placed many youngsters in the past on Tall Ships, Yachts and other vessels to experience sailing while studying in the marine sector. The foundation ‘[Het Zeilend Zeeschip](#)’ (‘The Sailing Sea ship’) which is based in Rotterdam, Holland, exploits the [Eendracht](#).

Especially youngsters are given the opportunity to explore the sea, working together as a team and advancing their perseverance. The stimulation and guidance of youth has been

the goal ever since the foundation started, and is widely supported. Sailing at sea as a team is not only character building, but also contributes to solidarity. The [Eendracht](#) also takes part in the Tall Ships' Races for youngsters.

The vessel has a rich history which dates back to 1938. At that time the professional sailing ships were forced out of work more and more by motorized boats. The association at that time had the aim to keep training facilities on a large sailing ship available. The initiator and first chairman was Mr. C.J. Jaski. His direct relative Mr. B. Jaski is the current chairman of the foundation ‘[Het Zeilend Zeeschip](#)’. Support for building a sea sailing ship failed directly after the second World War. Eventually it was possible to realize the first Eendracht.

Besides the association also a foundation was started in the name of ‘[Het Zeilend Zeeschip](#)’. In 1972 prince Bernard accepted to be patron of the association which his grandson prince Maurits later continued. Around 1989 the building of a new three-masted schooner started, since the first one had become too small. On August 26, 1989 Her Majesty Queen Beatrix baptized the current [Eendracht](#). The association has been active for all those years and continues to do so. The [Eendracht](#) is Holland's largest three-masted schooner. The ship measures nearly 60 meters in length, 13



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meters in width and has a depth of 5 meters. The **Eendracht** belongs to the A-class ships, also known as Tall Ships; the largest sea sailing ships in the world. The **Eendracht** is built to sail at sea with young and inexperienced people. Therefore safety comes first. There is no need to climb the masts. All sailing action can be done from the deck. By this anyone can come along and learn how to sail. The Tall Ship has over 350 well trained, mostly voluntary, professional crew members. Naturally they man the ship in smaller teams on its many travels.



Above seen the 2010 built NLD flag and owned general cargo ship **ABIS CADIZ** leaving Valletta , Malta on Saturday 8th January 2011 on her way to Porto Marghera, Italy.

Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com)



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Celebration the New Year at the "[Rotterdamse Waterklerken](#)" reception in the Delta Hotel in Vlaardingen. With a "Fire Fighting Honnor" displayed by KOTUG and the Port of Rotterdam - [Photo's : Daniella Vermeer](#) ©



## Japanse walvisvaarders boos op Nederland

Een Japanse walvisvaarder is zondag op zee belaagd door natuurbeschermers die voeren onder Nederlandse vlag. Dat meldt het Japanse Instituut voor Walvisonderzoek, een organisatie die met steun van de Japanse regering de vloot walvisvaarders beheert. Er zouden onder meer rookbommen en enterhaken zijn gebruikt om het Japanse schip mee aan te vallen, dat na een confrontatie van iets langer dan een half uur wist te ontkomen.



Het ging om een actie van Sea Shepherd, een internationale anti-walvisvaartorganisatie die fysiek geweld niet schuwt in haar campagnes. Het hoofdkantoor van Sea Shepherd staat in Amsterdam, en al haar schepen varen onder Nederlandse vlag. Het Japanse instituut roept Nederland dan ook op om alle vormen van steun aan Sea Shepherd af te breken.

## SEA-JACKED TUG BOAT IDENTIFIED

**T/B TIBA FOLK** : Seized January 01, 2011. The small UAE-flagged offshore supply vessel **TIBA FOLK** (IMO 7403017) with 1978 dwt was first fired upon and then captured north of the Seychelles and around 672 nautical miles east of Hobyo at the Central Somali Indian Ocean coast on New Years day.

The vessel has reportedly a cargo of valuable generators and it is said to have been protected by an armed security detail. It has now been pulled by likewise sea-jacked gas-tanker **MT YORK** towards Harardheere at the Central Somali Indian Ocean coast and is held there not far from Ceel Gaan. The fate of the crew is not known. Owners and managers are FOLK SHIPPING LLC from Deira, Dubai, United Arab Emirates.

The statutory safety management certificate (IACS white list) of the old, 1975 built vessel was re-assigned on 05. January 2009 for five years by Registro Italiano Navale, since it had expired already on 23. June 2008. Neither the seafarers association of the Seychelles nor the East African Seafarers Assistance Programme (SAP) were informed by the coastguards about the case and likewise neither the Somali Government nor the media have yet been informed from those authorities tasked officially with the fight against piracy. The location around Ceel Gaan near Harardheere, which is south of Hobyo and at the Central Somali Indian Ocean coast is an area now governed by fundamentalist Al-Shabab after their merger with Hezb-ul Islam. The vessel, however, might not stay there but might be brought further North and towards Hobyo, local observers reported.

