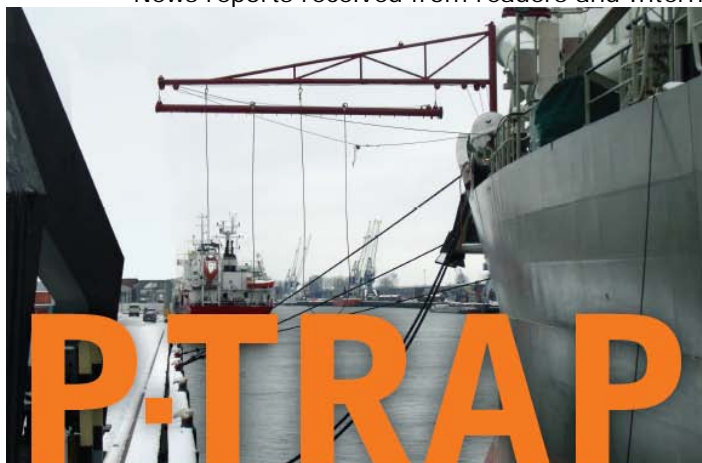


DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 014



Number 014 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 14-01-2011**

News reports received from readers and Internet News articles copied from various news sites.



Now it's your turn to surprise pirates

P-Trap is a very simple and cost-effective defence against pirates. It creates a safety zone around the ship where it is vulnerable and keeps unwanted guests at a safe distance (**watch the demo on www.p-trap.eu**). The Royal Dutch Navy, the Netherlands Coastguard and the Royal Netherlands Sea Rescue Institution successfully tested the system. Contact us for more information.

Westmark BV | The Netherlands | Phone +31 (0)33 461 48 44 | info@westmarkbv.com

www.P-TRAP.eu



Above seen the 1987 built MLT flag ro/ro cargo/ferry ISLAND SEAWAY that is offered for sale from Malta Maritime Services – maltamaritimeservices@gmail.com

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com (c)

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhooen - Tel. +31-(0)10-5018000

VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl



Above seen the **Polarcus Samur** at Dubai Drydockworld. Photo : Jorge Deepsea (c)

'Amazing' tug work saved day with floating boardwalk

A tugboat captain is being hailed a hero after guiding a dangerous breakaway boardwalk under a Brisbane bridge. The tugboat pilots who steered a large section of floating boardwalk down the swollen Brisbane River, avoiding the

Gateway Bridges and vital infrastructure, have been hailed for their "amazing" work. On Thursday morning, the tug steered the 300m long section of a floating boardwalk, which broke away from the banks at New Farm late on Wednesday night, down the river which was moving at an estimated 10-12 knots.

Police closed the Gateway Bridges three times overnight because of concerns it could crash into their supports. Queensland State Disaster Coordinator, Deputy Police Commissioner Ian Stewart,

said authorities had initially deliberated scuttling the boardwalk. "One of the options that was considered was to actually detonate explosives on the walkway to break it into smaller pieces, so that it would hopefully just sink," he told the Nine Network. "After structural engineers for the Gateway Bridges gave reports on the potential impact it was decided to let nature take its course."

Brisbane region harbour master Captain Richard Johnson told the Nine Network the pilots had also guided the boardwalk safely past infrastructure including chemical and fuel wharves, and the oil pipeline near Luggage Point.

See also : <http://media.smh.com.au/national/national-news/tugboat-skippers-heroic-river-manoeuvre-2132248.html>

"We had to start assisting it and they did an absolutely fantastic job taking it right through the centre of the Gateway Bridge without touching anything at all," Capt Johnson said. "That was an amazing job because, number one, there's no lines connected to the walkway itself. All they were doing was nudging it into position.

"Even when you have a line ... it's very difficult trying to manoeuvre, then keep it straight. "It is a very, very hard job even if you've got engines and propellers turning. They've had absolutely nothing." The boardwalk was then guided successfully down the river and secured, he said. "It couldn't have been done any better," he said.

Source : AAP





The **EVER DIVINE** seen arriving in Singapore – Photo : Jan de Bokx (c)

Havenbedrijf Gent uitermate opgetogen met Vlaams-Nederlandse keuze voor nieuwe grote zeesluis in Terneuzen

Voortaan wordt er tussen Vlaanderen en Nederland alleen nog onderhandeld over een nieuwe grote zeesluis in Terneuzen. Het Havenbedrijf Gent vernam op woensdag 12 januari 2011 dat Vlaams minister van Mobiliteit Hilde Crevits en haar Nederlandse collega van Transport, Melanie Schultz van Haegen, dit hebben afgesproken. Het Havenbedrijf is hiermee uitermate opgezet. De Gentse haven ijvert immers al jaren voor een nieuwe grote zeesluis in Terneuzen om te kunnen inspelen op de evolutie van grotere schepen en om de haven verder te kunnen ontwikkelen. Met deze afspraak tussen beide ministers komen de onderhandelingen niet enkel in een stroomversnelling. Er werd bovendien afgesproken om ook tegen juni van dit jaar een Vlaams-Nederlands akkoord te sluiten over de kostprijs en de grensoverschrijdende aspecten van een publiek-private constructie. Dan zullen beide ministers opnieuw overleggen. Het Havenbedrijf is opgetogen met de standvastigheid van Vlaams minister Hilde Crevits en de aanhoudende inspanningen van Wivina Demeester als voorzitter van de Vlaamse onderhandelingsdelegatie om tot deze afspraak te komen. Deze keuze voor een nieuwe grote zeesluis en het vooruitzicht van de vastgelegde timing, zullen de slagkracht van de bedrijven in de haven vergroten. Grotere schepen met meer goederen aan boord betekenen een kostendaling voor de bedrijven.

De tendens naar almaar grotere zeeschepen doet zich ook in de Gentse haven voor. Tegenover 2008 is de brutotonnenmaat van de zeeschepen met 3% toegenomen. Bovendien vervoerden al deze zeeschepen in het nieuwe recordjaar 2010 samen meer goederen dan ooit voorheen (48 miljoen ton).

Na enkele recente grote investeringen aan het nieuwe Kluizendok, het doorstaan van de crisis, een nieuw record inzake de totale goederenoverslag in het voorbije jaar 2010, is dit een nieuwe opsteker voor de Gentse haven.

Anglian Prince retires

STORNOWAY'S threatened Coastguard tug, the **Anglian Prince**, has been removed from service and replaced by the younger **Anglian Earl**. The tug is 30 years old and was selected for lay-up as she is eldest of fleet and most expensive to operate in difficult economic circumstances.

