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**The ZHEN HUA 15 seen moored in the Rotterdam-Caland canal
Photo : Robert Smith (c)**

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MOFA urges Taiwan ships to buy piracy insurance

Taiwanese fishing boats planning to enter the Western Indian Ocean, where Somali pirates have hijacked numerous fishing vessels, are encouraged to buy insurance against piracy attacks, a Ministry of Foreign Affairs (MOFA) official said Tuesday.

In 2010, Somali pirates hijacked six Taiwanese fishing vessels in the Indian Ocean and the Gulf of Aden. Three of the boats were released upon payment of ransoms, two remain in Somalia and one has been listed as missing, Bruno C.H. Shen, deputy director-general of the MOFA's Department of African Affairs, said at a press briefing. The government has been trying to assist in many ways, including notifying international maritime organizations of the hijackings and gathering information through Taiwan's foreign representative offices, but it cannot possibly cover ransoms, Shen said.

"The MOFA and the Fishery Agency under the Council of Agriculture are encouraging all fishing boats that are sailing into the Western Indian Ocean, where piracy is prevalent, to buy piracy insurance," he said.

Somali pirates have reportedly demanded ransoms ranging from US\$1 million to US\$9.5 million from ship owners. The record sum of US\$9.5 million was paid by a Korean company Samho Shipping last November to free one of its oil tankers that was carrying roughly \$170 million worth of Iraqi crude oil, according to a report in the Korean newspaper JoongAng Daily on Nov. 8, 2010. Piracy insurance, which is also known as terrorism insurance, covers negotiation assistance, direct financial help, and counseling for ship owners, Shen said. He said that while there are not many

insurance companies that offer this kind of policy, there is at least one foreign company that has expressed interest in providing such coverage in Taiwan.

Two Taiwan boats, **Zechuntsai No. 68** and the Kaohsiung-based **Taiyuan No. 227** that were hijacked last year in March and May, respectively, are still being held by pirates in Somalia, Shen said. The owner of the Kaohsiung-based longliner **Hsiuh Fu No. 1** has not been able to contact the boat since Dec. 25 last year and the vessel has been listed as missing, Shen said.

According to maritime watchdog Ecoterra International, at least 45 foreign vessels and 787 hostages were in the hands of Somali pirates as of Jan. 10. Agence France-Presse (AFP) reported that Somali pirates raked in at least US\$60 million in ransoms in 2009. **Source : FocusTaiwan**



Early morning arrival of the **MARCO POLO** seen enroute Amsterdam – **Photo : H.Blomvliet (c)**

Brazil turns away UK warship

Brazil has refused to allow Royal Navy ship HMS Clyde dock in Rio de Janeiro, it has emerged. The Foreign Office has confirmed that **HMS Clyde** was diverted to Chile after being denied diplomatic clearance to dock in Rio. Commentators suggest that the move is a sign that Brazil's new president Dilma Rousseff, who came into office on 1 January, is trying to win favour with Argentine president Cristina Fernandez de Kirchner.

Argentine newspaper Clarin reported that the Argentine president was 'satisfied' with the decision to block **HMS Clyde**. The decision not to allow **HMS Clyde** to dock comes despite the fact that in September 2010 Minister for International Security Strategy Gerald Howarth signed a defence cooperation treaty with Brazilian navy chief Admiral Moura Neto.

Howarth described the UK and Brazil as "old and trusted friends" during the signing, and said the treaty would mark a "new dawn" in defence relations between the two countries. A Foreign Office spokesman said: "We can confirm that **HMS Clyde** had planned to make a routine port stop in Rio de Janeiro in early January.

"Brazil did not grant diplomatic clearance this time. We respect Brazil's right to make such a decision. We have a close relationship with Brazil. "The UK-Brazil defence cooperation treaty signed last September is a good example of our current strong links." In September 2010, Type 42 destroyer **HMS Gloucester** was refused permission to dock in Uruguay, in an apparent show of solidarity between Uruguay and Argentina over oil drilling in the waters off the Falkland Islands. **Source : defencemanagement**

Schip Winschoter reder gekaapt bij Oman

Een schip met acht opvarenden van rederij Grona Shipping uit Winschoten is ruim twee weken geleden voor de kust van Oman gekaapt. Dat meldde een woordvoerder van MTI Network, een communicatiebedrijf dat de rederij ondersteunt bij de afhandeling van de kaping, dinsdag. De bemanning bestaat uit zeven Filippijnen en een Rus. Het schip **MS Emsriver** vervoerde petroleum en kolen en werd op maandag 27 december ongeveer 280 kilometer ten noordoosten van de kust van Oman gekaapt.



The **HEATHER KNUTSEN** seen taking fuel from the Algoma Dartmouth at anchor in Halifax Harbour.