It is so far not yet known why it was towed by **MT YORK**. Earlier reports spoke of an attempt to use that tug boat as pirate mother-ship, which apparently didn't work out. The fate, nationalities of the crew and the armed guards is so far no known, but some might have gone away using the vessels fast by-boat. Local reports said also an old man and a boy had been let go by the pirates, but all the questions surrounding the fate of the crew have not been revealed. It is now believed that the information concerning a crew of 3 men and 3 women might concern another case, which is why the search for a still possible second (motor yacht) case continues. No reports, however, have been received so far by the yachting communities. **Source : ECOTERRA Intl.**

## Binnenvaart moet crisis overbruggen tot 2015

De binnenvaartsector, hard getroffen door de crisis, moet de zware omstandigheden nog volhouden tot 2015. Zolang duurt het voor de balans tussen vloot en vervoersvraag is hersteld. Dat concludeerde transportdeskundige Rico Luman van ING Economisch Bureau in een dinsdag gepubliceerd binnenvaartrapport.

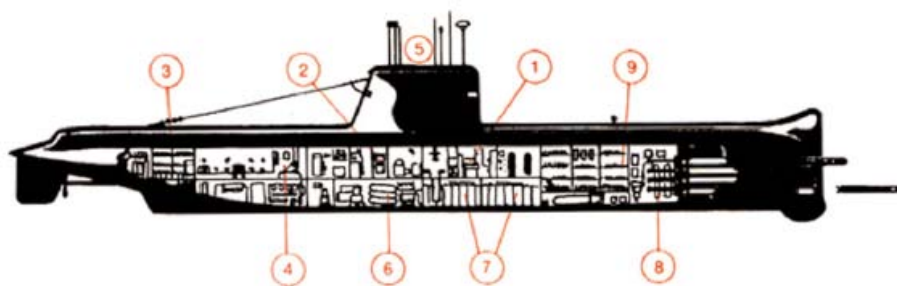
Volgens Luman was de overcapaciteit eind 2010 nog altijd fors, ongeveer 15 procent. In 2011 verwacht hij dat die daalt tot ruim 13 procent. De transportdeskundige gaat er vanuit dat in 2012 de volumes weer op het peil van 2008 zijn, maar dat prijsherstel langer op zich laat wachten. De markt gaat gebukt onder een grote overcapaciteit, omdat veel schippers vlak voor de crisis uitbrak nieuwe schepen hebben besteld. „Terwijl het volume door een dal ging, noteerde de levering van nieuwe schepen in 2008 en 2009 een piek”, aldus Luman in het rapport. Volgens hem is de sleutel tot een gezonde sector samenwerking onderling en met opdrachtgevers. Daarmee sluit Luman zich aan bij een van de conclusies van binnenvaartambassadeur Arie Verberk in november vorig jaar. Hij stelde toen dat schippers zich moeten organiseren om sterker te staan tegenover een verlader of bevrachter.

Dat vergt volgens sectormanager Transport & Logistiek Machiel Bode van ING een „structuurverandering, die lastig is”. Bode was samen met Luman verantwoordelijk voor het tot stand komen van het rapport. Volgens Bode blijft een noodzakelijke sanering in de sector uit. Veel ondernemingen kampen met kasstroomproblemen en de financiers hebben in voorkomende gevallen betalingen opgeschort, in afwachting van betere tijden. Banken zijn terughoudend met het laten omvallen van binnenvaartondernemers.

## NAVY NEWS

# The South African NAVAL MUSEUM

## Welcome aboard the Daphne Class Submarine SAS Assegaai - S99



Key to Compartments on Daphne Class Submarine

- |                           |                         |                      |
|---------------------------|-------------------------|----------------------|
| 1. Operations Room        | 2. Control Centre       | 3. Aft Mess          |
| 4. Propulsion compartment | 5. Fin - periscopes etc | 6. Machinery space   |
| 7. Battery Compartments   | 8. Fwd Torpedo Tubes    | 9. Fwd Accommodation |

On 10 February 1967, after nearly two years of negotiation, an order was placed with the French Government to provide three Daphne class submarines plus the training and infrastructure to run and maintain them. The first of these submarines, **SAS Maria van Riebeeck S97** was launched on 18 March 1967 - the date accepted as the birth of the SAN Submarine Service. The second boat was **SAS Emily Hobhouse S98** and the last of the class was **SAS Johanna van der Merwe**. In 1999 the three boats were renamed **Spear**, **Umkhonto** and **Assegaai** respectively. In 2003 **SAS Spear** was cut up and scrapped, followed by **SAS Umkhonto** in 2008. On decommissioning in 2003, **SAS Assegaai** was retained by the Navy for preservation as a museum boat and technology exhibit.

