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The Pakistan flagged MOAWIN (20) (ex Dutch A 835 POOLSTER), above seen during a port visit to Durban October 18th 2010

Photo : Trevor Jones (c)

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The "**Rambiz**" succesfully lifted the topside from the "**Welland**" platform and placed it on a barge. At the moment, work is in progress to lift the jacket from the seabed which concludes the first platform removal job in 2011 for the "**Rambiz**".

Photo : N.De Langhe - Project Engineer Scaldis ©

'Nederlandse reders relatief veilig'

Nederlandse reders zijn relatief veilig als het aankomt op piraterij. Dat zei secretaris Mark Waanders van de commissie Vrede en Veiligheid van de Adviesraad Internationale Vraagstukken dinsdag. De Nederlandse vloot, ongeveer 1900 schepen, bestaat voor het grootste deel uit moderne schepen. „Deze snelle en wendbare schepen zijn lastiger te kapen. Ze zijn vaak voorzien van goede maatregelen om piraterij te voorkomen." Reders laten bijvoorbeeld prikkeldraad aanbrengen op de reling en installeren meer geavanceerde beveiligingssytemen. Ook zijn er speciale

protocollen die de bemanning volgt bij bijvoorbeeld een kaping. Verder kijken reders volgens Waanders goed naar alternatieve vaarroutes. „Daar zijn soms ook afspraken over met verzekeraars." Enkele reders varen bovendien met particuliere beveiligers. Piraten hebben het vooral voorzien op schepen die makkelijker te enteren zijn. „Denk aan bijvoorbeeld schepen die olieplatforms of andere zware lading vervoeren. Ook de Nederlandse vloot heeft van dit soort kwetsbare schepen." Dergelijke schepen varen langzamer en zijn minder wendbaar. Bovendien is het midden van het schip, het zogenoemde vrijboord, dichterbij de waterlijn, om de zware goederen gemakkelijker aan boord te krijgen.

Daardoor hebben piraten minder hoge ladders nodig. De maritieme waakhond IMB meldde dinsdag dat er wereldwijd niet eerder zo veel schepen gekaapt zijn als vorig jaar. In totaal moesten 53 boten het ontgelden. Piraten kidnaptten 1181 opvarenden, van wie er acht omkwamen. De meeste incidenten, 92 procent, komen voor rekening van Somalische piraten.

De AIV pleitte vorige week onder meer voor kortingen op premies om piraterij tegen te gaan. Uit een toen gepubliceerd rapport bleek dat in de afgelopen vijf jaar geen schepen zijn gekaapt met een Nederlandse vlag. Wel waren er wereldwijd 29 aanvallen door piraten op Nederlandse schepen. Bovendien werden in de afgelopen jaren twee Antiliaanse schepen gekaapt, die in Nederlands beheer zijn. De totale Nederlandse vloot bestaat uit 1900 schepen, waarvan ruim duizend met een Nederlandse vlag.



The Dutch pilot tender **AQUILA** seen enroute Hoek van Holland Berghaven – **Photo : Kees Torn ©**

World shipping fleet grows by 10.1% in deadweight tonnage during 2010

According to a new research from N.Cotzias Shipping Group, the world's shipping fleet in service has grown by 10.1% in terms of carrying capacity, and amounts 1.39 billion tones compared to 1.26 billion tones in 2009. The largest year on year increase was evidenced in the dry bulk sector with a 15.6% increase which has pushed the dry bulk carrying capacity to 623mil tons compared to 539 million tons in 2009.