Photo : John Attersley ©

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Bulker deliveries weighing in on freight rates keeping sentiment on a negative mode

A flurry of new buildings still hitting the water has caught up for good with the freight market, with capesizes unable to weather the storm. With rates now closing in to \$10,000/day for a capesize, it's just a matter of time before some owners at least begin considering even the option of layoffs,

as the market's downturn is such that it could simulate the conditions prevailing during the financial crisis of the final months of 2008. Of course, global dry bulk trade is far from the state it was back then, demand for goods is solid and the global economy is in a large part recovering, although at a slower than expected pace. Still, capesize rates have kept on falling, ending yesterday down by 3.86 percent, according to the Baltic Exchange. This meant that the market for capesizes has fallen by more than 25% since Christmas Eve. "Although the Atlantic held up for a while, by the end

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of the month it had attracted ships from the Pacific, ensuring rates softened in both markets” said shipbroker BRS (Barry Rogliano Salles) in its weekly report. As a whole the BDI fell by 1% yesterday to reach 1,480 points a new low in more than two years. The only bright spot seems to be the Panamax market, which has continued to find support and widening its gap in terms of daily earnings from its larger counterpart, the capesize segment.

According to N. Cotzias Shipping Group, “the negative trend that was there during week 51 of 2010 continued well into 2011 and the overcapacity issue that we had repeatedly warned the markets from late 2009 is here to cause more headaches during 2011. We expect the indexes to further reduce their values at least in the larger size segments and any possible recover will be temporary and short lived. What is worth stating is that as long as the developed world markets don’t get seriously into a post –recession stage, and keep operating at idling speeds then the rest of the world and the shipping markets can’t rely solely on China to keep producing the steam for all the world. The load on China’s back is too heavy and unless there is another China... invented in 2011 we feel that the scales that measures the rise in demand for seaborne goods vs the rise in supply of new dry cargo ships will heavily tip over one side... and we all know which side of the scales is already heavily imbalanced!” said the company in its latest report.

As far as overcapacity goes, Cotzias notes that there is a total of more than 3,500 dry bulk carriers on order pending until 2014 of a total of 250mil tons dwt. “These orders are split chronologically as follows: 1854 ships are due for 2011 making up a total of 128mil dwt, 1106 ships due in 2012 of 87mil dwt and 360 ships of 30mil dwt due for 2013-2014. In total there is a massive orderbook only on the Bulkera section and we should not understate the fact that 2011 faces us with more than 55% of the total orderbook scheduled for delivery and that we should also include in this 114 orders of 4mil dwt that are “carried forward” from 2010. The outlook looks worst for Supramax size segment where the total fleet adds up to 69mil dwt tons and has more than 36mil tons to come in the next 2 years included the ships that are “brought forward” as outstanding orders from 2010 (58% possible increase in the next 2 years). The second worst size segments are the VLOC’s and the Post Panamax sectors that have nearly as much capacity coming within the next 2 year period as the fleet sums up today (we observe a near 100% increase over the next 2 years). The Handymax size segment is looking much better as the orders here are minimal and have also a very largely over-aged fleet with more than 70% being 20 year + in age and the new building orders not exceeding 4mil tons of extra carrying capacity. The Capesize size segment is also largely on threat as the present fleet amounts to 183 tons presently with more than 69mil tons on order until 2012. This will lead to a 38% increase in the fleet that will be shocked by the addition of 25mil more in the larger Very Large Ore Carriers that will act not as a domino effect but more like the Cliffhangers that when one falls over... the weight and pressure is put on the others still hanging solidly on the cliffs to support the rest” said the shipbroker. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **ARKLOW RALLY** seen enroute Amsterdam – **Photo : Marcel Coster ©**

WORLD RECORD ATLANTIC ROWING ATTEMPT ON COURSE.



The six gallant rowers of **Team Hallin** have set off on their transatlantic row and are on schedule to break the world record.

Hallin Marine, a **Superior Energy Services** company, is sponsoring 'Team Hallin' as they attempt to shave more than three days from the current record of 33 days and seven hours for rowing the Atlantic from the Canary Islands to Barbados.

Skipper David Hosking, MBE, steered the revolutionary trimaran vessel out of the

harbour at 8.30pm on Thursday, 6th January as three of the crew pulled at the oars – a relieve to start after weeks of waiting for favourable weather conditions.

As of noon today, Tuesday, 11th January, the team had covered more than 400 miles and are on schedule to break the world record, although this early in the row it is too early to accurately predict the team's likely arrival time in Barbados. Team members have suffered seasickness and sleeping in the two person 'bath-size' cabin has produced anything but sweet dreams as yet!

It is not only **Team Hallin** that is making excellent progress – the target of raising £60,000 for charity Combat Stress, which specialises in the care of service veterans' mental health, has already passed the 25% mark, with more than £16,000 being donated.

The 'one-month' record for the blue ribbon event of ocean rowing has, until now, been considered unobtainable but the six international-class rowers who make up **Team Hallin** believe their intensive training fast boat and determination will see them achieve the impossible. The rowers will work in two teams of three, rowing for two hours and then having two hours to eat, wash, carry out any maintenance needed and, if there is time, sleep before the whole routine starts again!

Boxship profits seen hit by market share fight

A fight for market share between container shipping lines is denting rates and profits, and a lack of capacity discipline could knock earnings below current estimates, shipping consultants Drewry said.