The **SAS Johanna van der Merwe/Assegaai** Laid down at the Dubigeon-Normandy shipyard in Nantes on 24 April 1969, she was launched on 21 July 1970. Commissioned under command of Lt Cdr Theo Honiball on 21 August 1971, she completed her

workup training in the Mediterranean, operating out of Toulon, before sailing for home on 4 May 1972. During the long passage she was escorted by the frigate **SAS President Steyn** and called at Cadiz (Spain), Sao Vicente (Cape Verde Islands), Luanda (Angola) and Walvis Bay in then South West Africa (now Namibia) before arriving in Simon's Town on 19 June 1972. Her arrival home marked the successful culmination of five years of construction, trials and training to

establish a submarine capability - a remarkable achievement. It was not long before the boats were involved in operations and in 1975, just preceding Operation SAVANNAH, **SAS Johanna van der Merwe** was deployed into Angolan waters under Operation YSKAS to prepare for the evacuation of personnel. During the so-called Border War, she took part in some ten clandestine special operations. During her career, she underwent four refits, which included additional fuel tanks and the fitting of a locally developed hardware based RAKA combat suite in the 80s, which replaced the cumbersome plotting table. In the late 90s she received the South African developed NICKLES fully integrated software based combat suite and two state of the art rebuilt periscopes. With the acquisition of the new Type 209 submarines for the SA Navy, **SAS Assegai** finally paid off on 23 November 2003.

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## **Warship HMS Iron Duke leaves Portsmouth for Gulf region**

Crowds of people in Portsmouth have waved off a Royal Navy warship and its crew on a six-month deployment to the Gulf region. **HMS Iron Duke** left its home port earlier to patrol busy shipping lanes in the region.

Its aim is to protect against piracy and terrorism, protect Iraq's oil platforms and carry out exercises with the region's naval forces. It is the first time the Type 23 frigate has been deployed to the Gulf. In 2009, the 4,900-tonne ship was involved in the largest-ever cocaine seizure by the navy. Its crew found 5.5 tonnes of pure cocaine with an estimated UK street value value of £240m in a converted fishing vessel off South America in September during a six-month deployment to the Caribbean. The year before, Prince William spent five weeks on board the ship as it patrolled the North Atlantic, as part of his military training. The frigate was launched in 1991 and earlier this year was "affiliated" to the island of Jersey. **Source: BBC**

## **SHIPYARD NEWS**



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## **STX France to build new cruise liner for Hapag-Lloyd Cruises**

STX France has received an order to build a luxury cruise ship, the **EUROPA 2**. The new ship will be operated by Germany's Hapag-Lloyd Cruises. However, it is being acquired by a third-party proprietary company outside the cruise line's parent TUI group. With 258 cabins and a maximum passenger capacity of 516 people, the new ship will complement the existing **EUROPA**, which has a capacity of 408 passengers in all-suite accommodations. Construction



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will start in September 2011 and delivery is scheduled for 2013. Hapag-Lloyd is chartering the **EUROPA 2** for 12 years.

For STX France this new contract represents about 2.5 million working hours. "We are proud to be chosen to build the new cruise liner in our Saint-Nazaire shipyard and we are delighted to contribute to the expansion of the luxury cruise activities of Hapag-Lloyd Cruises," says Jacques Hardelay, General Manager of STX France.

In addition to building the new **EUROPA 2**, Hapag-Lloyd Cruises is also taking Oceania Cruises' **Insignia** on a two-year bareboat charter of . As of April 2012, the ship will be integrated into the Hapag-Lloyd Cruises fleet under the name **COLUMBUS 2**. Hapag-Lloyd Cruises says the **EUROPA 2** will offer a modern and casual 5-star alternative to the existing **EUROPA**. With sets of 7-day cruises in the Mediterranean in the summer months and faraway destinations in the winter, the two ships will also complement each other in terms of their itineraries.

With 349 cabins, the **COLUMBUS 2** offers accommodations for a maximum of 698 passengers; the amenities include a variety of restaurants and bars as well as a spacious spa and wellness area. In the summer months, the ship built in 1998 will be cruising the Mediterranean Sea, the Baltic Sea and the Nordic countries. During the winter, the **COLUMBUS 2** is scheduled to go on a world tour.

Sebastian Ahrens, Managing Director of Hapag-Lloyd Cruises, comments: "We have identified potential for growth in both market segments, and we would like to make use of it. Beyond this, both ships adequately enhance our portfolio, enabling us to serve new target groups. The **COLUMBUS 2** offers more diversity and comfort to the existing **COLUMBUS**, and the **EUROPA 2** will be the logical evolution and modern interpretation of the standards we have set in the luxury segment of the international cruise market." **Source : MarineLog**



The **RT TASMAN** seen fitting out at the ASL shipyard in Singapore – **Photo : Piet Sinke ©**

## Korea's shipbuilding industry takes on new challenges

After suffering briefly from the worldwide recession, experts have expressed optimism that the Korean shipbuilding industry will rise again in the New Year. According to forecasts, local shipbuilders will have a better year this year than last and secure an advantageous position in the international shipbuilding market. Korea's Daewoo Shipbuilding & Marine Engineering Co., Ltd. (DSME) announced on January 4 that a total of nine ships from Daewoo were selected as the best ships of 2010 by overseas magazines.

Two U.K.-based monthly magazines, Naval Architect and Fairplay Solution, picked three ships built by Daewoo as the best ships of the year, while two U.S.-based monthlies, Marine Log and Maritime Reporter, picked three Daewoo ships each as the top ships of 2010. Every year, these leading magazines in shipbuilding and engineering select the best ships of the year.

