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Above seen HAL's MAASDAM moored in Costa Maya (Mexico) during Christmas day 2010 with a Dolphin jumping, the superb photo is made by Danielle Macleod (age 17) who waited patiently for ages hoping to capture that once in a life time moment and finally she did !

Photo : Danielle Macleod ©

IN MEMORIAM

In Curacao is op 8 januari 2011 onverwachts overleden



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Oud directeur / eigenaar Rotterdams Havenbedrijf

In Curacao heeft de crematie in besloten kring plaats gevonden

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The new Royal Boskalis TSHD **WILLEM VAN ORANJE** arrived from Rotterdam in Abu Dhabi
Photo : Maarten Mostert ©

STATUS OF SEIZED VESSELS AND CREWS IN SOMALIA, THE GULF OF ADEN AND THE INDIAN OCEAN

As per 15. January 2011, 23h30 UTC, at least 46 foreign vessels plus two barges are kept in Somali hands against the will of their owners, while at least 822 hostages or captives - including a South-African yachting couple - suffer to be released. But even EU NAVFOR, who counts only high-value, mostly British insured vessels, admitted now that on their rather understating account over 693 hostages are recorded as kept on the abducted vessels on their list. Having come under pressure, EUNAVFOR felt compelled to publish for the first time their list of those vessels which EU NAVFOR admits had not been protected from pirates and were taken. EU NAVFOR also admitted for the first time that actually a larger number of vessels and crews is held hostage than those listed on their file. Since EU NAVFOR's inception two years ago the piracy has started in earnest and it has now completely escalated. Only knowledgeable analysts recognized the link. **Source : Ecoterra**

Request the Somali Marine & Coastal Monitor from ECOTERRA Intl. for background info and see the situation map of the [PIRACY COASTS OF SOMALIA](#).



The **RHL FIDUCIA** seen outward bound from Rotterdam – Photo : Kees Torn ©

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Dover Straits tug Anglian Monarch is 'not a good use of public money'

A Government agency has defended the decision to scrap an emergency tug in the English Channel, claiming it was not the best use of public money. The controversial removal of the **Anglian Monarch** from the Dover Straits – one of the busiest shipping lanes in the world – along with three other UK tugs in September will save £10 million a year.

A Maritime and Coastguard Agency (MCA) spokesman said the public should not be made to foot the bill when ships get into trouble on the seas. Dover's tug is sent out to tow stricken vessels to safety to avoid an environmental disaster – many of the hundreds of ships passing through the English Channel each day carry oil and chemical waste. But the MCA spokesman said it was the responsibility of ship owners to remove their vessels from the Channel, not the Government.

"If every time an articulated lorry was to break down at the side of the road the public had to pay to get it towed, people would not be very happy," he said. "We are confident capacity in the commercial salvage industry will be enough to cover the removal of the tugs." But opposition is mounting, with conservationists claiming it leaves no protection from oil spills where ships carrying pollutants could be left out at sea.

French authorities – who pay half the **Anglian Monarch's** costs – are also against the move, with Pas de Calais council president Dominique Dupilet saying the savings would mean nothing if there was a maritime catastrophe.

Campaigner Jean Hendry, from Thanet, said: "Its cost is shared 50-50 with France, where its presence is greatly valued. It is something we cannot afford to live without." Maritime union Nautilus warned that axing the four emergency towing vessels was gambling with lives and the environment. General secretary Mark Dickinson said: "The thinking behind this is utterly incomprehensible and we will do all that we can to persuade the Government to reconsider.

"The number of recent incidents and near misses in the Channel alone serves to demonstrate the value of these vessels and it is clear that Government is running significant risk in removing the protection they provide. "The proposed savings represent a drop in the ocean in terms of the overall Department for Transport budget, but the loss of these services could make the difference between life and death, or an environmental disaster." **Anglian Monarch** was called out on Christmas Eve to help a stricken cargo ship where three crewmen were suffering smoke inhalation after a fire on board. **Source : KentNews**



The **BOREAS** (ex **FLINTERBOREAS**) seen enroute Amsterdam – **Photo : Marcel Coster ©**

Pirates seize South Korean-run ship in Indian Ocean

Suspected Somali pirates hijacked a South Korean-operated cargo ship with 21 crew on board in the Indian Ocean on Saturday, South Korean and European officials said. The chemical tanker was carrying eight South Koreans, two Indonesians, and 11 crew from Myanmar when it was seized in the waters between Oman and India, officials said.