The global shipping industry rebounded in 2010 from a dismal year in 2009 when the economic crisis hit trade, cargo volumes and freight rates. But Drewry sees container shippers' collective profits dropping to around \$8 billion this year from an estimated \$17 billion in 2010, still a rebound from losses of \$19.5 billion in 2009, it said in a Jan. 11 glimpse of its new Container Forecaster analysis. "This (2011 profitability) could be considerably lower if carriers' pricing and

capacity discipline weakens further," Drewry said in a statement. Maersk Line, owned by Danish shipping and oil group A.P. Moller-Maersk, is the world's biggest container shipper.

Major rivals include privately owned Switzerland-based Mediterranean Shipping Company (MSC), French privately held CMA-CGM, China's COSCO, Korea's Hanjin Shipping, Taiwan's Evergreen Marine and others. Freight rates have come off peaks seen around August 2010, which will pull earnings back towards more normal levels this year from last year's strong results, London-based Drewry said. "2009 was a horrendous year for the industry when a couple of carriers should have gone under but didn't," Neil Dekker, editor of Drewry's container forecast, told Reuters on Tuesday. "The rebound in 2010 was surprisingly strong -- I don't think anyone foresaw the demand rebound in the early part of the year -- and because of carriers' discipline on the supply side, they got a lot of rate increases through and did extremely well," Dekker said. But capacity discipline has weakened. Towards the end of 2010 carriers did not withdraw capacity from the market which could have helped them bolster rates, he said. "If you look at Asia-Europe (trade), the net result is that most carriers tried for a general rate increase on January 1, and that has pretty much failed and existing rates have been extended into January," Dekker said. He said that the forecast 2011 earnings drop was "fairly significant," but added: "In the grand scheme of things, we would project that operating profit margins for carriers would be around 5-6 percent and that is historically about average."

Several carriers had revived shipbuilding despite still tighter financing, Drewry said, and it projected that the global container fleet would grow by 8.5 percent in 2011. It forecast that average east-west freight rates would fall by 7 percent this year after a strong rebound in 2010. "The fear is what carriers will do on the capacity front," Dekker said, adding that looming in the background are a number of ships of 10,000 12,000 and 13,000 TEU (twenty-foot equivalent units) due to be delivered. "We estimate roughly 50 ships this year," he said. "We think there will be question marks over the supply-demand balance in the Asia-Europe trade." "But that does not mean the industry is going to fall off a cliff, it just won't be as good in a comparative perspective." **Source: Reuters**



The **VIRGO LEADER** seen moored in Singapore – **Photo : Piet Sinke ©**

Mumbai ship collision panel wants 25-year-old ships banned from India

A NATIONAL committee of inquiry, constituted by the Indian shipping ministry a month ago to look into the Mumbai ship collision between the 2,314-TEU **MSC Chitra** and the aging 33,113-ton bulk carrier **Khalijia 3** on August 7, has recommended banning all ships older than 25 years old from all of India's ports.

The report contains 18 suggestions, reported India's Hindu daily. Some of them are relevant for Mumbai and Jawaharlal Nehru ports, some others for all major ports and the balance policy initiatives to be taken by the ministry.

The other suggestions of the panel, also known as the Captain PVK Mohan Committee, include the constitution of an independent casualty investigation agency to report directly to the ministry. This would establish an authority along the lines the British SOSREP (Secretary of State Representative) with overriding powers to ensure proper co-ordination among various agencies at the time of casualty, restructuring in various ports to tackle emergencies such as collisions.

"A free flow of information between the office of the director-general of Shipping and various ports is critical for acting on information on any un-seaworthy ship in any port," said Captain Mohan. "Sadly, the present level of communication leaves much to be desired." K Raghuramaiah, former chairman of Paradip Port Trust, and Captain Y Sharma, head of the International Maritime Training Centre, Mumbai, were members of the committee which submitted a report to the ministry.

The committee is of the view that the authorities of the Mumbai Port Trust and the Jawaharlal Nehru Port Trust must upgrade the MoU signed by them more than 20 years ago. Also, a separate vessel traffic system (VTS) authority should be formed under the Mumbai Port Trust to provide pilot service along the entire stretch of the channel. Other recommendations include that harbour pilots should be picked up from a common pool and work under a unified command. The manning, training and qualification of operators and supervisors of VTS should be upgraded.

The proposals for widening the channel and pilot boarding areas should be expedited. Also, navigational aids such as fairway and navigation buoys and transit lights should be installed without delay, the report said. **Source : Schednet**



Last weekend Landfall's tug "**NEPTUN 10**" (53 tons BP) arrived in the port of Colon, Panama, where she delivered the flattop barge "**DN 145**", coming from Jebel Ali. The voyage was made via Cape of Good Hope and more than 11.000 nautical miles, which took a total of 65 days. In Colon, Panama, the **NEPTUN 10** is now waiting for further orders, preferably direction Europe.