Daewoo's ships received worldwide recognition, with industry magazines praising four of their container ships and three of their oil tankers. Hyundai Heavy Industries successfully won a contract to build a high-priced drillship for their first order in 2011. Hyundai announced on Jan. 4 that it clinched the deal with U.S.-based Diamond Offshore Drilling, a Houston-based oil and gas drilling firm, to build a \$590 million deepwater drillship. Unlike the existing drillships that can only work up to 3 kilometers down, this vessel is designed to carry out drilling operations as deep as 3.6 kilometers underwater, Hyundai said.

On the same day, Korea's Hanjin Heavy Industries held a naming ceremony for its 180,000-ton bulk carrier, the Christina Bulker, at Yeongdo Dockyard in Busan. The company hopes the ship will play a central role in building Hanjin's status within the industry. Meanwhile, the Ministry of Knowledge Economy announced a plan to help the local shipbuilding industry to retake the number one spot in the global shipbuilding industry. The plan involves having leading local shipbuilders like Hyundai, Daewoo, STX and Samsung Heavy Industries teach managerial techniques, core technologies and other aspects of shipbuilding in a wide range of industries, the ministry said. The ministry urged leading local shipbuilders to work together with small and medium-sized enterprises in order to achieve growth and secure industrial competitiveness. The ministry also said it will raise funds to support joint technology development and research and development projects between academia and the industry. **Source: Korea Net**

## Resumption of Hanjin shipyard project soon

GETTING a renewed commitment that the government will ensure a more business-friendly environment to foreign investors, shipbuilder Hanjin Heavy Industries and Construction Co. (HHIC) is eyeing to resume its suspended \$1.9 billion shipyard project in Villanueva, Misamis Oriental. The project, which has already started laying its groundwork in 2008, was abruptly pulled out after Hanjin has complained about "disturbances" in dealing with local officials. Misamis Oriental Gov. Oscar Moreno had earlier hinted that Hanjin wanted to deal only with one government agency—the Phividec Industrial Authority.

Last year, Hanjin president Jeong Shup Shim said they will pucompletion of its new shipyard at the Phividec Industrial Estate in Misamis Oriental by 2017. "The shipyard project at Phividec has been put on hold for some time now and optimism is high that Hanjin will resume the construction this year after Hanjin received more orders for additional sea vessels," he said. Since it started operations in the country in 2006, Hanjin has already built 18 vessels with at least 60 more on the list excluding the two carriers unveiled resulting in \$3.4 billion worth of shipping exports annually.

The President has expressed doubt whether Subic alone can deliver the orders on time. Mr. Aquino also said there are at least 20,000 workers in Subic and that those who have trained at HHIC's Training Facility in Villanueva will return once the shipyard project resumes which will require approximately 40,000 jobs. "This should reinforce the optimism of our economists and of our people that our growth will not be halted even after I step down from office in 2016. I assure you that this confidence in the Philippines is not misplaced," Mr. Aquino said. The President added that his administration was also working to eliminate corruption and poverty and create more jobs. He thanked South Korea for being a leading foreign direct investor, with a total of P24.2 billion, or 40 percent of the total foreign direct investments. "I assure you that this confidence in the Philippines is not displaced," he added. President Aquino said Hanjin also provided jobs for Filipinos. "You have granted a lifeline to many Filipinos... which has a full effect to communities and their families," he said. **Source: Business Week Mindanao**

## ROUTE, PORTS & SERVICES



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## Excel Maritime Announces Delivery and Long-Term Time Charter of Newbuild Capesize M/V "Mairaki"

Excel Maritime Carriers Ltd, an owner and operator of dry bulk carriers and a leading international provider of worldwide seaborne transportation services for dry bulk cargoes, yesterday announced that it has taken delivery of the Newbuild Capesize, [M/V Mairaki](#).

The Company has taken delivery of the newbuild Capesize vessel [M/V Mairaki](#) today from the STX Shipyard in South Korea. The vessel has a carrying capacity of 181,000 dwt. Upon its delivery, the [M/V Mairaki](#) will be commencing its 5-year time charter with a first class European Charterer, at a gross base rate of \$28,000 per day with a 50% profit sharing above the base rate, based on the monthly AV4 BCI time charter rates as published by the Baltic Exchange. Mr. Pavlos Kanellopoulos, Chief Financial Officer of the Company, commented, "We are very pleased to have taken delivery of the [M/V Mairaki](#) which expands our operational fleet to 49 vessels. We continue to implement our balanced charter strategy by securing period employment for our Capesize vessel Mairaki under profitable time charter with profit upside. Our time charter coverage for 2011 stands at 47% leading to an increased cashflow visibility for the year." **Source: Excel Maritime Carriers Ltd.**

## Norden's owned fleet is growing

Following a year with very large investments in the fleet, ends 2010 as owner of 28 vessels, equally divided between Dry Cargo and Tankers. This is 10 more than at the beginning of the year, and the fleet will also grow in 2011.

"The business model is unchanged. We own 12-13% of the vessels we operate and even if this share is rising slightly next year, Norden is still primarily an operator which invests a limited amount of capital in vessels compared to our total active fleet. However, there are some very interesting investment opportunities these years in Dry Cargo and especially in Tankers, and we will seize these opportunities, because they are good investments. In a cyclical industry like shipping, we buy ships when prices are down", says Norden's CEO Carsten Mortensen.