The Tanker sector increased by 6% and has 514mil tons compared to 484mil tons in 2009. The Container sector increased by 7.4% & sums 186mil dwt, 160mil GT, 14.2mil TEU, compared to 174mil dwt, 148mil GT & 13.3mil TEU in 2009. These ships on order compared to the 6727 ships that construed the orderbook one year ago, are 14.2% in terms of ships and 7% in terms of carrying capacity dwt. "The active and in service World Shipping Fleet of all major sectors, as at end of 2010, consists of 45,092 ships, divided in Bulkers, Tankers, Containers, Gas Carriers, RoRo, Reefers and Car Carriers. At the same time the same group of vessels in Jan 2010 amounted to slightly less total of 44,293 units, and the deliveries of new ships from the vast orderbook, minus some serious scrapping, and the phase out process of tankers, have increased the world active fleet by 799 ships or 127.5 million tons. The world active fleet in all shiptypes has increased by nearly 10.1% in terms of carrying capacity. This is a serious annual increase in the

supply of ships, always considering that despite a vast number of deliveries the orderbook has remained practically unchanged!!!!” said the report.

Meanwhile, the total carrying capacity of the orderbook amounts to 416 million tons, and that is 32 million tons less than last year's total that exceeded 448 million tons. The Newbuilding orderbook has decreased overall in 2010. There are 5771 ships/units on order and these are scheduled to be delivered by 2014. The World Bulk Carrier Fleet has increased its carrying capacity on a year to year comparison by a strong 15.6% percent and has in December 2010 a total accumulated dwt capacity of 623 million tons compared to 539 of last January 2010. “The newbuilding orderbook in the Bulker sector decreased by 7% in terms of ships or 4.6% in terms of dwt and we have a total of 255mil tons of extra carrying capacity that will join the active fleet from today until 2014” said Cotzias. He went on to mention that the Dry Bulk Newbuilding orderbook has released more than 1000 vessels during the 12 month period of our analysis, meaning all of 2010 that has lapsed. During the same timeframe, 929 cancellations have been removed from the existing orderbook that contained a massive number of nearly 4000 Dry Bulk Carriers (3873 units). Presently there are 3453 dry bulk vessels that are scheduled to be delivered until 2014 and the number would have been seriously lower had there not been just about 350 new orders placed during these past 12 months. Obviously the picture looks slightly better than one year ago but still the overcapacity issue is haunting the industry's future, and more 2011 is under challenge when the mass is expected to be delivered (more than 1800 units of 125mil tons). 2011 pending and scheduled. The Capesize sector has increased its total ships by 129 units. In DEC 2010 it now amounts to 1046 units compared to 917 in JAN 2010. This increase is 14.1% on a yearly comparison. In terms of total carrying capacity the Capes have a slightly larger annual increase of 15.4% as the sector sums up to 183.2mil dwt tons compared to 158.7mil tons in JAN 2010.

Elsewise the age distribution of the Cape sector is quite evenly distributed, with the eldest Cape being built in 1981 and there is no units built exceeding 30 years of age. Since 2004, 49 Capesize vessels have been scrapped. A total of 7.6mil tons of carrying capacity has been withdrawn during this 6 year period from the active fleet. The average age of these 41 Capes scrapped is 28.6years with the eldest being built in 1975 and the youngest in 1997. The Capesize newbuilding orders still amount a further 415 ships waiting to be constructed. In JAN 2010 there were 578 units of which 150 were actually delivered during these past 12 months. In addition cancellations have remained unchanged with 93 units which are still important and can seriously help the sector breathe. It is worth mentioning that cancellations amount to nearly 17 million tones and this as mentioned above has helped the overcapacity issue to fall below 42% as it was standing at a staggering 83% some 16 months ago.