A spokesperson for the Marine and Coastguard Agency (MCA) said today: "JP Knight (our ETV contractor) have decided to lay-up one of their vessels, which they are allowed to do within the terms of their contract with us, providing they give us alternative cover. The decision to lay up a vessel is commercially-based and reflects the lack of

work in the market over the last 12 months. The **Anglian Prince** is the contractor's choice for lay-up as she is the oldest vessel in their tug fleet, and the most expensive to operate."



He added: "The implication for the MCA is that we will have the **Anglian Earl** on a permanent basis as our ETV in Stornoway covering the Minches. The 'Earl' is fully acceptable to meet our operational needs and the requirements of our contract. In fact, she has operated as our standby/replacement vessel on a number of occasions and has always met her operational brief.

With a ship in lay-up, the contractor will need to approach the commercial market for cover if any of our four ETVs are not available for any reason. The contract allows them 36 hours to secure that cover. Anglian Earl has always been in company livery. The important point is that although the ETVs may look different, but will be doing the same things as always until the contact ends in September."

The fleet of tugs are due to be axed as part of UK Government cuts at the end of the contract but campaigns are underway to retain the tug in the Minch and also the Coastguard watch room in Stornoway. **Source : Stornoway Gazette**



Motion Monitoring Services
www.sirimarine.nl



Salvage Operations



Weather Dependent Lashing



Heavy Transport/ Heavy Lift

Dry bulk rates hit new multi-month lows on Australia's floods

Floods in Australia's Queensland has seriously disrupted coal shipments and together with a flood of vessels has pushed freight rates for dry bulk carriers to new multi-month lows. As a result, the Baltic Dry Index fell further yesterday to just 1,453 points, losing 1.82% on the day, while the suffering Capesize segment retreated by a further 4.77%.

The BDI has now recorded 21 straight losing sessions, losing almost 34% of its value. According to calculations from John Cotzias, head of N.Cotzias Shipping Group, in 58 sessions spanning at just less of three months, there have been only 10 days, during which the index was positive. "The Cape index is counting 12 falling days and has overall lost in this period close to 40% of its volume. BDI is currently below levels of 5 Feb 2009 when the index was rising" said Mr. Cotzias. The market hasn't seen such low levels since November of 2002, except of course the October 2008 market crash.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 014

In a separate analysis, BIMCO's shipping analyst Peter Sand said that all in all – the worst flooding in Queensland for more than 50 years "is not only bad for Australia, it's also bad for shipping as volumes on coal and iron ore go down considerably - and more vessels are free on the market putting pressure on the spot market for vessels. Average Capesize time charter rate that has been falling since end of November is now down at USD 11,266 per day trading lower every day" said Sand. He went on to state that iron ore which is exported out of West Australia is not directly affected yet even though that area has received much rain also. Lower steel production and thus also lower seaborne volumes of the two key dry bulk commodities is set to impact the market negatively over the next months. Australia is the world's largest overall coal exporter ,No. 2 in thermal coal exports after Indonesia but second to none in coking coal exports. Australia is key global coking coal supplier accounting for 60% of global seaborne exports. Within thermal coal Australia accounts for 20%. Thermal coal is used for power generation and heating, while coking coal is used in the production steel. As we have already seen, coal customers will try to find other ways to satisfy their demand for thermal coal but the real trouble is coking coal - as it is very hard to get from elsewhere. Shortage of Australian coking coal means that the worlds steel producers, primarily located in Asia, can be forced to cut the production of steel and with it also the demand for iron ore. "A slowdown in steel production and iron ore demand is toxic to dry bulk shipping in general and for the larger vessels, Capesize and Panamax in particular. The iron ore contract prices for Q1-2011 have already been set at 7% higher than the previous quarter - but spot iron ore prices can still fluctuate and will move south on lower demand. China imports 40-50% of its coking coal from Australia. Japan, the world's largest coking coal importer is heavily impacted also. The flooding may see contract prices for coking coal hiking significantly due to spot prices going sharply up as a result of the tight market. A part of the mechanism behind the contract prices is the spot price development. This may result in coking coal prices moving from USD 225 per tonnes in Q1-2011 up to USD 270-300 per tonnes according to several commodity analysts.



The Turkish flagged **BULK FLOWER** seen in Cape Town – Photo : Ian Shiffman ©

When the mines call force majeure - the steel mills must go to the spot market for coking coal - at a much higher price than the contract price for this important steel production ingredient - if they can get it at all. Alternative sources of coking coal are the US and Canada but reports are that the tight market has impacted prices also there, leading to higher commodity prices. So if coking coal spot goes up on tight supply - iron ore spot price can go down as a consequence of lower demand. A price hike in coking coal will increase the production cost for steel - in a market already running on low margins" said BIMCO's analyst. So where will it go from here? "It is a string of events that cause shipping demand out of Australia to go down. Moreover the market place is plentifully supplied with tonnage so the fact that some of the commodities will be supplied from sources further away will only have very limited impact on the market. The first quarter of 2011 - do not hold great prospects for the dry bulk market - mainly because the oversupply of vessels is getting too heavy even for the "normal" inefficiencies of the market to make impact on the freight rates. The Australian situation is set to affect the market for at least a of couple months - meaning that the situation outlined above will stay a drag on the overall market and freight rates for some time" concluded Sand.

Talking about the potential overcapacity, Cotzias said that there is a total of over 3,500 dry bulk carriers on order pending until 2014 of a total of 250 million tons dwt. "These orders are split chronologically as follows: 1,854 ships are

due for 2011 making up a total of 128 mil dwt, 1,106 ships due in 2012 of 87 mil dwt and 360 ships of 30 mil dwt due for 2013-2014. In total there is a massive orderbook only on the Bulkers section and we should not understate the fact that 2011 faces us with more than 55% of the total orderbook and that we should also include in this 114 orders of 4mil dwt that are "carried forward" from 2010". Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Worsening weather delays Russian rescue in Okhotsk Sea

THE **Sodruzhestvo**, with 348 aboard, remains trapped in two-metre pack ice in the Sea of Okhotsk as worsening weather delays rescue by Russian icebreakers. "In the next two days, winds are predicted to strengthen and visibility to lower," said a spokeswoman for Russia's Far East Shipping Company. The **Sodruzhestvo** was ice-bound with four other ships, carrying a total of more than 400 people, three of whom were later released by the **Krasin** and the **Admiral Makarov** icebreakers. The **Krasin** arrived on Tuesday at the location where the **Sodruzhestvo** ship was stuck and currently trying to tow the vessel, the spokeswoman said. The distance between the trapped ship and open waters is 100 nautical miles, she added. The **Krasin** and the **Admiral Makarov** were first to rescue the other ice-bound vessel, the **Bereg Nadezhdy**, a reefer ship, but plans were changed due to weather conditions. A course was then set to the **Sodruzhestvo**, after leaving the **Bereg Nadezhdy** and its 35 people in a safe area.