Norden has purchased a handful of modern product tankers in the expectation that the purchases will turn out to be a good deal when freight rates and ship prices recover. In addition, the Company has taken delivery of several newbuildings, not least the new Post-Panamax vessel type. Finally, Norden has - in consultation with the sellers - decided to exercise purchase options for 4 bulk carriers. The vessels were acquired at sensible prices seen in relation to the market values for similar vessels.



Lately Norden took over Nord Energy and the Handymax vessel Nord Expres in December while a third vessel bought with a purchase option - Nord Brave - has been resold for delivery in January 2011. The fleet of owned vessels will continue to grow in 2011 when a number of newbuildings will be delivered to both Dry Cargo and Tankers. Norden has also just bought yet another Handysize product tanker, Payal, which we will take over during the first quarter.

Source: Norden/Maritime Danmark

## **Vopak en NIBC bouwen terminal in Eemshaven**

Opslagbedrijf Vopak en het NIBC European Infrastructure Fund bouwen samen een opslagterminal voor strategische olievoorraden in de Eemshaven in Groningen. Dat heeft Vopak dinsdag bekendgemaakt. Beide bedrijven worden gelijkwaardige aandeelhouders in een voor de bouw opgericht samenwerkingsverband.

De nieuwe terminal zal voorzien in de behoefte van Europese overheden aan additionele capaciteit voor de opslag van onder meer ruwe olie, benzine en diesel. De terminal krijgt in eerste instantie een capaciteit van 660.000 kubieke meter. Daarvoor zijn al langjarige huurcontracten getekend. Naar verwachting wordt deze capaciteit in het derde kwartaal van 2012 in gebruik genomen. In de toekomst kan de capaciteit worden uitgebreid tot 2,76 miljoen kubieke meter.



The **Jeanette** seen moored at the Caland jetty in Rotterdam-Europoort - **Photo : Marijn van Hoorn ©**



## **Doorstart voor C&M Labour Supply b.v.**

De beide eigenaren van het bekende offshore-gerelateerde staalconstructiebedrijf Multimetaal hebben met de curator van C&M Labour Supply overeenstemming bereikt over de doorstart van laatstgenoemde onderneming. Het eveneens in Den Helder gevestigde uitzendbureau wordt onder dezelfde naam en met de eigen, vertrouwde leiding voortgezet.

C&M Labour Supply b.v., opgericht in 1997, liep vorig jaar december onverwachts tegen een faillissement aan. Het in het uitzenden van technisch personeel gespecialiseerde bedrijf biedt werk aan ongeveer 70 mensen, die vooral werkzaam zijn in de olie- en gasindustrie, petrochemie en metaal- en staalverwerkingssector. Hier ligt ook de relatie met Multimetaal. Dit bedrijf deed vaak een beroep op de lassers, fitters, ijzerwerkers en monteurs van C&M Labour Supply. Omdat de ervaringen hiermee altijd zeer goed waren, besloten de eigenaren van Multimetaal, Arthur en Pim Hulsebos, het failliet verklaarde uitzendbureau over te nemen, zodat een doorstart zou kunnen worden gemaakt.

Over de overname is de afgelopen weken met de curator stevig onderhandeld. "Vanwege de feestdagen hebben de onderhandelingen langer geduurd dan verwacht, maar uiteindelijk zijn we er toch, met het door ons beoogde resultaat, samen uitgekomen", zegt Arthur Hulsebos. Pim Hulsebos voegt hieraan toe: "De afgelopen dagen zijn de relaties en personeelsleden van C&M Labour Supply op de hoogte gesteld van de doorstart en hier is door hen positief op gereageerd." Het uitzendbureau zal onder de naam C&M Labour Supply met de vertrouwde leiding aan hetzelfde adres Torplaan 2A, 1775 AA Den Helder worden voortgezet. Ook het telefoonnummer 0223-660052 blijft ongewijzigd.

Source : PAS Publicaties

## Brisbane port to be closed 'until further notice'

The Australian port of Brisbane will be closed from midnight tonight and all ships will be removed from the port's berth due to forecasts of severe flooding, the local authority advised on Tuesday. Maritime Safety Queensland (MSQ) said the port will be closed until further notice. "There is a possibility that various roads linking to and from the port could be cut due to flooding," MSQ said in a statement. "There is also the potential risk that the port will experience power loss, due to sub-station flooding or other force majeure from the flooding." The authority has advised all port businesses to send home non-essential staff and cease operations in accordance with their risk assessments. MSQ added that a core group of security and operational staff will be located at Whyte Island to continue relying information first-hand. The port's situation will be re-assessed at first light on Wednesday. Brisbane, Australia's third largest city, could see some 6,500 homes and businesses go under water as Queensland state suffers its worst floods in decades. Source : Seatrade Asia



The 1985 built **TERTNES** seen moored in IJmuiden – Photo : H. Blomvliet ©

## Nord Stream project enters final stage

Russia's Nord Stream pipeline project has entered its final stage, as 70 percent of the first line to connect Russia and Germany across the Baltic Sea bed has been laid. The 1,224 kilometer long pipeline will run from Russia's Vyborg to Germany's coastal town of Lubmin in Mecklenburg-Vorpommern. It will consist of two parallel lines. A total of 850 kilometers of pipes had been already laid, Voice of Russia writes.