Photo : LANDFALL Transport & Towage bv ©

BAE Systems punts anti-pirate laser

British defence multinational BAE Systems has successfully demonstrated a prototype device that it says will serve as an effective non-lethal deterrent against pirate attacks on commercial vessels such as oil tankers and container ships. Piracy is on the rise worldwide according to records kept by the International Chamber of Commerce's International Maritime Bureau (IMB). Some 430 attacks were reported last year, up from 406 in 2009, 293 in 2008, 263 in 2007, 239 in 2006 "As pirates increase their range of operations and their capabilities, commercial shipping agents are

increasingly looking for ways of preventing attacks whilst avoiding armed guards on their ships," BAE Systems says in a statement.

In order to help combat the growing piracy threat, BAE Systems has conducted a study of pirate behaviour and a company-wide capability survey. This led to the development of the concept of using a non-lethal laser, which would leave only temporary effects, to distract and deter potential attackers from a distance. Leveraging the capability of its Optics and Laser Technology Department within its Advanced Technology Centre, BAE System's researchers conducted a number of experiments to assess the feasibility of laser distraction as a non-lethal weapon. The research team has now successfully demonstrated a suitable laser at the Pershore Trials Range in Worcester over a variety of distances in a variety of conditions.

The company says a laser beam is capable of providing a visual warning to pirates at distances greater than 2km, and of disorientating attackers sufficiently at lesser distances so that weapons cannot be targeted effectively. At all times the power levels of the laser remain eye safe. Roy Evans, BAE Systems capability technology lead for laser photonic systems, says the "effect is similar to when a fighter pilot attacks from the direction of the sun. The glare from the laser is intense enough to make it impossible to aim weapons like AK47s or RPGs, but doesn't have a permanent effect."

The laser was trialled during night and day in varying weather conditions at the Worcester facility. Cameras were placed at the target location to demonstrate the level of beam intensity and divergence produced by the test runs. Beam oscillation techniques were also demonstrated. The researchers have developed a bespoke Neodymium Yttrium Aluminium Garnet (Nd:YAG) laser which is an effective deterrent at relatively low power levels. By utilising targeting systems and changing beam patterns, the distraction effect can be made more pronounced and be used against multiple targets. "We successfully showed that the laser works not just during the night, but also in full daylight. But, there are many more requirements to meet before placing a non-lethal laser weapon on commercial ships," Evans said. When fitted on commercial ships the laser distraction system could utilise its own targeting capability or integrate with existing ship radar and sensor systems to control the direction and power of the beam. It could therefore work semi-autonomously and would also include security features to ensure it could not be used by pirates if they boarded the ship. Bryan Hore, BAE Systems business development manager and the lead for the anti-piracy programme, noted laser distraction "is part of a wider programme of anti-piracy technologies being developed by BAE Systems, including radar systems, which utilises expertise and knowledge from the military domain. The aim of the laser distraction project is now to develop a non-lethal deterrent to pirates, which has no lasting effects, which can work in a maritime environment, be operated by the crew at no risk, and be cost effective." **Source: defenceweb.co.za**



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Singapore continues focus on maritime industry

AS a shipping centre, Singapore continues to attract a broad range of maritime players to support its port operations and the diverse needs of shipowners and operators, says Transport Minister Raymond Lim. Speaking at the Singapore Maritime Foundation's New Year cocktail reception, Mr Lim said last year the city-state welcomed established maritime

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service companies such as McQuilling Energy Brokerage Services Asia, Howe Robinson, Braemer Seascope and Campi d'Oro Shipping.

Mr Lim said the government is firmly committed to supporting the growth of the maritime industry and has extended the port dues concessions for all ocean-going ships and harbour craft. To develop Singapore as a centre for maritime research and education, the government in September set up the Singapore Maritime Institute (SMI) which aims to drive maritime research and development and groom local maritime talent. The Maritime and Port Authority (MPA) has committed up to S\$200 million (US\$154.5 million) in funding for the SMI over the next 10 years.

This will be supplemented by collaborative funding from the Agency of Science, Technology and Research and the Economic Development Board. To further promote maritime research and development, the MPA also developed new programmes under the Maritime Innovation and Technology Fund, or MINT Fund, in the areas of clean energy and environmental protection. Over the past year, the MPA signed a memorandum of understanding with the Nanyang Technological University and Temasek Polytechnic to collectively pledge a total of S\$12 million to support projects on clean energy and fuel cell technology. **Source : Schednet**



Above seen the 1975 built MLT flag and owned shelter deck stern trawler **MAE YEMANJA** entering Valletta , Malta on Tuesday 11th January 2011 on her delivery voyage from La Corunia, Spain.

She's available for charter from Malta Maritime Services – maltamaritimeservices@gmail.com

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

New president for MARIN

From 1 January 2011 **Bas Buchner** has been president of the Maritime Research Institute Netherlands (MARIN).

He took over from **Arne Hubregtse**, now general director of heavy lift shipping company Biglift. Buchner said: "Under my predecessors George Remery and Arne Hubregtse, MARIN has evolved into an entrepreneurial organisation at the heart of the Dutch and international maritime market and the biggest of its kind. We're going to keep pursuing that course: enthusiastically extending the boundaries of our expertise and know-how so that we're able to offer our clients timely solutions in a fast-changing maritime market. In that market it's all about innovations geared to boosting efficiency, safety and sustainability."