The ship is owned by a Norwegian company and operated by South Korea's Samho Shipping, based in the southern port city of Busan, according to the European Union's anti-piracy mission. It was 350 nautical miles southeast of the port of Muscat, Oman, when it was taken, the EU NAVFOR mission said in a statement, adding that no further details about the attack were available.

"The current location of the freighter remains unknown," a South Korean foreign ministry source told AFP. The vessel, named **Samho Jewelry**, was sailing from the United Arab Emirates towards Sri Lanka when it was hijacked, Seoul's Yonhap news agency said. The size of the ship was not immediately clear. The South Korean source said it was a 10,000-tonne vessel, but the EU naval mission said it weighed 19,609 tonnes.

The hijacking came about two months after a supertanker used by the same South Korean shipping company was released by Somali pirates, having been held for seven months. The 300,000-tonne **Samho Dream** and its 24 crew - five South Koreans and 19 Filipinos - were released only after a ransom reported as a record \$9 million was given to the pirates in a helicopter air drop.

Piracy has surged in the waters off lawless Somalia in recent years, and international warships patrol the area in an effort to clamp down on the problem. After the latest hijacking, pirates now hold 29 vessels and 693 hostages off the coast of Somalia. **Source : The Jordan Times**

AFSCHEID EN ONDERSCHIEDING VOOR TWEE VRIJWILLIGERS S.S. FURIE

Op de jaarlijkse nieuwjaarsbijeenkomst van de vrijwilligers van de FURIE in de Kuiperij Ankerstraat, werd dit jaar afscheid genomen van de twee vrijwilligers **Rien van Scheindelen** en **André Spanjersberg**. **Henk de Haas**, voorzitter van de **Stichting Hollands Glorie**, memoreerde in zijn toespraak de werkzaamheden van beide heren.

Rien van Scheindelen is vrijwilliger vanaf 1995. Rien heeft veel tijd gestopt in het netjes houden van de sleper, hielp bij het aan- en afmeren, maar zijn grootste verdienste was het vertellen van de geschiedenis van de **FURIE** aan de vele bezoekers aan boord. Ook scholieren hebben heel veel van Rien geleerd. Hij was ook altijd betrokken bij het inrichten van tentoonstellingen over het schip. Hij is hiervoor zelfs in Hatvan (zusterstad van Maassluis) geweest. Ook het promoten van de **FURIE** op beurzen was in goede handen van Rien. Als vertegenwoordiger van de stichting was hij ook bestuurslid van de Stichting Kuiperij Ankerstraat. Een grote hobby van hem is nog steeds het schrijven van gedichten en sterke verhalen over zijn mede-bemanningsleden aan boord van de FURIE.



Foto : Jan Steehouwer ©

André Spanjersberg werd in 1992 door de toenmalige kapitein **Jan Bruins** binnengehaald als toekomstig kapitein van de FURIE. Na het vertrek van **Jan Bruins** in oktober 2000 nam André het roer over als eerste kapitein met **Frans Verbrugge** als z'n vervanger. In de periode tot aan 2010 zijn er onder zijn bevel 116 tochten gemaakt voor

verschillende opdrachtgevers. Daaronder waren 14 meerdaagse tochten: 6x Dordt in Stoom, 2x Sail Amsterdam, 3x Havendagen Terneuzen, 1x Visserijdagen Oudeschild en 1x Sail Den Helder. Eén keer is er gesleept met de stoombaggermolen **FRIESLAND** tijdens de Zeesleepboothavendag in 2010. Twee keer werd gevaren met kapitein Jan Wandelaar oftewel Hugo Metsers tijdens het 25-jarig bestaan van de stichting en tijdens de lancering van de DVD Hollands Glorie. Begin 2010 kreeg André de Chapeau van de Gemeente Maasluiss als boegbeeld van alle vrijwilligers op en rond de sleepboothaven. Namens de Stichting kregen beide heren een glas met inscriptie overhandigd door Leo Vermaas, vice-voorzitter en secretaris van de stichting.

Hierna was het woord aan de heer **Koos Karssen**, burgemeester van Maassluis en voorzitter van de Raad van Advies van de Stichting Hollands Glorie. Hij had zijn ambtsketen om en dat betekende natuurlijk iets bijzonders. Na een korte toespraak kregen **Rien** en **André**, als eerste Maassluiers, de Erespeld van de Gemeente Maassluis en overhandigde hij beide heren de daarbij behorende oorkonde en speldje. Voor de echtgenotes was er van de Gemeente een boeket bloemen.