Rescuing the **Sodruzhestvo** was described as most difficult because the **Admiral Makarov** and the **Krasin** had to coordinate their efforts to clear a wide canal in the pack ice to allow the wide-bodied vessel to reach open waters.

Source : Schednet

Beste Vrienden van de Pollux,

Aangezien dhr. Harry Smit de **Pollux** in de verkoop heeft gedaan, is het voor mij niet meer mogelijk om welke activiteit dan ook, op een verantwoordelijke manier te organiseren! **Tot mijn spijt moet ik jullie dan ook mededelen dat de geplande grote reünie van 16 April 2011 niet door gaat!**

Maar mocht er een nieuwe eigenaar komen die ons de mogelijkheid biedt om onze activiteiten voort te zetten, dan laat ik dit zo snel mogelijk aan jullie weten, dus houd de agenda in de gaten!

Namens de **Vrienden van de Pollux**. - Jan van Duivenboden (Webmaster/Walkapitein)



Parts supplier and reconditioner for:

Cylinderheads,	Pistons,
Liners,	Connecting rods,
Exhaust valve(-housing),	Valves (in- and exh-),
Governors,	Charge-air coolers,
Fuel Equipment,	Fuel Filtrations products,
Crankshaft,	And many more.....

We specialize in:

MAN (B&W): KZ, KSZ, EF, GF(CA), GB, and MC(-C)
MAN (Holeby): 20/27, 23/30, 28/32, 32/40, S28LH
SULZER: RD, RND(M), RL, RTA(U)
MaK (AK & C Types): 452, 453, 551, 552, Also Crankshafts!
DEUTZ: 350, 628, 716, 816, RBV, BF, and many others
BRYANSK, MWM, CATERPILLAR, MITSUBISHI, WARTSILA and all licensees

parts@marinedieselpartssupply.com Fax: +31-78-674 7377 Tel +31-62080 4472 (24 hrs) located in Port of Rotterdam

Rabat to the rescue



MRCC Rabat used the online form to request Amver information when they were notified of a 406 Emergency Positioning Indicating Radio Beacon (EPIRB) in their search and rescue region. Within minutes of receiving the position of the Greek ship, rescue authorities in Rabat requested they divert and save the two Germans.

Photo credit: crew of the M/V Vanessa A



Thankfully the **Vanessa A**, managed by **Kouros Maritime Enterprises**, is a subscriber of Pole Star's Fleet Management package which allows their ships to automatically send Amver reports without any manual entry from the bridge. Within 30 minutes of being notified of the distress situation the crew of the **Vanessa A** was on the scene and engaged in rescue operations.

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

CASUALTY REPORTING

**MULTRASHIP**
TOWAGE & SALVAGE

www.multraship.com +31 (0) 115 645 000



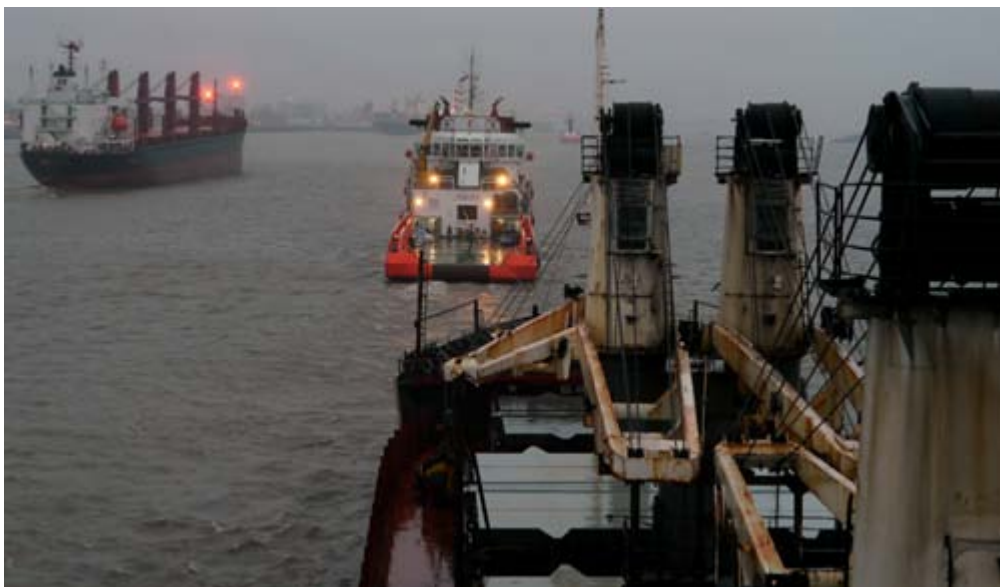
Schip met zwavelzuur kapseist op Rijn

De 1994 gebouwde tanker **Waldhof** geladen met 2400 ton zwavelzuur is donderdag gekapseist op de Rijn tussen Mainz en Koblenz. Het is nog niet duidelijk of de zeer gevaarlijke lading in de rivier is terechtgekomen. Twee bemanningsleden worden vermist. Dat meldt de Duitse scheepvaartautoriteit WSV op haar website.

Het ongeluk gebeurde vlakbij de beroemde rots de Lorelei, bij de plaats St. Goarshausen. Daar maakt de Rijn een scherpe bocht. Bovendien is de stroming er sterk. Daardoor is het een van de gevaarlijkste stukken van de Rijn. De scheepvaart bij St. Goarshausen voorlopig stilgelegd. Het is niet bekend hoe lang dat zal duren.

ITC CHINOOK ARRIVED WITH THE RUBICONE IN ROTTERDAM

The 143 mtr long bulker **RUBICONE** with a draft of 8,5 mtr arrived as a "dead ship" in Rotterdam under tow of the tug **ITC CHINOOK**, the bulker which is loaded with salt was connected by the tug in the English channel, at Maaspilot station the tug **RT ADRIAAN** joined the convoy and near the Botlek the **RT ANTONIE** and **ZP MONTELENA** replaced the **ITC CHINOOK** which disconnected, whilst turning into the Oude Maas it appeared that the Botlek Bridge encountered problems and could not open for the transport, after waiting for one hour, the transport was pulled backwards out of the Oude Maas again and set course for



the Waalhaven where the **Rubicone** was moored at dolphin 25, awaiting further transportation towards Moerdijk

The **ITC CHINOOK** seen whilst towing the **RUBICONE** into Rotterdam Port.