“We see the great inflow of new fresh units from late 2005 onwards that started accelerating during 2009 and has drastically increased in 2010 and the deliveries are expected to spike in 2011 when most NB deliveries are actually pushed/delayed, as a result of slippage and renegotiations of contracts. In general we feel that the Capesize sector is overcapacitated on a yearly comparison by 15.4% and has the potential threat of existing active fleet vs new orders pending of 41.8% which is rather alarming. This ratio in terms of units/ships is slightly less 39.7%. The sector had nearly one NB vessel delivered every 2 days and it is worth mentioning that deliveries accelerated during the second half of the yearly analysis with further orders being inked. The Tanker ships on order have decreased by 24.8% in terms of units and 9% in terms of carrying capacity. There are 1208 ships of 113mil tons scheduled to be delivered until 2014 compared to 16000 ships and 124mil tons in 2009. The Containers on order decreased by 29.3% in terms of ships/units and 16% In terms of carrying capacity. The ships on order amount to 560 units & these total 42mil DWT, 38mil GT, 3.65mil TEU compared to 792 ships of 50.3mil DWT, 47.5mil GT, 4.2mil TEU. The newbuilds that were delivered in 2010 were in total 3900 ships of 149.5mil tons dwt, while in 2009 we had more ships, 4100 of less dwt 119mil tons dwt. The 3900 ships delivered this year only were, 940 Bulklers of 73mil tons, 340 General Cargo ships of 4mil dwt and 15 Ore Carriers of 4mil tons dwt. 690 Tankers of 43.5mil tons were delivered this year, while, 85 LNG/LPG ships of 3.2mil tons were also delivered in 2010. 260 Containers of 16.3mil dwt 14.5mil GT and 1.4mil TEU were also delivered during 2010. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Greek-Flagged Ship Numbers Drop as Owners Favor Larger Vessels

The number of ships in the Greek- flagged merchant marine fleet, the world's fifth-largest, fell last year as owners favored larger vessels, the Hellenic Statistical Authority said. Vessel numbers dropped 0.7 percent to 2,100 in the year to Nov. 30, compared with growth of 1.5 percent in the year-earlier period. The fleet's total gross tonnage increased 3.7 percent in the period, to just under 43 million tons, the Athens-based authority said in a statement on its website. The number of tankers in the fleet fell 2.2 percent while the gross tonnage of these vessels increased 3.7 percent. The

number of dry-bulk ships, which carry commodities such as coal, fell 2 percent while their gross tonnage rose 7 percent, according to the statement. The Greek-owned fleet, which includes vessels owned by Greeks but flying a different flag, is the largest in the world in terms of carrying capacity ahead of Japan and China, according to the Geneva-based United Nations Conference on Trade and Development. **Source: Bloomberg**



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Svitzer's **LONDON** seen departing from Aruba – **Photo : Rafael E. Maduro ©**

Pirates set new hostage taking record

Pirates captured 1,181 seafarers and killed eight more last year, making 2010 the worst year on record for hostage taking at sea. The latest global piracy report from the International Chamber of Commerce (ICC) International Maritime Bureau says that ships reported 445 attacks in 2010, up 10 percent from 2009. While 188 crew members were taken hostage in 2006, 1,050 were taken in 2009 and 1,181 in 2010.

According to IMB, hijackings off the coast of Somalia accounted for 92 percent of all ship seizures last year with 49 vessels hijacked and 1,016 crew members taken hostage. A total of 28 vessels and 638 hostages were still being held for ransom by Somali pirates as of December 31, 2010. "As a percentage of global incidents, piracy on the high seas has increased dramatically over armed robbery in territorial waters," said Captain Pottengal Mukundan, Director of

the IMB's Piracy Reporting Center. "On the high seas off Somalia, heavily armed pirates are overpowering ocean-going fishing or merchant vessels to use as a base for further attacks. They capture the crew and force them to sail to within attacking distance of other unsuspecting vessels."

Though attacks off the coast of Somalia remain high, the number of incidents in the Gulf of Aden more than halved last year, with 53 attacks, down from 117 in 2009. IMB attributes this to the deterrent effect of naval forces that have been patrolling the area since 2008 and to ships' use of the self-protection measures recommended in the latest industry Best Management Practices (BMP 3). "The naval units in the seas off the Horn of Africa should be applauded for preventing a huge number of piracy attacks in the region," said Captain Mukundan. "The continued presence of international navies is vital in protecting merchant ships along these important trade routes." But Somali pirates are traveling further afield. In December 2010, they reached as far south as the Mozambique Channel and as far east as 72 degrees East longitude in the Indian Ocean, an operating range IMB says is unprecedented.

What can be done to stop the surge of piracy on the high seas? Captain Mukundan says all measures taken at sea to "are undermined because of a lack of responsible authority back in Somalia from where the pirates begin their voyages and return with hijacked vessels."