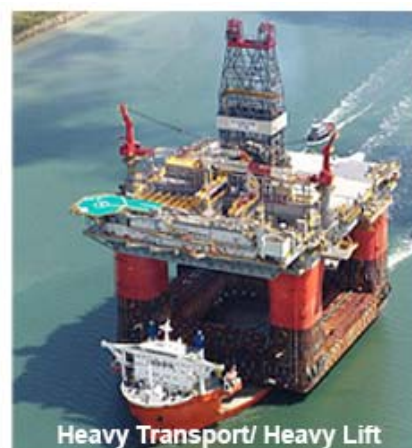
The small cruise ship " **Oceanic Discoverer** " departing Dunedin for Stewart Island 17/1/2011

Photo : Ross Walker ©



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Saudi Arabia-Japan Tanker Rates Fall, Prompt Speed Speculation

The cost of hauling Middle East crude oil to Asia slid for a sixth day, prompting speculation some tanker owners may consider reducing ship speeds to save on fuel costs and cut vessel supply. Charter rates for very large crude carriers,

or VLCCs, on the industry's benchmark Saudi Arabia-to-Japan voyage fell 1.5 percent to 45.32 Worldscale points, according to the Baltic Exchange in London. Returns from the route, the world's busiest for supertankers, dropped 11 percent to \$8,111 a day.

Speed cuts and refusals to accept cargoes will become "more prevalent" next week, likely bolstering freight costs, London-based E.A. Gibson Shipbrokers Ltd. said in an e-mailed report today. Lower speeds mean tankers need more time to complete journeys, curbing the supply of vessels. Frontline Ltd., the world's largest operator of VLCCs, said at least three times in 2010 it was declining unprofitable charters. The company, which also cut speeds in 2009 to lower fuel costs, needs a daily return of \$31,300 to break even on its supertankers. Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in U.S. dollars a metric ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch. The Baltic Dirty Tanker Index, a wider measure of crude-oil transportation costs, fell 1.2 percent to 719 points, according to the Baltic Exchange. **Source: Alaric Nightingale, Bloomberg**

US blacklists 20 Hong Kong shipping firms for Iran trading

The US Treasury Department has forbidden US citizens to do business with 20 Hong Kong shipping companies, which formed the bulk of 26 on the global banned list, for failing to uphold UN sanctions against Iran over its refusal to stop nuclear development. In response, the Hong Kong government said it "will make the relevant subsidiary legislation to designate entities subject to financial sanctions as decided by UNSC [UN Security Council]", adding that it would "continue to exercise vigilance in enforcing our local legislation to effectively implement the UNSC sanctions against Iran." Among those 26 firms, 24 are accused of doing business with state-owned Islamic Republic of Iran Shipping Lines (IRISL), or its front companies. Two companies are affiliated with Aerospace Industries Organisation (AIO), a subsidiary of Iran's defence ministry, said the Treasury Department statement. Twenty companies linked to IRISL are based in Hong Kong with another four operating from the Isle of Man, a self-governing British territory. The two AIO affiliates are Tehran-based. IRISL started to change the registration of its vessels in the summer of 2008, which include 20 ships in Hong Kong and others in Germany and Malta, reported the South China Morning Post. Meanwhile, IRISL changed ownership of its 20 Hong Kong-flagged to companies registered in Hong Kong, including Starry Shine International Ltd, Ideal Success Investments Ltd, Top Glacier Co Ltd, and Top Prestige Co Ltd, four of which are backlisted. **Source: schednet.com**



The **Heerema Launch barge H591** seen during sea trials submergence tests at Okpo bay South Korea.

Photo : Mark Hoogenboom ©

Indian sailors freed in Somalia after paying fines

Fourteen Indian sailors convicted of illegally exporting charcoal from areas controlled by Somalia's Shebab rebels have been freed after paying fines, an official said. The sailors were sentenced by a Mogadishu court on Saturday to one year in prison or a fine of \$10,000 (7,500 euros) for illegally exporting charcoal from Somalia. They were released on Sunday.

"The Indian crew members regained their freedom (Sunday) afternoon after paying money to avoid serving the prison term. They can go home now," said General Abdulahi Moalim Ali of Somalia's prison service. The crew was arrested last week by the Western-backed Somali government's coastguards while transporting the charcoal from the country's southern port of Kismayo.