Photo's : Marijn van Hoorn ©



The tug **POSH HONESTY** seen in the Malacca Straits - Photo : Capt. Neil Johnston ©

NAVY NEWS

Loan salvages Turkish submarine deal with Germany

A major loan deal between German banks and the Turkish Treasury has rescued a multibillion-dollar submarine contract between the Turkish state and German shipyard Howaldswerke Deutsche Werft, or HDW. Turkish officials and HDW had long been in tough negotiations over the terms of finance for the submarine deal, and some industry sources had expected a collapse of talks as they dragged for several months. Still the Turkish Treasury announced on the last day of 2010 that a financing deal finally had been reached.

"For the financing of the production of [six] submarines in Turkey, an export credit agreement in the amount of 1.878 billion euros was signed between the Undersecretariat of the Treasury and bank consortium led by Bayerische Landesbank, and a commercial loan agreement in the amount of 309 million euros was signed between the Undersecretariat of the Treasury and a bank consortium led by WestLB London Branch on Dec. 31. The total amount of financing provided equals 2.187 billion euros," the statement said.


A procurement official familiar with the program said the loan deal has paved the way for finalization of the contract. "The deal has removed the last obstacle against the contract taking effect," he said. Turkey and HDW, an affiliate of the conglomerate ThyssenKrupp, signed the submarine contract in July 2009, but no price was disclosed at the time.

HDW won the contract in partnership with the Britain-based Marine Force International LLP. Industry sources said submarines were probably the only naval platform that Turkey needed nearly full foreign technology to obtain. "That situation will not change in the foreseeable future despite major progress at Turkish shipyards," said a source, on condition of anonymity. Turkey is building its own corvette-type ships and hopes to produce its own frigates by the end of this decade. Several Turkish shipyards already are producing patrol boats, coast guard boats and other amphibious platforms.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 014

Turkey originally selected HDW against French and Spanish rivals in the summer of 2008, when officials said the German offer was worth 2.5 billion euros. Renegotiations over price and a clear road map for Turkish local participation have led to a final agreement on a price reduction of over 500 million euros, bringing down the final cost to around 2 billion euros. Under the Turkish modern submarine program, the non-nuclear vessels will be built at the Navy's Gölcük Shipyard on the Marmara Sea coast near Istanbul. The submarine program will form Turkey's largest defense modernization project after a planned \$11 billion deal to buy 100 next-generation F-35 Joint Strike Fighter Lightning II aircraft for the Air Force.

Ankara is hoping the new **U-219 submarines** will enter service shortly after 2015. This is two years later than the original schedule drawn up when the program originally was launched a few years ago. With a decision to go ahead with the new submarine program Turkey scrapped an earlier modernization plan for its older Ay-class submarines, also built by HDW. **Source : hurriyetdailynews**



Ergonomical control chair for offshore applications

- DP (NAVIS)
- AUTOPILOT
- CONNING
- TOUCH SCREEN MENU
- SWITCHING OF VARIOUS FUNCTIONALITIES
 - Sensor menu
 - Switching menu
 - Screen menu

ALPHATRON
www.alphatronmarine.com
deepsea@alphatronmarine.com

57 YEARS OLD AND STILL GOING STRONG



Photo : Adri van der Wege ©

USS Hurst (DE-250) was an Edsall-class destroyer escort built for the United States Navy during World War II. She was laid down in January 1943 and launched in August the same year by the widow of namesake Edwin William Hurst, who had been awarded two Distinguished Flying Crosses earlier in the war. The ship served in both the Atlantic and the Pacific and was decommissioned in May 1946 and placed in reserve for the next 27 years.

In October 1973, the former **Hurst** was acquired by the Mexican Navy and renamed **ARM Comodoro Manuel Azueta (A06)** but was renamed **ARM Comodoro Manuel Azueta Perillos** in 1994. When she reverted to her original Mexican name in 2001, she was assigned pennant number D111 and reclassified as destroyer. As of 2007 **Comodoro Manuel Azueta** remained in active service as a training vessel for Mexico's Gulf Fleet. **Hurst** was launched by Brown Shipbuilding Co., Houston, Texas, 14 April 1943; sponsored by Mrs. Jeanette Harris Hurst, widow of the ship's namesake; and commissioned 30 August 1943, Lt. Comdr. B. H. Brallier commanding.

Hurst departed Houston 3 September and after a short period of outfitting at Galveston, Texas, sailed 12 September for shakedown training off Bermuda. After returning briefly to Charleston, South Carolina, in November and screening a convoy to the Caribbean, Hurst arrived Norfolk, Virginia, 29 November 1943 to join Escort Division 20.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 014

Assigned to protect ocean commerce from submarines, Hurst departed Norfolk with her first convoy 14 December 1943, stopped at Casablanca, and returned to New York 24 January 1944. She then conducted gunnery and antisubmarine warfare exercises in Casco Bay, Maine, before sailing with another convoy from New York 23 February. Enemy action was not the only hazard on such voyages as two days out of New York merchant vessels El Coston and Murfreesboro collided and sank during a heavy gale, the survivors being taken on board one of the escort ships. Hurst

reached Lisahally, Northern Ireland, 5 March 1944, and one week later returned to New York with another convoy.

Hurst made no less than 10 more escort voyages from Boston, Massachusetts, or New York to ports in the United Kingdom before returning to New York on 11 June 1945. After her final Atlantic voyage, the destroyer escort sailed with her division for training in Chesapeake Bay and at Guantanamo Bay, Cuba.

Photo : Adri van der Wege ©



Reassigned to the Pacific Fleet for these last months of the war, she transited the Panama Canal and sailed for Pearl Harbor via San Diego, California, arriving at the Hawaiian port on 26 July 1945. There the ship took part in exercises with submarines and departed 27 August for the Samoan

Islands on 27 August. Arriving Pago Pago 25 September, Hurst spent the next weeks steaming among the small outlying islands of the Samoan, Fiji, and Society and other island groups, sending parties ashore to search for missing personnel and to investigate possible remaining enemy units. Completing this duty she departed Pago Pago 3 November 1945 and sailed for San Diego via Pearl Harbor. She arrived at San Diego on 23 November and sailed two days later for New York via the Panama Canal.