Elsewhere, violent attacks continued around Nigeria, with incidents concentrated near the port of Lagos. Overall, 13 vessels were boarded, four vessels fired upon and there were two attempted attacks. In Bangladesh, the number of armed robbery incidents rose for the second successive year. Twenty-one vessels were boarded, mainly by attackers armed with knives. Almost all were anchored in the port of Chittagong. Indonesia saw its highest levels of armed robbery against ships since 2007. Thirty vessels were boarded, nine attacks were thwarted and one vessel was hijacked. Vessels were underway in 15 of the attacks. The South China Seas recorded 31 incidents, more than double the previous year. Twenty-one vessels were boarded, seven attacks attempted, two vessels were fired upon and one was hijacked. The last quarter of 2010 was quiet, with only one reported incident. **Source : MarineLog**



The **MUSKETIER** seen moored in the port of Scheveningen – **Photo : Michael Taal ©**

Minder acties dan 2009

KNRM: Toename reddingen bij onstuimig weer

In 2010 is de Koninklijke Nederlandse Redding Maatschappij in totaal 1852 keer uitgevaren en werden 3288 mensen geholpen.

Dat de KNRM meer dan 1800 keer is uitgevaren heeft onder meer te maken met het onstuimige weer. 160 keer werd er uitgevaren voor schepen in de problemen op het moment dat er meer dan zeven Beaufort aan wind werd gemeten. De piek van de hulpverleningen lag in augustus, evenals de drukste dag voor KNRM stations: op 15 augustus werd er met een stevige noordenwind kracht zeven, 47 keer een beroep gedaan op de redders. De helft van de 42 KNRM reddingstations voeren die dag een of meerdere keren uit. De reddingstations en het reddingswerk kunnen niet bestaan zonder vrijwilligers. Zij zijn gemiddeld 5 uur per week bezig is met opleiden en oefenen en daarnaast 24 uur



per dag beschikbaar om op noodmeldingen te kunnen reageren. In 2010 waren de vrijwilligers in totaal 220.000 uur actief voor de KNRM. De financiële waarde van het vrijwilligerswerk bij de KNRM bedraagt € 6.8 miljoen.

Koksbuis, uniform, overall of stropdas

Met hart en ziel zijn de KNRM-vrijwilligers vaak al jaren verbonden aan hun reddingstation. De hulpverleningen en reddingen, die zij in teamverband uitvoeren, maakt er een hechte groep van, die successen en drama's met elkaar deelt. Ook dat geeft een verbondenheid die heel bijzonder is.

Photo : Bert Barlagen ©

Het zijn stuk voor stuk professionals die allemaal zo hun eigen redenen hebben om bij de KNRM in dienst te zijn. Maar één ding doen ze allemaal: als de pieper gaat, vertrekt een opgeleide en getrainde groep mensen naar zee in een overlevingspak met daaronder misschien wel een koksbuis, uniform, overall of stropdas. Zoals een van de opstappers verwoordt: "Het werk bij de KNRM zorgt dat ik het gevoel heb dat ik daadwerkelijk iets voor een ander kan betekenen. Daarbij is het natuurlijk heel mooi om met deze snelle en moderne reddingboten te mogen varen. En het is avontuurlijk werk, want als de pieper gaat weet je nooit wat je te wachten staat."

Jaar van het vrijwilligerswerk

2011 is het Europees jaar van het vrijwilligerswerk. De KNRM omarmt het Europese thema om aandacht te vragen voor het belang van vrijwilligers in de samenleving. Vrijwilligerswerk verdient meer aandacht en steun. Het unieke karakter van de KNRM trekt nog altijd nieuwe vrijwilligers. De ondersteunende hoofdorganisatie in IJmuiden zorgt ervoor dat deze mensen veilig hun werk kunnen doen. Door het werven van fondsen, donaties en nalatenschappen, blijft de KNRM in staat dit uit vrijwillige bijdragen te bekostigen.



The **SKANDI HERCULES** seen moored in Rotterdam – **Photo : Leo Verhoog ©**

Hong Kong ship manager fears pirates and deluge of tonnage

HONG KONG ship management firm, Anglo-Eastern Group, fears for future of shipping in the face of piracy and a massive deluge of tonnage flooding the market.