Charcoal is a key source of revenue for the Al-Qaeda-inspired Shebab militia controlling much of Somalia's southern and central regions. Most of the charcoal smugglers use Indian dhows to take their cargo to Gulf states, notably the United Arab Emirates where the import of charcoal is not banned.

CASUALTY REPORTING



15th January the 2005 built Panama bulk carrier **Santa Elena** (IMO 9329837) grounded very close to the shore and the Sletterhage lighthouse, Denmark. The tonnage is abt. 30.000 ton of soyabean for the Karlsham company in Aarhus. The DWT is: 56.000 ton. Svitzers "**NJAL**" was Sunday the 16th at 10:30 just few miles from the grounded carrier ready for assistance.

Photo : Mogens Olsen (c)

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The German **M 1099 HERTEN** seen arriving in Brest – **Photo : Jacques Carney ©**

'Zardari received millions in kickbacks in French sub deal'

A Paris magistrate, probing a suspected scam surrounding the sale of three Agosta-class French submarines to Pakistan's navy, has seized as evidence official Pakistani documents detailing how President Asif Ali Zardari "received kickbacks" worth several millions of euros in the deal, says a media report. The documents, revealed for the first time by Mediapart, a French online publication, show that the payments to Zardari and others took place on the fringes of the sale of three submarines by the French defence contractor DCN to Pakistan in the 1990s. The French sale

succeeded against rival offers by Swedish and German contractors. The sale, and the payment of bribes associated with it -- officially termed as commissions - are at the core of what has come to known as the 'Karachi affair', currently the subject of two French judicial investigations. The issue has rocked the French political establishment with its potential far-reaching ramifications within France, Pakistan's 'The Nation' daily said quoting the Mediapart report.

A key allegation in the developing affair is that the cancellation of commissions paid out in the submarine deal was the motive behind a suicide bomb attack in Karachi on May 8, 2002 that left 11 French engineers dead. They were in Pakistan to help build one of the Agosta submarines.

Increasing evidence suggests that cancellation of the commissions, ordered by former French president Jacques Chirac, was decided after it was discovered they were in part re-routed back to France to fund political activities of Chirac's principal political rival, Edouard Balladur. The documents now in possession of Paris-based judge Renaud Van Ruymbeke were found during a French police search in June 2010 of the home of Amir Lodhi, one of the intermediaries involved in securing the Agosta contract. Lodhi held a copy of a report by a Pakistani anti-corruption service, the Ehtesab Cell, the report said.

Lodhi, 61, the brother of a former Pakistani ambassador to the UN, is a close friend of Zardari, who became President in 2008 one year after the assassination of his wife Benazir Bhutto. The raid on Lodhi's home in the French capital was carried out by detectives from the French police national financial investigation division, the DNIF. The Ehtesab Cell documents were the object of a formal report by the DNIF, established on June 17th, 2010, and reveal that Zardari received a kickback worth 6,934,296 euros between October and December 1994, the report said. That report is now among the evidence collected by Van Ruymbeke in his investigation into the financial aspect of the Agosta submarine sale, and in particular whether commissions paid abroad were re-routed to fund political activities within France.

Source : Hindustan Time



The **RFA FORT VICTORIA (A 387)** seen moored in Jebel Ali port - Photo : Johan de Bue (c)

Submarine situation dire: analyst

Amid the lack of consensus on whether to procure or develop submarines, the navy's lagging capabilities have become increasingly severe, a military analyst said. Jyh-Perng Wang associate researcher at the Association for Managing Defense and Strategies, said the nation's Hailung-class Sea Dragon and World War II-era Guppy-class submarines were overburdened with numerous drills and battle missions, spending as much as 27 days per month at sea. The two Guppy-class are now used solely for training, -leaving only two Hailung-class subs for actual missions.

Wang said physical and mental stress in the navy, coupled with a “no hope for the future” mentality, could result in a wave of retirement among senior officers.

The 70-year-old Guppies, known as Sea Lion-class submarines, are in poor shape and require sustained maintenance,

which is why every time the two submarines go out to sea, the Naval Command and Fleet Command are extremely nervous. Crew on the subs are also constantly worried about accidents, which is why the burden now primarily falls on the two Dutch-made Hailung-class subs.