Hurst entered New York harbor 10 December 1945, sailed to Green Cove Springs, Florida, and was decommissioned there on 1 May 1946. She then entered the Atlantic Reserve Fleet at Green Cove Springs. In January 1947 **Hurst** was transferred to Orange, Texas. She was struck from the Naval Vessel Register on 1 December 1972. On 1 October 1973, **Hurst** was transferred to the Mexican Navy. **Commodore Manuel Azueta** remained in active service as of 2011. In her current configuration, all anti-submarine equipment and all of the original U.S. Navy radar-controlled gun directors have been removed

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER DUE TO "MAILBOX FULL"

If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

SHIPYARD NEWS



TOS
Transport & Offshore Services

Global Ship Delivery & Crewing Solutions



www.tos.nl



The **RT DARWIN** seen fitting out at the ASL Shipyard in Singapore - Photo : Piet Sinke ©

Payment to Korean yard: SCI's Iranian venture faces rough weather

Irano-Hind Shipping Company, a joint venture between Shipping Corporation of India and the Islamic Republic of Iran Shipping Line, is facing trouble in making payments for a ship being built at a South Korean yard on account of the economic sanctions against Iranian companies.

According to those familiar with the development, the vessel, a Suezmax tanker named Taj Mahal, said to be costing around \$70 million, will be ready for delivery by this month-end. If payments are not made by then, the company may have to pay a penalty, they said. Since Islamic Republic of Iran Shipping Lines is a company facing economic sanction

because of Iran's nuclear programme, its Irano-Hind joint venture based in Teheran, also comes under the cloud. The public sector SCI holds 49 per cent stake in the joint venture while the Iranian partner owns the majority 51 per cent. Loans refused Since banks were refusing to give loans, the initial payments were made by Irano-Hind from its internal resources. Now, the company does not have enough funds to make the final payments and it has approached the promoters for contributions.

SCI has to pay 49 per cent of the balance amount due to the yard. According to sources, around 70 per cent of the cost of the tanker has already been paid and what is remaining is only 30 per cent, and SCI has to pay its share. Officials at Irano-Hind at Teheran said they cannot comment on the matter. An SCI official said Irano-Hind officials are in talks with the Korean shipyard and they will come out with a solution. SCI may not be able to make direct payments owing to the economic sanction. The board of Irano-Hind, expected to meet next week, will take a decision on how to resolve the issue, said an SCI official. SCI's share will come to less than Rs 50 crore, he said. In fact, ever since the economic sanction has been imposed on the Iranian partner, SCI has been seeking the Central Government's advice on the future of its joint venture, which was set up following a bilateral agreement between India and Iran, in 1975. Irano-Hind, mainly operating tanker and bulk carriers, has been a successful joint of venture of SCI. The operation of the vessels has not been affected as they are in cross trade. **Source: The Hindu Business Line**



The **PERSEUS LEADER** seen moored in Singapore yesterday – **Photo : Piet Sinke (c)**

Italdraghe delivers another new dredger to Nigeria

Italdraghe SpA in Italy has announced that it has recently delivered the latest of a long line of dredgers to Nigeria. The new SGT 600D CSD is already at work on sand winning projects in the Lagoon of Lagos. The company said that, for the owner of the new purpose-designed SGT 600D "this is just one more in a long line of Italdraghe dredgers to be added to his growing fleet of Italian vessels."

The new dredger is 50m long with a breadth of 8.20m and will be used, together with an Italdraghe SGT 600 booster station, for commercial sand stock piling as well as future land reclamation and channelization projects.

The fully dismountable dredger has a suction diameter of 700mm and can work down to a maximum depth of 16m. It is equipped with a very generously-sized raised control cabin offering elevated all-round vision which has glass floor panels allowing the operator visual control of on-deck activities below.

The dredger features an Italdraghe SGT 600 onboard horizontal axis dredging pump with a power of 2,035hp and two Cummins engines (main engine: Cummins QSK 60, V-16-cylinder, turbocharged 4-stroke; auxiliary engine: Cummins

KTA 19 M3, in-line 6-cylinder, turbocharged 4-stroke). The pump has an intake diameter of 650mm and an output diameter of 600mm.

The booster station is driven by a 12 V cylinder 3516 Caterpillar engine with a maximum continuous power of CV 1735 at 1,600rpm. The booster station pump, with a five-bladed cast steel impeller, is manufactured from Cr-Hard cast iron which, with a hardness of 550/650 Brinnel, is exceptionally resistant to abrasion. **Source : dredging News Online**

ROUTE, PORTS & SERVICES



Seamanship

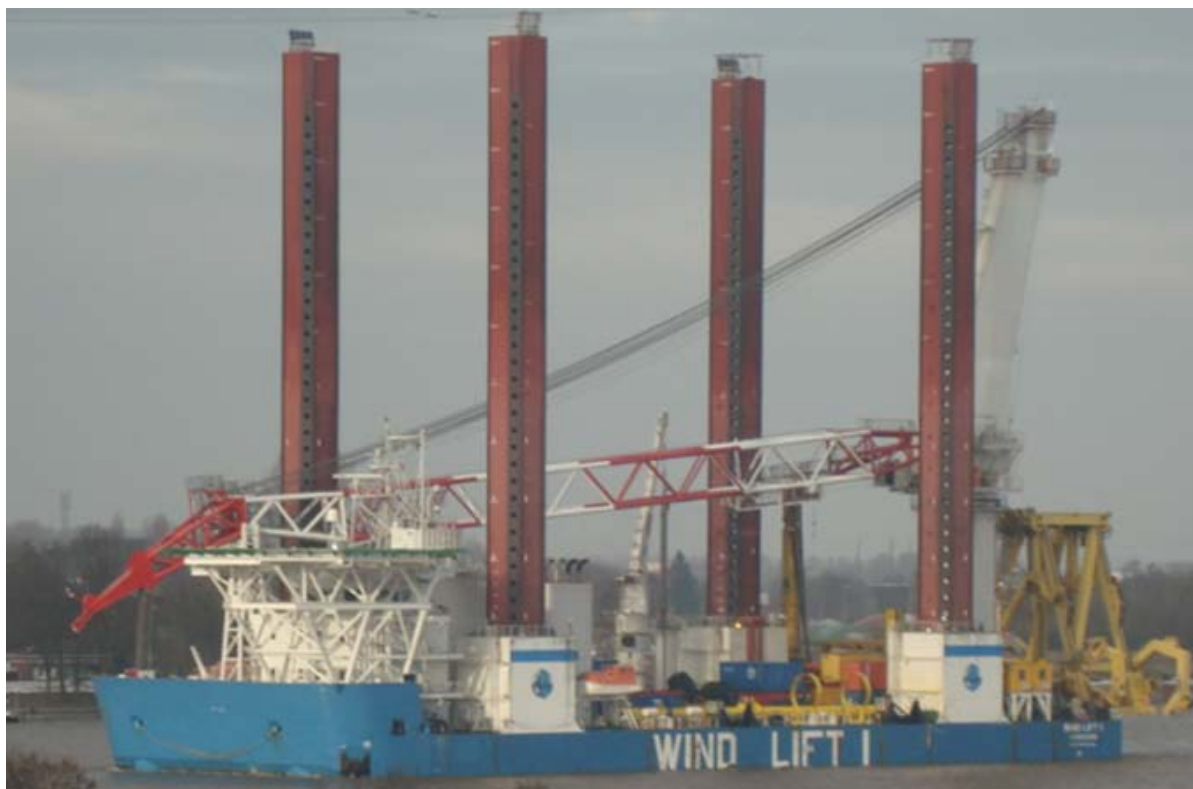
Whatever the ship. Wherever delivered.