Buchner was previously manager of MARIN's offshore department where he set up a string of international Joint Industry Projects in the oil and gas industry. Buchner studied ships' engineering in Delft and began his career at MARIN in 1991 as project manager. In 2000 he was appointed head of the Offshore Department. **Source : The Motorship**



Russia abandons search for fishermen

Russia abandoned its search for at least 11 fishermen missing since their vessel sank in heavy seas off Sakhalin Island four 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.

Mr Krainy told state television on Sunday that he was '100 per cent 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 Dec 30, two of which have already been freed by icebreakers. But news reports said that 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. **Source : AFP**



The **Dr FRIDTJOF NANSEN** seen in Cape Town – **Photo : Aad Noorland ©**

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NAVY NEWS



HMCS Montreal at anchor in Halifax Harbour conducting helicopter operations with a **CH-148 Cyclone** helicopter on the flight deck. Photo : John Attersley ©

Children have a blast on navy ship in Bahrain

Schoolchildren in Bahrain were treated to a tour of **HMS Chiddingfold** when she docked in Doha. It was the only visit to Doha for the crew on their seven-month deployment to find and destroy sea mines out in the Gulf. A group of 25 schoolchildren embarked on a tour of the Portsmouth-based ship within an hour of its arrival in Bahrain. The children, aged 13 and 14, were from the Park House English School and were treated to fire-fighting drills and learned about the diving equipment. School director Niall Brennan said: 'The children had a great time and really enjoyed themselves.'

The ship also hosted a lunch for senior officers from the Qatari navy and sailors toured Doha and played a rugby match against local expatriates. **Chiddingfold's** commanding officer, Lt Cdr Adam Northover, said: 'After six months away from home it was very special to have such a successful visit to Doha. 'The ship was made to feel thoroughly welcome and we hope that future Royal Navy ships get the opportunity to visit such an exciting city.' Source : Portsmouth News

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The **FLINTSTONE** seen fitting out at the Sembawang Shipyard in Singapore – Photo : Bart Klos ©

SCF orders two VLCCs from Chinese shipyard

Russian Sovcomflot Group (SCF) and Chinese Bohai Shipbuilding Heavy Industry Co., Ltd. signed on December 20, 2010 in Beijing a shipbuilding contracts for two VLCCs, each 320,000DWT, SCF press service said. The shipbuilding contracts and related time charter agreement for the carriage of goods by PetroChina International is the next stage in the implementation of agreements on long-term strategic partnership, signed in November 2010 in St. Petersburg between Sovcomflot Group (SCF) and China National Petroleum Corporation (CNPC). The agreement, in particular, provides a further significant increase in the volume of maritime transportation of hydrocarbons by Sovcomflot's fleet for one of the world's largest oil and gas corporations - CNPC.

The first VLCC tanker is expected to be operational in the forth quarter of 2012. Specialists of Novoship (part of Sovcomflot) will oversee the construction of tankers in China and carry out further technical management of the vessels. Sovcomflot's Executive Vice-President Eugene Ambrosov says: "the VLCC tankers segment is a new direction not only for our company but also for domestic shipping in general." According to him, long-term time charter agreements with CNPC will ensure workload for the new ordered tankers.

"These tankers are not used in the Russian trade, as Russian ports are not able to handle such vessels due to their parameters. For the same reasons the construction of such large vessels at the enterprises of the Russian shipbuilding industry and at their foreign partners' assets, as it is foreseen in the long-term contract with China's National Petroleum Corporation, is not possible. At the request of our Chinese partners, Sovcomflot's technical experts, taking into account their knowledge and experience, will assist in organizing the construction of above-mentioned ships at Chinese shipyards," Mr. Ambrosov said.

As PortNews has reported earlier, Sovcomflot and the China Petroleum Corporation signed on Nov. 22, 2010 in St. Petersburg a framework agreement on strategic long-term cooperation. According to Gibson firm (UK), by the beginning of November 2010 the volume of VLCCs orders regained the pre-crisis level. According to the analysts' estimates, in the third quarter of 2010, global companies placed orders for construction of 21 VLCC tankers, the largest figure since 2008. Experts say the main reason for the orders increase is the fact that the Chinese government intends to actively increase the oil reserves. According to Gibson, a third of all VLCCs were ordered by the Chinese oil companies.

The second reason of the growing demand for oil tankers is their relatively cheap price. At the moment, the average cost of a super tanker order is about \$105m, while the same ship built 5 years ago would cost about \$92m. So, it is more profitable for shipping companies to order construction of modern VLCC tankers.