A Guppy-class submarine that has been in service for 66 years, front, and two Dutch-made Hailung-class submarines that have been in service for 25 years are pictured at the Tsuoying naval base in Greater Kaohsiung **Photo: Hsu Shao-hsuan, Taipei Times**



Sources have said that aside from battle missions, the two active submarines are responsible for “no-warning” and “warning” sea shark drills (or marine patrol operations), routine training assessment exercises by the fleet command, mine deployment and countering, as well as participation in the annual Han Kuang series of exercises. These drills take months to plan and execute, which could account for the exhaustion among officers.

Wang said that after more than 20 years of use, the Hailung-class subs were also getting old. When they entered service, they provided an edge against the vessels deployed by the People’s Liberation Army Navy, but now that China’s Song-class attack submarines were fitted with silencer tiles, it was time for the navy to retire its “-stegosaurus-class” subs and modernize. Wang said he was concerned that salaries of between NT\$30,000 and NT\$40,000 per month offered by the navy were insufficient to retain personnel, since submarine crew are constantly under a lot of stress. The wave of senior officers who have retired early shows that the officers had lost confidence in the submarine fleet, which was a great loss for the navy. **Source : Taipei Times**

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Crosby Tugs finalizes shipyard sale

Crosby Tugs of Galliano is revamping an east Houma shipyard to provide in-house repair work for its fleet of tugs and vessels. The facility represents a \$10 million expansion for the company, which has 106 vessels ranging from small inland tugs to large offshore vessels that specialize in international rig moves.

"We'll be doing some repair work for our in-house boats, our tugs and barges and pushboats," CEO Kurt Crosby said. "We had so many vessels it just came to this point, to do it in house." The company does not expect to take on outside repair work at the yard, Crosby said. The company has been leasing the property for several months, starting work there Oct. 21. The company had originally approached the Terrebonne Port Commission to apply for low-interest GoZone bonds to help finance the expansion.

"We're expanding during rougher times," Farrel Trosclair, financial officer for the company, told the Port Commission about three months ago. "That's how we grow. We're expanding, and we're going to be here for a long time." In the end, the company chose private financing instead, but did go forward with the project. The \$2.1 million purchase of property at 634 Thompson Road from Gulf Contractors closed Dec. 8.

In the meantime, the company is working on upgrades to the office and warehouse, and will be dredging in the property's slip and bringing in a floating dry dock. That work is expected to be finished by the end of March.

There are roughly 10 people working there, and the company will likely add another five or six employees. The company does plenty of work internationally, including Saudi Arabia, Venezuela, Mexico and Peru, as well as inland towing on rivers. But business in the Gulf oilfield has been on the slow side, given the slowdown in drilling permits being issued following the Deepwater Horizon spill. "We're definitely patiently waiting for Washington to start permitting," Crosby said. "We're definitely hoping and praying for that right now." **Source : Daily Comet**



The **ROLLDOCK SEA** seen fitting out in Surat (India) – **Photo : Ferry Hoogvorst ©**

Hudong building MOL LNG quartet

Hudong-Zhonghua Shipbuilding (Group) has been selected to build China's first LNG carrier export order for a Japanese owner for delivery in the 2015 to 2016 period. Industry sources say Hudong will construct four 170,000m³ LNG carriers for Japanese shipowner Mitsui OSK Lines (MOL) that will serve the ExxonMobil-led transport of LNG from Papua New Guinea and Exxon's Western Australia Gorgon Jansz project.

The four-ship order will bring the yard's LNG-carrier newbuildings up to 10 ships. Hudong-Zhonghua has built and delivered five 147,000m³ LNG carriers to date and currently has a sixth vessel of similar size under construction for delivery in 2012. All six vessels have been contracted by Cosco/China Merchants joint venture China LNG Shipping (Holdings). **Source : PortNews**



Overview of the **Curaçao Droogdok Maatschappij** in Willemstad (Curacao)

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

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Maritime jobs coming on stream for Freeport

Freepoint Tug & Towing Services (FTTS) is presently looking to employ over 25 persons in the next nine months as they significantly expand their presence in Grand Bahama.

FTTS is 50 percent owned by SVITZER Americas Ltd. and 50 percent owned by Statoil South Riding Point (SSRP) with SVITZER acting as the managing partner. SVITZER is the world's largest towage operator and has been providing services through FTTS in Grand Bahama since 1995.