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.



Redwise
GLOBAL SHIP DELIVERY & CREWING

www.redwise.com info@redwise.nl



The **Wind Lift I** seen at Emden - **Photo : Alex Houben ©**

Port of Antwerp records positive 2010 volume results

The Port of Antwerp is set to remain Europe's second largest container port. The Port of Antwerp is expected to have handled 178 million tonnes of freight in 2010, up 13% from 2009, according to a press release.

The Port authority has stated that the increase is mainly due to container freight, which has set a new record by passing the 100 million-tonne mark. Container volume increased by 17.8% to 102.7 million tonnes for the year. In terms of twenty-foot equivalent units (TEUs) it expanded by 16.1% to 8,483,000 TEUs.

The release added that, in comparison with 2008, the conventional/breakbulk sector is having the greatest difficulty in recovering from the recession. Steel products, wood cellulose, paper and fruit all suffered heavy blows in 2009 and struggled to gain ground in 2010. The port's volume of bulk freight is showing signs of recovery, increasing 7% on the previous year. The number of seagoing ships calling at Antwerp rose during 2010. According to statistics there were a total 14,750 calls over the year—an increase of 6%. The figures should be enough to ensure that Antwerp remains the second-largest container port in Europe. **Source: Portworld**



Japanese dredger **HAKUSAN** working in Niigata port Japan.

Photo : Jacco van Nieuwenhuyzen ©

French Port Strike Closes Le Havre Terminals

All dockworkers and a large number of port staff in Le Havre joined a national strike Wednesday shutting down shipping terminals at France's largest container port.

France's FNP-CGT union called the strike to press demands for early retirement for those who carry out hard physical work. The union said the current strike would last until at least Sunday. The strike did not affect cross-Channel ferry services or petroleum shipping, according to a union source quoted by Agence France Presse. National strikes in September and October last year caused major disruption to shipments and oil terminals, particularly in the southern port of Marseille, where the Fos-Lavera oil terminal, the world's third largest, was blocked for more than a month and contributed to a shortage of fuels across France.

The sporadic strikes were sparked by the port reform law passed by the government of French President Nicolas Sarkozy, which called for the privatization of marine terminals. Source: Journal of Commerce

KNRM Schiermonnikoog 84 maal in actie

De reddingboten **Koning Willem I** en **Edzard Jacob** van het KNRM-station Schiermonnikoog kwamen het afgelopen jaar tweeënveertig maal in actie voor hulpverlening en redding op de Wadden- en Noordzee. Daarnaast moest de **Koning Willem I** zevenendertig maal uitvaren voor patiëntenvervoer, alsmede eenmaal voor een ernstig gebeten hond, zo zei voorzitter Bert Swart van de Plaatselijke Commissie afgelopen dinsdagavond bij de nieuwjaarsbijeenkomst. Voor iedereen een goed 2011 toe te wensen stond hij even stil bij "hoe fragiel het leven kan zijn". Hij doelde hier op de gezondheid van sommige vrijwilligers en oud-vrijwilligers.



Een aantal vrijwilligers kregen deze avond ook de Vrijwilligersoorkonde uitgereikt. "'t Is bijzonder, buitengewoon, hoe de vrijwilligers van de KNRM zich belangeloos in zetten voor de medemens". . Wat zou de samenleving er anders uitzien zonder vrijwilligers.

Op de foto: vlnr **Henk Huizinga** met echtgenoot **Tia**, zittend **Berend Groendijk**, staand **Sita** en **Gerard Kooy**.

Foto : **Klaas Sikkema - KNRM-Schier** ©

Vrijwilligersoorkonde

De voorzitter reikte de eerste oorkonde uit aan **Berend Groendijk**, machinist aan boord van de **Koning Willem I**. Hij is tien jaar actief

bemanningslid. Voor vijftien jaar trouwe dienst kreeg ook **Gerard Kooy** de oorkonde. Hij is reserve schipper op de **Edzard Jacob**

Eenzelfde aantal jaren is **Freerk Visser** opstapper bij de **Koning Willem I**. Hij was helaas verhinderd deze avond. **Henk Huizinga** kreeg de oorkonde voor vijftientwintig jaar trouwe dienst, al vele jaren als plaatsvervangend schipper van de **Koning Willem I**. Iedere vrijwilliger kreeg een exemplaar van het KNRM-jubileumboek **Buiten Beeld**. Dit boek is gemaakt naar aanleiding van de 100ste jaargang van de Reddingboot. Het boek bevat bijna 2000 foto's en maakt het werk van de vrijwilligers van de KNRM, van toen en nu, zichtbaar.

Nigeria: Ship owners get \$1.8b loan to acquire 20 new carriers

Indigenous ship owners in Nigeria have secured a \$1.8billion (N270billion) facility from Nationwide Finance Miami, Florida to purchase 20 new crude carriers. Accessing the funds, will however depend on the ability of the local ship operators to sway the Federal Government to change its current trade practice of Free On Board (FOB) to Cost, Insurance and Freight (CIF). Disclosing this at a meeting with the newly appointed Director- General of the Nigerian Maritime Administration and Safety Agency (NIMASA) Mr Patrick Ziakede Apkobolokemi, President of the Indigenous Ship owners Association (ISAN) Chief Issac Jolapamo said that Nigeria is the only known country that is still using the Free On Board trade policy to the detriment of its economy.

Jolapamo explained that billion of dollars are going out to foreigners as a result of the adoption of the FOB choice of shipping policy. He stated that beyond the purchase of the 20 new crude carriers to freight 50 per cent of the nation's crude oil, the project when fully operational, will also provide about five million job opportunities in the oil, gas and

maritime industries. According to Jolapamo, both the Ministers of Transport and Finance have met over the matter and are expected to brief the President on the outcome of their meeting. He noted that more than 80 per cent of the proceeds from the oil, gas and maritime industries are freighted out of the country which he described as capital flight. His words "The maritime industry can create more than five million jobs, when you talk of petroleum and shipping, how much the petroleum sector generates to the federation account depends on how much barrel we sell. But how much we retain in Nigeria is not up to 15 per cent and I can prove it, the chunk of it goes out through maritime as capital flight.