The first pipeline, with a transmission capacity of around 27.5 billion cubic metres a year is due for completion in 2011. The second line is due to be completed in 2012, doubling annual capacity to around 55 billion cubic metres. This is enough to supply more than 26 million households in Europe, the project's web site reads.

The 7.4 billion EUR Nord Stream project is developed jointly by the companies Gazprom, BASF SE/Wintershall Holding GmbH, E.ON Ruhrgas, Gasunie and GDF SUEZ. Gazprom holds a 51 percent stake in the joint venture. **Source :** BarentsObserver



Above seen a log carrier waiting to load at the Fraser Surrey dock in British Columbia

**Photo : Alan Haig-Brown (c)**

## VIKING signs major contract with Stolt Tankers

VIKING Life-Saving Equipment, the market leader in marine and fire safety equipment, is on a winning streak with its innovative Shipowner Agreement servicing contracts being snapped up by shipowners in a series of increasingly large, global deals.

The latest in line – and one of the largest of its kind – is the signing of a liferaft exchange contract with Stolt Tankers BV worldwide. With a global fleet of more than 70 deep sea parcel tankers, and more than 80 coastal tankers and inland tankers, Stolt Tankers operates one of the most technically advanced tanker fleets in the world. VIKING maintains a worldwide exchange pool for liferaft servicing at VIKING stations in 42 strategic ports across the globe. Stolt Tankers vessels will receive VIKING liferafts, which will simply be exchanged as their certificates expire. Stolt Tankers Procurement Management Team, believes the new contract offers many advantages for their company. "Having a single point of contact for Stolt Tankers for all its liferaft management will save us a lot of time and reduce



the number of interventions alongside the vessel. At the same time, the transparency and fixed cost basis of the Shipowner Agreements make it much easier for us to predict our servicing costs over the next decade. And in this business, predictability can be worth gold."

The choice of VIKING as supplier of the contract was influenced by the company's wide range of options within the agreement, and by the quality of advice provided by VIKING's safety experts. "We feel very comfortable with the way VIKING has addressed our servicing requirements," says Stolt Tankers Procurement Team. "They have been in the marine safety business for fifty-odd years, so they were able to demonstrate both the experience and the flexibility we were looking for." "We are delighted to add another blue-chip company to our successful exchange concept," says Henk van der Drift, Vice President for South West Europe. "Long-term contracts like this are made possible by a high level of trust between the parties, and by the flexibility that is built into Shipowner Agreements to enable changes during the contract period. It becomes an easy, convenient choice for far-sighted shipowners like Stolt." **Source: Viking**

## **Cameroon web scam used to deceive Safmarine customers**

NORTH-SOUTH Maersk specialist unit, Safmarine, is dealing with suspected fraud involving a Cameroon-based bogus website called Safmarine Shipping Line SA, under the web address, [www.safmarineshippingline.com](http://www.safmarineshippingline.com)

"Our legal department is following this matter up closely with the relevant authorities. The issue came to our attention, initially through our website and then via our agents," said a spokesman for Antwerp-based company.

The website is the source of false company chain messages to customers and producing bogus bills of lading, pro-forma invoices, certificate of origin notices, phyto-sanitary certificates, etc. Safmarine had received no reports of customers losing money, London's Containerisation International reported the official warning; "Should you or your business partners receive any communications from this company please kindly alert your local country Safmarine representative. We want to avoid all and any risks to our customers." **Source : Schednet**



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## **Singapore lifts 9.9pc more boxes in 2010 to 28.4 million TEU**

THE Port of Singapore's container traffic totalled 28.4 million TEU in 2010, up 9.9 per cent over the 25.9 million TEU lifted in 2009, announced the port authority. Total cargo throughput increased 6.4 per cent to 502.5 million tonnes from 472.3 million tonnes in 2009. The city-state cemented its global leading position in terms of vessel arrival tonnage and bunker sales, said the government communique. The Singapore Registry of Ships grew 6.9 per cent, or

3.2 million GT, in 2010 to 48.8 million GT, putting Singapore among the top 10 ship registries in the world. The advance estimates of Singapore's port performance were announced by Transport Minister Raymond Lim at the Singapore Maritime Foundation's New Year cocktail reception.



The **MSC BRUXELLES** seen arriving in Singapore last Monday – Photo : Piet Sinke ©

Vessel arrivals in terms of shipping tonnage reached 1.92 billion gross tonnes (GT) in 2010, up 7.5 per cent from the 1.78 billion GT achieved in 2009. Containerships and tankers were the top contributors, accounting for 32 per cent and 29.7 per cent of the total vessel arrival tonnage respectively.

The total volume of bunkers sold in the port grew 12.3 per cent to a record 40.9 million tonnes, compared to 36.4 million tonnes in 2009. This is the first time that bunker sales crossed the 40 million tonnes mark.