Speaking at an annual media lunch at the Royal Hong Kong Yacht Club, Anglo-Eastern CEO Peter Cremers gave his annual tour d'horizon of the industry as well as a review and outlook for this own company, which employs 1,000 worldwide, with 300 in Hong Kong.

Apart from the influx of rate-depressing tonnage flooding in, the other fear expressed was piracy off Somalia all the way to the coast of India. "It has not happened to us yet, but it will," Mr Cremers said. "Piracy continues to be a growing problem and as a company we have our own views on this subject. We have changed our minds about this problem. It is getting worse - not better." Two years ago, Mr Cremers was very much a dove on the question, turning against hawkish suggestions that armed guards be stationed aboard ship. "Today, we have armed personnel aboard, and it seems to work. As long as few other ships have them, the pirates will go after easier targets. But when everyone has them, who knows? The situation may get worse," he said.

Mr Cremers suggested greater publicity, focusing on the plight of families who are waiting for the release of their loved held captive by pirates. "The media should stop romanticising the pirates," he said. "This can no longer be treated as a cost of doing business." While hardly backing suggestions that the crews be armed and trained to repel boarders, Mr Cremers was not nearly as critical the idea as he was two years ago.

Troubling as piracy and a flood of new tonnage appears to be, the company itself has done well with a 14 per cent growth, with prospects of ship management improving. That's because there are more shipowners who do not want to operate ships themselves, which is the natural market for Anglo-Eastern. Newcomers come in two categories: 1) newly listed companies which have little experience in ship management, but yet own ships and 2) new shipowners in China who have bought vessels, often at the instigation of an anxious central government wishing to unload surplus tonnage pouring from its yards. They too need experience hands to manage their vessels.

"Shortages of officers and crews continue to plague us, especially the quality of the seafarers required in today's complex seagoing environment. All this continues to create cost pressures for the industry and Anglo-Eastern, but as we have said at the very start - Anglo-Eastern stands for quality and safety above all else," Mr Cremers said. "Consequently, while ship management fees are always an issue, we have been lucky in having owners that have and continue to support our policies of avoiding short cuts and paying for quality," he said. **Source : Schednet**

Danish meet to highlight growing piracy problem

Danish shipping companies plan to draw attention to the mounting perils of piracy off Somalia in a meeting later this month with the world's biggest shippers group, an executive said on Monday.

Risky voyages: The International Maritime Bureau reports that pirates captured 1,181 people and killed eight hostages last year; 53 ships were hijacked and there were 445 reported attacks - a 10 per cent increase from the previous year. 'Due to the tardiness of the international community to eradicate this serious problem, (it is time) for a full-frontal attack on piracy in the Indian Ocean, which has reached an unacceptable level,' said Jan Fritz Hansen, vice-president of the Danish Shipowners' Association. The problem should be brought to the United Nations and its shipping arm, the International Maritime Organisation, he added. The International Chamber of Shipping (ICS), which represents three-quarters of the world's maritime companies, will co-sponsor the meeting, he said. 'It is not only a maritime problem that we can solve on our own, but above all a geopolitical security problem that needs government aid, because piracy off Somalia has become an industry,' said Mr Hansen.

Some 30 ships have been seized and 700 sailors are currently taken hostage by Somali pirates, the Danish group said, adding that the number of pirate attacks totalled 189 in 2010 compared to just 48 in 2005.

A Danish cargo ship, the Leopard was seized last Wednesday off Oman and its six passengers were transported to the Somali coast, Danish television said. On Monday, the EU's naval force said pirates hijacked a Greek-owned ship with 24 Filipino sailors on board in the Gulf of Aden after firing small arms and a rocket-propelled grenade at the vessel. More people were taken hostage at sea in 2010 than in any year on record, according to the International Chamber of Commerce's International Maritime Bureau's (IMB) global piracy report. Pirates captured 1,181 seafarers and killed eight, while 53 ships were hijacked last year, the bureau said. The number of pirate attacks against ships has risen every year for the past four years, it said. Ships reported 445 attacks in 2010, up 10 per cent from 2009, it said.