"Currently, FTTS operates a fleet of seven tugs locally and employs four Bahamian shore staff and 41 Bahamian crew. As the company seeks to increase its local fleet, between 25 to 30 persons are needed to fill various positions as marine crew, as well as shore management," states the company's Chief Operating Officer – Operations, **Marinus Lorwa**. Officials of The Grand Bahama Port Authority, Limited (GBPA) are excited about their expansion plans, with increased opportunities for Bahamians to receive training to fill these positions. "FTTS has been a part of the Grand

Bahama community for over 15 years and understand the importance of maritime infrastructure to Freeport Harbour and surrounding terminals. "Additionally, we are assured of their commitment to keep a modern tug fleet in the harbour and provide training and employment to Bahamians in the community for years to come," comments GBPA-President, [Ian Rolle](#).

In 2010, FTTS invested significantly, adding two new powerful tugboats based upon the Azimuth Stern Drive (ASD) technology. In late December, a newly built, fast crew launch, The Mable, began operating at SSRP. By mid-2011, two 65 ton bollard pull tugs, currently under construction in China, will be deployed locally.

"Having the required marine licences and certificates does not automatically qualify a seafarer for work on-board a tugboat. Towage operations require a highly specialized skill set that differs from other sea-going work in many aspects," Lorwa explains. "Crew compliments tend to be small (3 - 4 crew per vessel) and each individual is often asked to assist with different aspects of the operation. Tug-handling (particularly ASD) is a delicate skill which captains must develop over time. Engineers must be able to maintain and repair a broad range of equipment and deckhands must handle lines and be another set of eyes for the captain during manoeuvres in addition to their regular maintenance work."

Therefore, arrangements are being made to assist Bahamians with gaining the proper certification required to fill these various positions, he further comments. SVITZER recently invested over \$150K to bring a mobile marine simulator to Freeport in order to train navigational officers. The crew are being further assessed and trained by specialized trained captains with over 25 years experience in ASD towage operations globally.

"FTTS emphasizes improving qualifications and certification of existing employees to ensure we are providing our people with opportunities to grow and keep pace with industry standards. We have and will continue to invest in training for our employees," Lorwa adds. **Source : The Freeport News**

STEDERGROUP DEMOBILIZE DREDGING MATERIAL



Steder Group was awarded the de-mobilization of huge dredging material, biggest piece: 4500 x 707 x 605 cm – 245 mton, from Trapani, Italy to Zeebrugge, Belgium. Besides arranging the ocean freight, Steder Group was also responsible for local transportation and discharge on the storage yard of our customer in Zeebrugge. After a period of

planning in detail, route surveys, getting required permits to move the large unit, establishing a full operation manual, finally the transport started. After a successful loading operation in Trapani, vessel headed to Zeebrugge.

The local part in Belgium, had to be executed under extreme tough conditions, due to low temperature and heavy snowfall. There were little height differences on the storage yard, which under normal circumstances would not be any issue at all, but due to icy situations, this suddenly became a challenge. Due to excellent teamwork with Steder Group's subcontractors, at the end, all cargo safely discharged on jobsite.



Harm's **TAURUS** seen moored in Willemstad (Curacao)

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

China's Guangzhou port throughput surpasses 12 million TEU in 2010

As of December 20, the Port of Guangzhou's container throughput surpassed 12 million TEU and cargo tonnage surpassed 400 million tonnes, making it the third largest port in China and the fifth in the world, Xinhua reports. During the 12th Five-Year Plan period, which is from 2011 to 2015, Guangzhou plans to invest CNY20 billion (US\$3 billion) on a number of projects, including dredging channels, building six 50,000- to 100,000-tonne berths at Nansha and complete building two 100,000-tonne berths there in phase 3 of the terminal development, generating another 150 million tonne capacity, raising it to 300 million tonnes. Guangzhou also plans to build a cargo rail line from Nansha by 2013.

Guangzhou port's capacity is expected to reach 18 million TEU in terms of container and 500 million tonnes in terms of cargo tonnage by the year of 2015. During the period from 2006 to 2010, Guangzhou spent CNY11 billion on building 15 new berths and dredging its channel from 13 to 15.5 metres. Source: [schednet.com](http://www.schednet.com)

Advent to buy Brazil port stake for \$500 mln

Advent International will buy a 50 percent stake in Brazil's third-largest container port for about \$500 million, the private equity firm said on Friday, betting on continued growth in the country's imports and exports. The investment in Terminal de Containeres de Paranagua SA, or TCP, will allow the port company to fund a massive expansion plan in the coming months, Advent said. TCP expects to handle 1.2 million TEUs, or the standard measure of a 20-foot container, after the investments, from about 700,000 a year now.