Sovcomflot Group, founded in 1995, is one of the largest Russian shipping companies. Sovcomflot owns and operates a fleet of 147 ships (over 10m DWT). The company's newbuilds program includes 18 vessels of total 800,000 DWT. The average Sovcomflot's tanker age is about 6,5 years (world's average - 12 years). The Group ranks first in the world in the segment of commodities carriers, the second - in Aframax vessels segment. The company has the world's largest Ice Class vessels fleet. It is also the top global operator of Arctic shuttle tankers and LNG carriers with Ice Class. **Source : Portnews**



The yacht **TALON** seen at the ASL shipyard in Singapore – **Photo : Piet Sinke ©**

IHC Merwede to launch new dredger for DEME

IHC Merwede in The Netherlands is to launch a new 30,000m³ trailing suction hopper dredger, **Congo River**, on 21 January 2011. The trailer is being built for the DEME Group at the IHC Offshore & Marine yard in Krimpen a/d IJssel. **Source : Dredging News Online**



The **SARGASSO SEA** seen in the drydock at Keppel Tuas – Photo : Piet Sinke ©



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Keppel eyes buyout of Subic shipyard

THE government expects Keppel Philippines Marine Inc. (KPMI) to acquire its stake in a shipyard in Subic. Department of Finance Undersecretary John Philip Sevilla told reporters that KPMI would “most likely grab” the opportunity of increasing its interest in Subic Shipyard Engineering Inc. by purchasing the government’s 8.76-percent stake in the company. The government’s interest is equivalent to 89.6 million common shares, which it plans to sell at a floor price of P584.771 million. “We will be surprised if Keppel does not bid on the shares. They wanted to acquire it since last year but it is only now that we are able to put up the shares for disposal,” Sevilla said.

"It would make sense for Keppel to acquire it since it already owns majority of the shares in Subic Shipyard. Of course, there could be other buyers out there . . . we'll see how the auction goes," he added. Last year, KPMI doubled its stake in Subic Shipyard to 79.1 percent after buying out Magsaysay Shipping Corp., International Container Terminal Services Inc., SM Development Corp. and Insular Life Assurance Co. for a price of P2.8 billion. While there is already an entity willing to buy the shares, Sevilla said the sale of the government asset would still have to through the bidding process for the sake of transparency and to ensure its interests are protected. **Source: The Manila Times**

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'Shell wil belang in raffinaderij CNOOC'

Oliemaatschappij Shell onderhandelt met China National Offshore Oil Corporation (CNOOC) over een belang van 30 procent in een van diens raffinaderijen. Dat schreef China Daily dinsdag op basis van hoge functionarissen van CNOOC. De raffinaderij, die in 2014 in gebruik moet worden genomen, kost naar verluidt 7,5 miljard dollar. Shell en CNOOC hebben ieder een belang van 50 procent in het samenwerkingsverband CSPC. Volgens China Daily zei topman Zhu Mingcai van CSPC dat Shell veel interesse heeft getoond in de raffinaderij en dat het Nederlands-Britse concern een belang van 20 procent in CSPC zou willen afstoten in ruil voor het raffinageproject.



Seen on the Nieuwe Waterweg in Rotterdam the **Kevin C**, while **MariFlex** was testing 2 (portable) Fire Fighting units with a capacity of 12.000 l/min @ 12 bar.

Demolition of stricken dredger completed

The demolition of a 600 tonne stricken ship in north Devon has been completed, the Environment Agency says. BBC News Online reports that the former dredger *Severn Sands* slipped its moorings on a high tide at Fremington on the River Taw in September, beaching near Yelland Quay.

The agency said the last piece had been removed from the foreshore, following an operation that began in October.

The agency said it worked with North Devon Council and contractors to remove the vessel and its contents. Hazardous materials that had to be removed from the vessel included oil, petrol and asbestos. **Source : Dredging News Online**



DFDS to sell Maasvlakte terminal

DFDS concentrates its services on its own terminal in Vlaardingen (ro/ro) and at the Rotterdam Shortsea Terminal (lo/lo containers). The company wants to complete the sales procedure for the terminal on the Maasvlakte, which is already under way, in mid 2011. Until then, they will carry on handling breakbulk there. The terminal covers 20 hectares, has a quay length of 500 metres and a depth of 16.5 metres.

The Port of Rotterdam Authority user regulations stipulate that the terminal is designed for ro/ro and breakbulk. Permission is required if a buyer wants to use the terminal for a different purpose, PRA press release said.

Source: portofrotterdam



Hopperdredger "**Breydel**" arriving in Manzanillo, Mexico for working on the new Cuyutlan LNG terminal project.

Photo : crew Ursa ©

Maersk to add two 13,092-TEU ships to AE-7 service

DENMARK's Maersk Line has announced it will add two new 13,092-TEU containerships, the **Maersk Edmonton** and the **Maersk Erving**, to its Asia-Europe AE-7 service in February and in March to replace the two 9,500-TEU class Maersk Algol and Gjertrud Maersk, reports Alphaliner. The AE-7 service, which was initially introduced, envisioning eight 15,200-TEU E-class vessels in 2007-2008, which was Maersk's highest-capacity string with a capacity of 14,070 TEU per week. But it also faced stiff competition against MSC's "Silk" service that provides 13,926 TEU a week.