## **India to raise port capacity three fold: Shipping Ministry**

INDIA's Shipping Ministry is forecasting that cargo volumes handled at the nation's major ports will rise from 560 million tonnes annually to 1.2 billion tonnes by 2019-20, while traffic at the smaller ports is predicted to increase from 290 million tonnes to 1.2 billion tonnes.

Shipping Minister Shri Wasan predicts that overall traffic at all Indian ports will register an annual growth rate of 11.3 per cent, reports London's International Freight Week. Speaking at the recent India Public Private Partnership Conclave in New Delhi, Mr Wasan told delegates that India's major ports registered capacity utilisation rates ranging between 90 and 100 per cent in 2010. To maintain such high growth rates as those seen at present, the minister said India must upgrade and increase its port capacity three fold, the report said.

"Considering an objective of 70 per cent capacity utilisation, it is necessary to increase the overall capacity of Indian ports to 3.23 billion tonnes by 2020, which is more than three times the present level of 963 million tonnes," Mr Wasan was quoted as saying. According to Mr Wasan, upgrading India's ports will require large scale investment and the introduction of newer technologies, which will not be possible without involving the private sector as active partners. Terminals established through public-private partnerships (PPPs) are strongly encouraged in India and, among other incentives, the Shipping Ministry allows PPP projects to be 100 per cent exempt from income tax for 10 years, the report said.

It also noted that as a result, 24 PPPs costing INR64 billion (US\$1.4 billion) have been completed. "In the past 18 months, 19 new PPP projects have been given the green light. They include international container terminals at JNPT, a transshipment terminal at Vallarpadam and mega-container terminals at Chennai and Ennore," the report added.

Source : Schednet

## 40 YEARS OLD AND STILL GOING STRONG



Built in 1971 at the J.G. Hitzler Schiffswerft & Maschinenfabrik at Lauenburg under yard number 723 as the 499 tons **PAULITURM** for OSA, the 54 mtr long and 11 mtr width vessel was renamed **THOMAS DE GAUWDIEF** during 1985,



The AHTS is powered by two MwM V6V 22/30 ATL 12 cylinder diesel engines, giving a total of 2960 BHP continuous ratings and 3256 BHP maximum rating for a max bollard pull of 44 tons, at present the **THOMAS DE GAUWDIEF** is operated by **Mubarak Marine LLC** from Dubai, above is seen the vessel yesterday in Singapore where she arrived the last week of December after delivering 2 barges in Papua New guinea, at present the tug is preparing for a tow with a scrap vessel with destination Bangladesh. **All photo's : Piet Sinke**



## Port of Aktau posts record volume of ferry cargo, 607ths tons in 2010

Aktau International Sea Port (AISCP, Port of Aktau, Kazakhstan) in 2010 increased handling ferry cargo by 2.5 times over last year's figure to 607,000 tons, a record annual high, the state-run enterprise press service reported.

The increase in ferry traffic through the port of Aktau in general is a consequence of reviving economic activity and trade between countries, as well as the efforts to attract additional cargo in the international corridors passing through the port, the port's press service said. In 2010, container traffic jumped by nearly 3 times thanks to increased volume of transit nonmilitary cargo to Afghanistan. The number of transported containers in 2010 totaled 9,445 units.


Port of Aktau is located on the east coast of the Caspian Sea and is the only seaport of the Republic of Kazakhstan. The Port is a gate for international trade flows passing via its terminals, a broad range of dry cargoes, crude oil and petroleum products. In 2009 the Aktau Port's throughput rose by 26.7%, to 13,951,000 tons. The rail ferry service launched at the port last year carries rail cars and containers on Aktau-Baku line. **Source : PortNews**

## TORM A/S - Sale of One Product Tanker

TORM has entered into an agreement to sell **Faja de Oro II**. The vessel have been sold for a consideration of USD 12 million. Faja de Oro II will be delivered to the new owner in the first quarter of 2011, where the effect of the transaction will be recognised in the financial statements. The sale implies an accounting loss of USD 6 million.

The sale of **Faja de Oro II**, build in 1995, is a natural consequence of TORM's strategy to own and operate a modern fleet.

Following the sale of the vessels, TORM's owned fleet consists of 67 product tankers and two dry bulk vessels. In addition, TORM has seven product tankers and two dry bulk vessels on order. TORM will announce the financial forecast for 2011 in the annual report for 2010, on the 10 March 2011. **Source : Torm**


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## Lisco Gloria declared a total loss

DFDS' external insurance company has declared the ro-pax ship **Lisco Gloria** to be an insurance technical total loss. An extensive fire broke out on the ship on 9 October while it was en route from Kiel to Klaipeda.

DFDS will receive total compensation of 525m kroner, of which 420m kroner will be compensation for the ship's insured market value. The remaining compensation of 105m kroner relates to a hull interest triggered by declaration of total loss. The purpose of this is to safeguard against losses due to related costs such as operating losses, the accelerated deployment of a new ship and more. The compensation results in an accounting gain of 260m kroner in 2010, after deduction of costs.

Chartered replacement tonnage was put in service on the Kiel-Klaipeda route on 16 October. In the coming months the company will be looking for a permanent solution for a replacement ship. On the basis of impairment tests conducted at year end, the company has identified a need to make write-downs on ships and goodwill of 180m kroner in 2010.