"If we just keep a little bit of it here and create employment for our people, then Nigeria will be a better place. "That is what we are after, we are not after making money, we are after developing the maritime industry". Already, the group has floated a shipping firm known as ISAN Shipping line and NIMASA has also granted the company a national carrier status. Members of the group have appealed to Akpobolokemi to impress it on President Goodluck Jonathan to direct the Nigerian National Petroleum Cooperation (NNPC) to give 50 per cent of the nation's crude to local shipping operators to carry. Also speaking on the plight of Nigeria's non-participation in the affreightment of its crude and refined petroleum products, a member of ISAN Chief Chijioke Egwuogu Collins who has the group's mandate to interface with government said that Nigerians are just on lookers in the booming oil and gas business in Nigeria.

Collins disclosed that the strategy for the repayment of the loan has been carefully worked out adding that as soon as the President gives NNPC the directive and change the trade practice from FOB to CIF, orders to purchase the vessels will be placed. He explained that the President does not require any legislative process for NNPC to comply with the trade directive. He stated "As a body we have secure funds to the tune of \$1.8billion, we have the funding in place and as we speak the pay back time is seven years,

"We penciled down 20 brand new ships built between 2005 and 2009. "What we are asking Mr President to do is to change our trade policy and do what the rest of the world is doing. Most of the other oil producing nations sell their crude on a CIF basis. "It is only Nigeria in the last 50 years that has been selling crude oil on a FOB. "This change of trade policy does not require any legislative process. All you need is to call the Minister of Petroleum and ask whether Nigeria is the only nation trading on FOB basis or not. "These 20 ships can be brought in batches of five for him to commission

Assuring the local ship operators, Akpobolokemi said he has resolved to increase Nigeria's participation in both the coastal trade and the shipment of the nation's crude. **Source: Vanguard**

DISA

DISA MARITIME BVBA

Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
F: +32(0)14 61 16 88

VCA** ISO 9001
BUREAU VERITAS
Certification

SUBSEA



CIVIL CONSTRUCTION



ENGINEERING



www.disamaritime.com

Providing worldwide underwater solutions

Port of Oulu's freight volume hits record high in 2010

Freight traffic passing through the port of Oulu (Finland) grew in 2010 by 13.7% compared to 2009's digits, to 3,546,195 tons, a record figure of annual throughput, the Oulu Port's press service said.

Container traffic increased by 2.6%, while Stora Enso Cargo Units (SECU) container count slightly fell. Imports of liquid bulk increased in the 12-month period by 25% to 700,000 tons. However, according to provisional data, the volume of imported raw timber decreased. Exports of lumber and pulp soared more than 100%. Dynamics of increase in imports and exports was about the same, about 13-14%. The Port of Oulu (Oulun Satama) is one of the leading ports for forest industry products and unitized cargo on the Gulf of Bothnia. The harbors in Oritkari, Nuottasaari, Vihreäsaari and Toppila have 500 - 600 ship calls each year. Annually, the port enables exports/imports flow, more than 3 million

tons annually. The major export products are paper and timber. Imports include oil products and raw materials for the timber industry. **Source : PortNews**



The **TRANSOSPREY** (ex **Prinsenberg**) seen outbound from Amsterdam to the anchorage
Photo : Marcel Coster ©

Safe Bulkers, Inc. Announces the Acquisition of One Newbuild, Panamax-Class, Drybulk Vessel

Safe Bulkers, Inc., an international provider of marine drybulk transportation services, announced that it has entered into a shipbuilding contract for the construction of a Japanese-built, drybulk Panamax-class vessel at a contracted price of \$18.9 million plus JP ¥1.9 billion, with an expected delivery date in the first quarter of 2012.

With this latest acquisition, Safe Bulkers has a total of nine newbuilding orders that will expand its operating fleet to 25 vessels with an aggregate deadweight capacity of approximately 2.4 million tons by 2013. Dr. Loukas Barmparis, President of the Company, commented: "We are pleased to conclude this agreement for a Japanese newbuild Panamax class vessel with prompt delivery date in the first quarter of 2012. This vessel is designed to satisfy specifically the needs of our Japanese customers, while maintaining a reasonably low average cost per newbuild vessel in our orderbook. Furthermore, this vessel, together with the additional intended acquisitions of Japanese newbuild vessels, is planned to replace our older Panamax vessels upon completion of their respective period time charters which expire in 2013 to 2015." The Company is an international provider of marine drybulk transportation services, transporting bulk cargoes, particularly coal, grain and iron ore, along worldwide shipping routes for some of the world's largest users of marine drybulk transportation services. The Company's common stock is listed on the NYSE, where it trades under the symbol "SB". The Company's current fleet consists of 16 drybulk vessels, all built post-2003, and the Company has contracted to acquire nine additional drybulk newbuild vessels to be delivered at various times through 2013. **Source: Safe Bulkers Inc.**



Above seen the **Stanford Kite**, with her recently installed SORMEC marine crane, before going to work in a hookup maintenance support role. The crane was installed by Stanford sister Co Granweld in Dubai.

Kite is berthed alongside **MMPL Kestrel** as can just be seen at the bow.

Panama exits shipping 'grey list'

Panama's Shipping Registry, the largest in the world at the end of 2010, has finally exited the "grey list" compiled by signatories of the Paris Memorandum of Understanding (Paris MOU.) The Paris MOU compiles a list of shipping registries that are not in compliance with international standards. The group uses inspections of vessels flagged by a country to determine its level of compliance. According to the Panama Maritime Authority, officials with the Paris MOU conducted 8,391 inspections of Panamanian-flagged vessels between 2008 and 2010, and found 485 violations. This was 64 violations under the threshold the group established for Panama to exit the grey list.

The change in status is expected to boost Panama's standing among the international maritime community, which could help boost the number of vessels registered here. Recently, Panama has seen a slight decline in the number of vessels registered here, but an increase in the overall tonnage. Officials said this is a positive sign, as it will be easier to inspect fewer, larger vessels. **Source: prensaescrita.com**

Iraq to buy nine ships for \$100 million

Iraq has allocated \$100 for the purchase of nine ships, said a source at the state-run Maritime Transport Company. The source said the ships will be mainly used for the import of foodstuffs to the country. The ships will have a capacity of 15,000 to 20,000 tons each, he added. Among them there will be a passenger ship, he said.