With these two upgraded vessels on the AE-7 loop, it will provide an average capacity of 14,778 TEU starting from March. Two 7,500-TEU ships chartered from Hanjin, the **Hanjin Yantian** and **Hanjin Dallas**, will offer two lower capacity sailings in February after Chinese New Year to meet the expected fall in demand at that time.



Reported Bulker Sales

CASTILLO DE GORMAZ	153,572 / 89 CHINA KAOHSIUNG	\$ 17 m	Sold to Chinese buyers
JINHAI J0071	79,600 / 10 JINHAI HI	\$ 39.5 m each	Sold to UK based buyers with 5 years T/C at 19,000 per day attached
JINHAI J0072	79,600 / 10 JINHAI HI		
FIVE STARS UNION	65,164 / 82 HITACHI MAIZURU	\$ 6.2 m	Sold to Chinese buyers
SANTOS SUCCESS	63,261 / 83 MITSUBISHI NAGASAKI	\$ 6 m	Sold to Chinese buyers
MARYBELLE	42,569 / 87 MITSUI TAMANO C 4X25T	\$ 11 m	Sold to undisclosed buyers
ATTRACTIVE	41,524 / 85 MITSUI TAMANO C 4X25T	\$ 9.5 m	Sold to undisclosed buyers
JORITA	36,663 / 85 DAEWOO C 4X25T	\$ 8.5 m	Sold to M.East buyers with T/C \$15,2k pd till Sep 2011
EL CONDOR PASA	33,476 / 01 MURORAN DOCK C 4X30T	\$ 21.8 m	Sold to Turkish buyers
PFS KESHA	31,850 / 80 FINLAND C 4X28T	\$ 4.15 m	Sold to Syrian buyers
ANDRONIKI	29,159 / 84 HAKODATE C 5X25T	\$ 6 m	Sold to Egyptian buyers
SEVEN OCEAN	23,948 / 96 KANDA KAWAJIRI C 4X30T	\$ 14 m	Sold to undisclosed buyers
SKY LIGHT	9,696 / 96 HUSUMER KROEGER	\$ 13.5 m En bloc	Sold to Indonesian buyers. Laid up Indonesia SS/DD due
SKY TREASURE	10,813 / 97 NEUE BRAND		
SKY BRIGHT	10,812 / 96 NEUE BRAND		

Reported Tanker Sales

FRONT SHANGHAI	298,971 / 06 NANTONG COSCO KAWASAKI	\$ 91.24 m	Sold to undisclosed buyers with 2 yrs T/C at \$ 35k pd
SUNRISE JEWEL	302,440 / 92 DAEWOO SB DS	\$ 36 m	Sold to conversion buyers
GRAND	263,097 / 94 ISHIKAWAJIMA SH	\$ 20 m	Sold to Korean buyers for conversation
FORMOSAPRODUCT	70,426 / 04 UNIVERSAL MAIZURU	\$ 32 m	Sold to Chinese buyers
GULF MIZHAR/GULF	44,000 / 10 SLS	\$ 42 m each	Sold to undisclosed buyers
ISOLA VERDE	36,457 / 94 SESTRI DH	\$ 10.5 m	Sold to Indonesian buyers
STELLAR ACACIA	12,000 / 10 SHIN KURUSHIMA IMABARI	\$ 25 m	Sold to Rotterdam buyers

The above represents a digest of reported sales and fixtures. All Information is given in good faith without guarantee.

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Shanghai Int Port net profit up 44 pct in 2010

Shanghai International Port, China's largest port group, on Tuesday posted a 43.6 percent rise in its 2010 full-year net profit, thanks to an increase in cargo throughput.

Net profit for the year rose to 5.4 billion yuan (\$813.7 million), compared with 3.76 billion a year ago, Shanghai International Port said in a statement to the Shanghai Stock Exchange. Total revenues rose 14.6 percent to 18.97

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 013

billion yuan, while its earnings per share rose to 0.257 yuan from 0.179 yuan. The group's cargo throughput reached 428 million tonnes in 2010, up from 365 million tonnes the previous year. **Source: uk.reuters.com**



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The **OBERON** seen arriving in Willemstad – Curacao

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

COSCO Container Lines Co., Ltd. is to launch a new Europe-South America Express service.

COSCON, together with partners Hanjin Shipping Co., Ltd. ("HJS"), Compania Chilena de Navegación Interoceánica S.A. ("CCNI") and United Arab Shipping Co. S.A.G ("UASC") will set up a new, weekly full container service, connecting the European north continent, the Mediterranean, the Middle East and South West Asia with South America.

COSCON (1), HJS (2), CCNI (1) and UASC (2) will deploy six ships of 2500TEU capacity as from beginning of March 2011, starting from Europe. The weekly ESE service will have the following port rotation: Rotterdam, Hamburg, Antwerp, Algeciras, Rio de Janeiro, Santos, Itajai, Santos, Salvador, Algeciras and Rotterdam.

A call in Paranagua is planned at a later stage. The northbound and southbound calls at Algeciras will provide connections to/from the Mediterranean, the Middle East, Far East and Africa.