Current shareholders of TCP, including Brazilian companies Pattac, TUC and Soifer and Spain's leading port operator TCB Group and Spanish ship broker Galigrain SA, will stay on at the company, Advent said. Advent, which has stakes in Brazilian restaurant chains and clearing house Cetip, was advised by Bradesco BBI, the investment banking unit of Banco Bradesco on the deal, while Santander advised TCP. **Source: uk.reuters.com**



Above seen the **Rolldock Sun** after discharging a brandnew IHC Beaver cutter dredger.
This was the 2nd cutter dredger the **Rolldock Sun** delivered @ Karachi.

Photo : Jakob-Jan Bijlsma (c)

Australia's Gladstone port to resume coal loading over the weekend

Coal-loading operations at Gladstone port are expected to restart over the weekend when the port in the Australian state of Queensland is due to receive its first shipment for export on a fully operational Moura rail system, the Gladstone port authority said in a statement on Friday. Gladstone's coal-loading operations were suspended mid-week, when the port's stockpile of coal for loading onto ships dwindled to low levels of under 500,000 mt compared with more than 2 million mt typically. Eight vessels were being held off the port, waiting to pick up coal on Friday. Fresh deliveries of coal for export are expected to arrive at Gladstone port by train from Anglo American's 51%-owned Dawson thermal coal mine after its rail link to Gladstone port was restored on Friday.

The Dawson mine produces a mix of export thermal, semi-soft and coking coal and production levels were around 7 million mt/year, according to Anglo American's web site. "This will enable the port to recommence ship-loading on Saturday," Gladstone Ports Corp. Chief Executive Leo Zussino said in the statement. Two ships were loaded with coal at Gladstone port on January 10 and one on January 11 before stocks dropped to minimal levels. Sections of the larger capacity Blackwater rail system, which is also used to deliver coal to Gladstone port, are gradually being repaired. Operator QR National said on Thursday that coal train services would restart in stages on the Blackwater network on January 20. The Blackwater rail network transports coal from 14 coal mines to Gladstone port and was shut on December 27 because of flooding. Meanwhile, Brisbane port remains closed. "Subject to results from our hydrographic surveys, river conditions, and navigational hazards the earliest possible movements of priority shipping in the port would be January 16," according to an update from the port authority. **Source: Platts**

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The **ZAGREB** seen departing from Riverside Quay, South Shields heading for Russia. Photo : Kevin Blair ©

Cargotec receives a significant port crane order from Colombia

Cargotec has received a significant order from long-time Colombian customer Sociedad Portuaria Regional de Cartagena for two Kalmar ship-to-shore (STS) cranes and 24 Kalmar rubber-tired gantry (RTG) cranes. The agreement - worth approximately EUR 40 million - was finalised in the fourth quarter of 2010. Delivery of the equipment will conclude in the second quarter of 2012. These will be the first Kalmar STS cranes and Kalmar Zero Emission E-One2 RTGs operating in South America. The efficient equipment will help the customer meet the rising volume of containers at its terminals at the Port of Cartagena. "Sociedad Portuaria Regional de Cartagena is a leading South American terminal operator currently operating with one of the largest Kalmar RTG fleets globally. This provided further reassurance that Cargotec would deliver the same high level of performance and technology with its Kalmar STS cranes. The order is a great milestone for Cargotec's growing business in South America," says Dan House, Managing Director, Latin America.

The customer's commitment to the environment is evident with its order for two Kalmar Super Post Panamax STS cranes which feature optimised hoisting speeds requiring minimal energy consumption. Furthermore, its 24 Kalmar E-One2 Zero Emission RTG cranes will receive electrical energy from an automated busbar connection. Named Best Port of the Caribbean five times by the Caribbean Shipping Association, the port of Cartagena is currently expanding its capacity to accommodate an annual throughput of 4.5 million TEU (twenty-foot equivalent). **Source: Cargotec Corporation**

Nieuwe Jaguar in aanbouw.

In 2009 is de ontwikkeling gestart van het Jaguar-type. Dit nieuw ontwikkelde scheepstype is in samenwerking met Amasus Shipping, Vuyk engineering en enkele speciale ladingaanbieders tot stand gekomen. In 2010 is de bouw van

het m.s. Jaguar, het eerste schip uit een serie van drie schepen, definitief in opdracht gegeven bij Shipkits B.V. in Groningen.