He said the company will hold a news conference to which international ship-building firms will be invited. The contracts and terms for the construction and purchase will be announced during the conference. Iraq is building its cargo ship fleet from scratch. The source said it was time the country had its maritime fleet for the import and transport of goods. **Source: azzaman**

Global reefer fleet to be reduced 50pc in next 10 years

HALF of the refrigerated ship fleet worldwide is expected to vanish and replaced by container ships carrying refrigerated boxes, reported London's Financial Times.



"In 10 years' time the overall world fleet might only be half of what it is today," said managing director of Seatrade Yntze Buitenwerf. Since containers are easier and cheaper to load, unload and be delivered by trucks, trains and ships, nearly all manufactured and semi-finished goods are shipped in containers now instead of being consigned in conventional vessels.

Photo : H.Blomvliet ©

"The obvious advantages of container shipping are the same for general cargo as for reefer cargo," said global head of ocean freight for

Ceva, a Dutch logistics company, Dominik Tichelkamp. Many carriers, such as Denmark's Maersk, have launched services between the southern and northern hemispheres, which have been reefers' strengths, implying that the latter is losing ground to containers.

Maersk's new vessel fleet running on north-south loops has been equipped with 1,700 refrigerated containers. Singapore's APL also said that it has won business from reefer ships delivering bananas, one of the latest batches of reefer produce to be switched into containers. "In certain areas, the conversion is already under way," said APL's vice president for global reefer trade Eric Eng.

But Mr Buitenwerf believed reefer ships would not be supplanted because they are still useful to deliver sensitive cargo that cannot be shipped by containers. **Source : Schednet**

**DIOGENES
MODULES**

**LIVING FACILITIES FOR PROFESSIONALS
MADE IN GERMANY**

**DIOGENES CABINS –
THE HIGHEST STANDARDS
IN QUALITY AND SAFETY**

GET IN TOUCH:
DIOGENES MODULES GMBH
TEL.: +49 40 22 63 203 50
INFO@DIOGENES-MODULES.COM
WWW.DIOGENES-MODULES.COM

14 firms bid for India Vizhinjam port project

Fourteen companies have responded to an initial bidding call for a US\$5.78 million port project in south India, reported Dow Jones Newswires. Companies such as GMR Infrastructure, GVK Power & Infrastructure and Reliance Infrastructure are among the initial respondents for the Vizhinjam port project.

Patel Engineering, Sterlite Industries (India) and Shipping Corp of India also plan to bid for the project, either on their own or through a consortium. Promoted by the Kerala state government, the project entails the development and maintenance of the Vizhinjam port, which will handle local cargo – both general and container. The winning bidder will invest \$2.14 million in the project, while the local government will put in the remaining \$3.64 million. The port is expected to start operations in 2015 and will likely post revenue of \$7 million from its container operations in the first year. The container revenue is estimated to grow to \$35 million by 2020. The names of companies clearing the first stage of bidding will be announced on January 19. **Source: cargonewsasia**



Above seen the barge **Yew Choon Marine 8** and tug **Yew Choon 6** transporting 12 unit Wartsila engine on the Megnaghat River in Bangladesh. **Photo : Reinier Blijleven ©**

CMA CGM to boost Asia-Europe with new mega-ships

FRENCH carrier CMA CGM will receive the 12,552-TEU ship **CMA CGM Alaska** this month, which will join its Far East-North Europe FAL 1 service. Industry analyst Alphaliner said the ship will become the largest unit on the loop, currently operated with 11 vessels of 9,500 to 11,400 TEU.

CMA CGM will also boost its Asia-North Europe FAL 3 service by more than 10 per cent with six new 11,356 TEU ships from March. The ships are currently lying idle at the Hyundai shipyard waiting to be commissioned. They will replace six of the ten 8,500 to 9,600-TEU ships currently plying the FAL 3 service.

The current average weekly capacity of 9,025-TEU will then pass the 10,000-TEU mark. The first ship will be phased in on March 20. Two other major carriers are also boosting their Far East-Europe capacities in anticipation of increased volumes in the post-Lunar New Year period.

Maersk Line will inject 13,092 TEU of newbuildings on its AE-7 loop and on another as yet undetermined loop, while MSC goes on with its capacity increases with a succession of 12,500 to 14,000-TEU newbuildings coming on stream.

Source : Schednet

Imtech: major contract for energy efficient HVAC technology for cruise ships

Imtech (technical services provider in Europe and on the global marine market) has received a major order from the German shipyard Meyer Werft in Papenburg for the energy efficient heating, ventilating and air conditioning (HVAC) technology on board of two new Norwegian Cruise Line cruise ships. Furthermore, an option has been agreed upon for providing HVAC technology on board two more cruise ships. Imtech CEO René van der Bruggen: 'High growth expectations distinguish the cruise ship market. For Imtech this will result in numerous orders both for new builds as well as for upgrading and renovating technical solutions on board this type of ships. Clever, intelligent and highly automated total solutions make the realisation of significant amounts of energy savings on board possible while at the same time the passengers' comfort will be optimised. This will enable further growth for Imtech in this market.'

Intelligent HVAC solutions

At 143,500 GT the vessels are the largest cruise ships ever built in Germany. The capacity of each cruise ship totals more than 4,000 passengers. Imtech (Imtech Marine) is responsible for the HVAC technology (all the technical solutions related to heating, ventilating and air conditioning) and will place particular emphasis on energy efficiency as well as on ensuring maximum passenger comfort. Norwegian Cruise Line's next-generation 'Freestyle Cruising' concept is being applied for the first time on both ships. This means that individual passengers can structure the experience of 'cruising' based on their own ideas and preferences. Whether chic or sport-centric, active or passive, culinary or cultural: everything is possible. The ships will be delivered to the shipping company Norwegian Cruise Line in the spring of 2013 and 2014.

Imtech: strong technology partner in the cruise ship market

Imtech is currently also responsible for the HVAC technology on the two Solstice class ships as well as two further large cruise lines, constructed by Meyer Werft for Norwegian Cruise Line. In recent years, Imtech has been involved with HVAC technology solutions on more than 30 large cruise ships in various shipyards. This has led to Imtech currently serving as a leading innovative partner for intelligent and energy efficient HVAC technology in the cruise ship market.

OLDIE – FROM THE SHOEBOX



The **MARS DIEP** served for years the route Den Helder <> Texel

Photo : coll Wim Schopenhouer

.... PHOTO OF THE DAY



Harms **ORCUS** seen enroute Rotterdam – Photo : Frans Sanderse (c)

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>