Carnival to base vessel in Australia in 2012

Carnival Australia's ceo Ann Sherry has just announced in Sydney that Carnival will base its 2,667-passenger **Carnival Spirit** in Australian waters full-time from Oct 2012. It will be the first time Carnival has permanently based a ship outside of the United States. Itineraries and a homeport for the 88,500-tonne ship are yet to be revealed, however Sherry indicated cruises will be eight to 12 days in length, and sail around the Pacific Islands. "**Carnival Spirit** shows fantastic confidence that the Australian market will continue to grow," Sherry said. "**Spirit** will bring more choice to the Australian consumer," she added.



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The **OCEAN STAR PACIFIC** arrived in Curaçao Caracas Baai for repairs and conversion by the new owners, the last owner of the vessel was Louis Cruise Line and the vessel was named **AQUAMARINE**, She is sold to the Mexican tour operator Corporacion De Cruceros Nacionales and as seen above named **OCEAN STAR PACIFIC**. The passengerliner is built at Wärtsilä shipyard in Helsinki during 1971, for the Royal Caribbean Cruise Lines as the **NORDIC PRINCE**, she also sailed under the names **CAROUSEL** and **ARIELLE**, during 1980 she was lengthened from 168,3 meters to 193,65 meters and the capacity increased from 714 upto 1231 passengers

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



The **DMS WORLD** seen arriving in Vlissingen from Great Yarmouth with the **JB-104**

Photo : Wim Kosten – www.maritimephoto.com (c)

Sri Lanka to invite investments for Trinco port

The Sri Lanka Ports Authority (SLPA) plans to invite investors to make proposals for investments in the eastern port of Trincomalee where large tracts of land are available by March, its chairman Priyath Wickrama said.

"We're developing Trincomalee and plan to issue a request for proposals to develop land," Wickrama said, delivering the annual P B Karandwala Memorial Lecture. "We plan to issue the RFP by March." The lecture was organized by the Chartered Institute of Logistics & Transport Sri Lanka to honour a key figure in ports and shipping in the island. Wickrama said 9,000 acres of land are available in Trincomalee and that previous RFPs had not drawn the desired response because of the ethnic war.

The 30-year war ended in May 2009 resulting in an economic boom which growth projected at 8.5 percent this year after eight percent growth in 2011. "Now the situation has changed and there is a lot of potential for investments," Wickrama said. Trincomalee will be developed more as a leisure port and no more industries will be allowed. The port has a cement plant and flour mill. "In the future we will not allow polluting industries as Trincomalee is a very sensitive area. It is one location where you can see elephants and whales - where the two giants on land and in the sea can be seen in one location." **Source: Ibo-news**



The **SKS TWEED** seen departing from Rotterdam – **Photo : Kees Torn ©**

Far East-US trade volumes rise 17 per cent in 2010

FAR EAST to US container trade increased 17 per cent in 2010 based on data compiled from US Customs shipment data, collected by Zepol Inc. The 2010 growth is the highest annual rate since 2002 and follows the 14.9 per cent contraction of 2009 with eastbound volumes running to 13.3 million TEU in 2010 against 11.4 million TEU in 2009 and 13.4 million TEU in 2008, said Alphaliner. Transpacific throughput peaked in August and fell steadily since, dropping sharply in the fourth quarter with December volume growing 2.6 per cent year on year. The 2010 statistics also showed that there are 25 carriers, providing liner services on the transpacific, with four new carriers joining the trade in 2010. They included The Containership Company that joined in March, PO Shipping in August and TS Lines as well as the Horizon Lines, which joined in December. Twenty-five carriers accounted for 99.5 per cent of all container movements from the Far East to US. Evergreen and Maersk retained their positions as the two top carriers, but both lost market share, with most of it going to their nearest rivals. Among major players, APL and Cosco achieved the highest gains of 32 per cent and 49 per cent respectively compared to a year ago. Only Wan Hai volumes fell as the Taiwanese niche carrier scaled down US trade involvement. **Source Schednet**



The **ANDREA CHOUEST** seen in Point Noire (Congo) – Photo : Capt. Geert Dijkema ©

CKYH to cut six Far East-Europe sailings after Chinese New Year

CKYH ALLIANCE, comprising Cosco, "K" Line, Yang Ming, and Hanjin, will curtail six sailings on its Far East-Europe services after Chinese New Year, reports Alphaliner. Affected loops include NE1, NE2, NE3, NE4, MD2 and MD3, which will reduce one sailing each in February. The four carriers will also apply slow steaming on the backhaul services for one cycle on the above services, adding seven days to the eastbound route on four out of the six affected loops. Two other services, the NE5 and the MD1, will remain unchanged. Source : Schednet



The **STOLT ACHIEVEMENT** seen moored in Le Havre – Photo : Crew Stolt Achievement ©

.... PHOTO OF THE DAY



The 1960 at Jos Meyer (Papenburg) Germany built, Maltese Flag, 655 passengers, Day Ferry, "MECKLENBURG" seen at Church Wharf, Valletta Malta. **Photo : Gejtu Spiteri (c)**

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