The Somali pirates hijacked the Greek-owned bulk carrier on Monday after releasing a Greek-owned tanker the day before, the European Union Naval Force said. The cargo ship MV Eagle was hijacked by pirates who had fired small arms and grenades, according to a press statement from the EU Naval Force.

The attack occurred in the Gulf of Aden, 490 miles (790 kilometres) south-west of Salaam, Oman. The EU said there has been no contact with the ship since the attack. On Sunday, the **MV Motivator** and its crew of 18 Filipinos was released from pirate control, another press statement said. An EU ship had assisted the crew, and 'according to the ship's Greek owners, the crew are reported to be as well as could be expected given the circumstances.' The **MV Motivator** was taken on July 4 and released on Sunday. The average period of captivity is getting longer as pirates negotiate for higher ransoms.

In a separate development, two South Korean officials said that 21 crew members aboard a South Korean-operated cargo ship hijacked by Somali pirates have been confirmed safe. They spoke on condition of anonymity citing the issue's sensitivity and gave no further details. Somali pirates seized the chemical carrier **Samho Jewelry** in the Arabian Sea on Saturday. Eight South Koreans, two Indonesians and 11 Myanmar citizens were aboard. Last year saw a record number of pirate attacks. The weak UN-backed Somali government is too busy fighting an Islamist insurgency to tackle the pirate gangs. Somalia, an arid nation perched on the Horn of Africa, has not had a functioning government for 20 years. **Source : AFP, Bloomberg, AP**



Above seen the **KL SANDEFJORD** seen in Haugesund – **Photo : Capt. Jan Plug ©**



French Dock Unions, Employers Talk to Avert Strikes

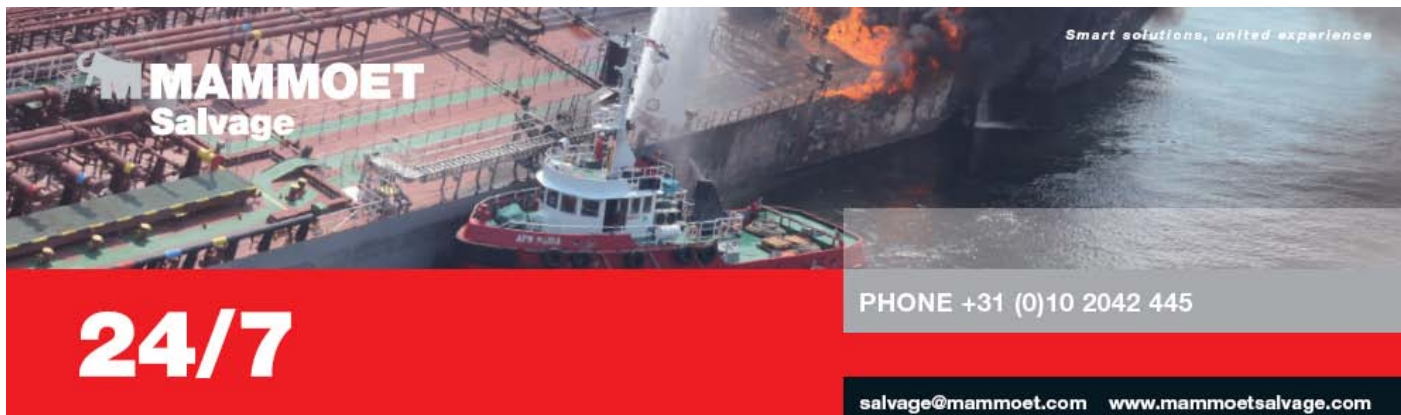
French port employers and dock leaders are holding talks in a bid to avert a fresh round of strikes at major ports later in the week. The CGT union on Monday called for 24 hour strikes by dockers on Jan. 21 and 23, and a 24-hour stoppage by other port personnel on Jan. 22 and 23.