As a result of the above book profit of 260m kroner and the write-down of 180m kroner, the profit forecast for 2010 has been adjusted upwards by 80m kroner, from a profit before tax of 435m to a profit before tax of 515m kroner. The ship is now laid up at the Fayard yard in Odense, Denmark. The ship was one of two on DFDS' route between Kiel and Klaipeda. **Source: maritimedanmark**



Above seen the **COSTA DELIZIOSA** seen departing from Port Rashid, Dubai. **Photo : Capt. Jon Cousens**

## Ezra launches offshore training centre in Singapore

Ezra, Singapore-based offshore support and marine services firm on Tuesday launched its S\$10m (\$7.7m) maritime training institute aimed at enhancing safety and operational standards in offshore operations. EMAS Academy, a training and simulator centre located in Ezra's Singapore facility, includes cutting-edge simulation technology to train offshore industry players. "The centre can simulate offshore construction projects and works that we are going to do in future, plus whatever sub-sea work that we have to do," Lionel Lee, managing director of Ezra, said at a press conference. "The launch of EMAS helps reassure our clients that we tested our people before they go offshore, and that they will be able to react to the worse conditions possible," Lee added. The academy's first intake took place just over three months ago, with each training period spanning from three to seven days. The academy initially offers

courses such as dynamic positioning, ship navigation and handling, engine room and resource management, while other new relevant programmes such as training in remotely operated vehicle operations will be added in future.  
Source : Seatrade Asia

## **Mozambican port of Beira to have its access channel dredged**

Mozambican port management company Portos e Caminhos de Ferro de Moçambique (CFM) and dredging company Moçambicana de Dragagens (Emodraga) Thursday in Maputo signed a contract with Danish consortium JGH/RN to improve operations at the port of Beira.

The contract signed with the consortium made up of groups Johs. Gram-Hanssen and Rohde Nielsen covers acquisition of a dredging vessel with a capacity of 2,500 cubic metres and a vessel containing hydrographical equipment for Emodraga, the repair of a tug boat and a vessel to transport CFM pilots and provide technical assistance to Emodraga.

This programme, which is expected to take 18 months, will have a cost of 40 million euros (US\$52.5 million) paid for by the Mozambican state Budget and the Danish International Development Agency (Danida).

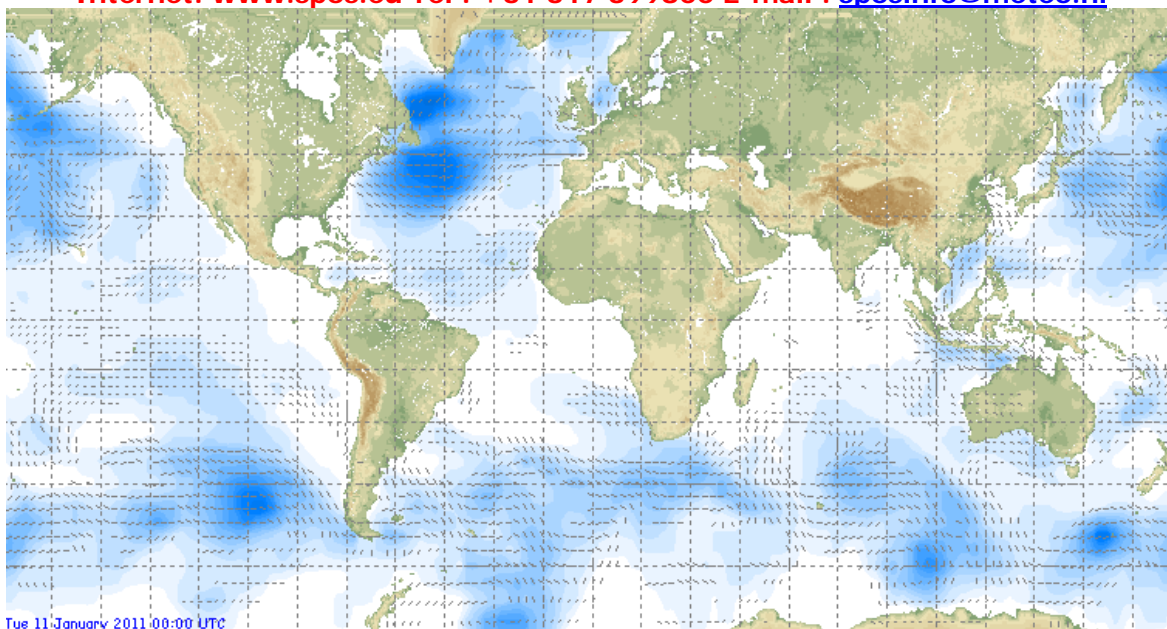
Mozambique's transport minister, Paulo Zucula, said that signing the contract meant that, in the long term, the port of Beira could start receiving ships weighing over 60,000 tons. The new dredging vessel to be delivered to Emodraga was built at the Baltija naval shipyard, of the Marsk group in Klaipeda, Lithuania. Source : Macauihub

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



Above seen the 2008 built NIS flag offshore tug/supply ship **SEA LION** moored at Valletta , Malta on Friday 7th January 2011.

Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

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