Het kenmerkende brug voorop principe, met de mogelijkheden van het varen met open top en het Dynamic Positioning System, versterken de commerciële inzetbaarheid van het schip voor de bestaande markten, markten waarbinnen Amasus, die de bevrachting voor de Jaguar zal gaan verzorgen, reeds actief is.

Vanwege het complexe pakket van eisen waaraan het schip moet gaan voldoen, dienen er een aantal innovaties aan boord van het Jaguar-type te worden toegepast, zoals het Power Management Systeem op basis van het principe van gelijkstroom, en de diesel elektrische voortstuwing op basis van een flexibele en redundante aandrijving met een zwavelarme uitstoot die voldoet aan de nieuwe regelgeving vanaf 1 januari 2015. De oplevering van het [m.s. Jaguar](#), staat gepland voor het voorjaar van 2012.

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MOL Precision starts Vietnam-N.Europe service

Mitsui O.S.K Lines Ltd.(MOL)'s MOL Precision made its first call at Tan Cang-Cai Mep International Terminal (TCIT) in Vietnam on January 15, where a welcoming ceremony was held in commemoration of the event, MarineLink reports. Attended by approximately 200 people, including government officials, this marked the start of a direct service from Vietnam to North Europe introduced by The New World Alliance (TNWA). TNWA created the new route by adding a Vietnam call to their JEX service.

During the ceremony, Hiroki Tsujii, Vice President in charge of Asia-Europe and West Africa Trade Management at MOL Liner, Ltd., said "By having direct access to Europe as well as Transpacific, we hope Ho-Chi-Min and Vietnam economy can grow more and be competitive to the other countries. We, MOL, as terminal operator / shipping carrier, are willing to support Vietnamese business and wish to grow together." JEX service calls at TCIT where MOL takes part in its operation as an investor. TCIT, with 50 ft depth of water, is capable to handle up to around 10,000TEU type ships. It is also an eco-friendly container terminal equipped with full electric driven cranes both at the quay side and at the container yard. **Source :** [marinelink](#)



Seen moored in Den Helder at Scheepswerf Visser , for the first time the latest fleet addition of Tranship, the **Ivero** (ex Al Mashrab, ex Vivero). The Den Helder based Tranship us using the Ivero, after the tug was purchased last year for survey works **Photo:** [Paul Schaap/PAS Publicaties](#) ©

Lucky Harvest Shipping takes delivery of a bulker from KHI

Kawasaki Heavy Industries has delivered the '**Frontier Coronet**' bulk cargo carrier to Lucky Harvest Shipping at its Sakaide Works. The ship, identified as hull number 1669, is the fifth 180,000DWT bulker of the same design from Kawasaki. The '**Frontier Coronet**' is 292 metres long and employs an energy-saving main diesel engine, highly efficient propellers, as well as the Kawasaki semi-duct system with contra fins (SDS-F) and rudder bulb with fins (RBS-F), which all contribute to the vessel's propulsion performance. **Source :** [bairdmaritime](#)

Port Klang hopes for double-digit cargo volume growth in 2011

Malaysia's Port Klang Authority (PKA) is hoping for another double-digit growth in cargo throughput volume this year, following a 21% increase last year. Port Klang handled 8.9m teu in 2010, up from 7.9m teu in 2009. "Despite the recent economic crisis, Port Klang has posted relatively healthy growth figures. The strong support from our clients has been the driving force in the performance of Port Klang," said Lee Hwa Beng, chairman of Port Klang. Lee, however, did not put a number to the anticipated growth at the port for this year. His optimism followed French liner CMA CGM's

contribution of about 20% or 2.3 million TEUs to Port Klang's total throughput volume last year. The world's third biggest liner has established Westports as its mega transshipment hub including its subsidiaries Delmas, Australian National Line (ANL) and ChengLi Navigation. Simon Whitelaw, managing director of CMA CGM and ANL Malaysia, said in a statement: "We don't want to be too optimistic for 2011 as we are quite cautious due to too much capacity. However, we hope to achieve the same growth of 13% as in last year." **Source : Seatrade Asia**



The TSHD **PALLIETER** seen operating in the Mapauto Channel – **Photo : Richard Purchase ©**

OLDIE – FROM THE SHOEBOX



Passengers onboard a Svea enjoying the sun whilst on deck

Photo : Coll. Kees van Huisstede

.... PHOTO OF THE DAY



The **FOUR MOON** seen in Willemstad – Curacao

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

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