These strikes, which would close down Le Havre and Marseilles, the country's two largest container ports, follow a series of 24-hour stoppages since the beginning of the year. Previous negotiations failed over working conditions for container crane operators and maintenance workers being transferred from port authority payrolls to private stevedores under the government's 2008 port reform program. Unions also are protesting government reform of pensions. Leading ocean container carriers have warned shippers to prepare for four days of disruption at key ports including Le Havre and Dunkirk. **Source: Journal of Commerce**



The **ICEBORG** seen arriving in IJmuiden under tow of the **LUNA-A** on September 19th 2010, the vessel was renamed **KLAVERBANK** on January 15th 2011 - **Photo : H. Blomvliet ©**

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NAVY NEWS

Navy ship begins clearing flood debris

A Royal Australian navy minehunter has started looking for dangerous debris washed down the Brisbane River, and some of it will be blown up. **HMAS Huon** has been tasked with clearing two busy shipping routes in and out of Moreton Bay.

With ships carrying food, fuel and other supplies queuing up to enter the port of Brisbane, clearing the Northwest and Spitfire channels is a priority. Last week's floods washed an enormous amount of debris down the river and it's feared large items including sunken vessels, metal dumpsters and trees could endanger marine traffic.

The naval operation to clear the river will extend upriver to Moggill. Navy divers plan to raise large objects using inflatable devices, before moving them out to sea and blowing them up. Other hazards, such as ship masts, may be cut up underwater, the commander of the Maritime Task Force Peter Tedman told AAP.

Navy personnel will also work to identify silt deposits that have affected channel depths. This morning **HMAS Huon** was off Caloundra, to Brisbane's north, indicating just how far the debris might have spread. "There's been so much come out of the Brisbane River that has been unaccounted for," Commander Tedman said.

"We're hopeful that it's not in the main shipping channel. "But certainly, if it is, our first task will be to identify what it is and the hazard it poses." Cmdr Tedman warned the task would take some time. "It's more an open-ended task. There's a lot of water between Caloundra and the upper reaches of the Brisbane River.

"And we really don't know how bad it is." The naval hydrographic survey ships **HMAS Shepparton** and **HMAS Paluma** will join the operation from tomorrow. The port of Brisbane reopened on Sunday with at least two crude oil tankers having since berthed. However, Cmdr Tedman said a queue of other supply vessels was sitting outside Moreton Bay waiting to dock. **Source : NZ Herald**

SHIPYARD NEWS



Above seen **dock 3 (Panamax)** at the Scheldepoort Shipyard in Vlissingen-Oost at present under maintenance away from her original location (quayside E) whilst in the same time the botom is getting prepared before the dock is moved back to her original location - **Photo's : F. Bolier ©**





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Ravestein to build backhoe dredger for DEME

Ravestein BV in The Netherlands has announced that it has been awarded a contract for the design and construction of a backhoe dredger based on its Ravestein 900B design. DEME in Belgium placed the order at the end of November 2010. Delivery is scheduled for 15 December 2011.

The Ravestein 900B will have a length of 60m, breadth of 17.20m, depth of 4.00m, deck load of 10.00 tonnes/m² and will be equipped with a Liebherr P 995 Liptronic crane and three spud legs each 34m in length. Ravestein will build the backhoe dredger at its yards in Deest and Dodewaard. The crane will be transported from Colmar France to the covered slipway in Deest. **Source : Dredging News Online**

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Company aims to add more departures from Europe every 10 days

OT Africa Line restructured its roll-on, roll-off service from Europe to Africa by adding a fifth ship to the service line, the company said Tuesday, in an effort to offer more frequent sailings departing from Europe every 10 days.

This rotation connects the ports of Rouen and Antwerp to Pointe Noire, Congo; Port Gentil, Gabon; Libreville, Gabon; Douala, Cameroon and Abidjan, Cote d'Ivoire. OT Africa, which is part of the CMA CGM Group, said the service offers a dedicated ro-ro service catering for industries such as oil, gas and mining as well as transporting industrial projects as well as vehicles and containerized cargo. It connects with transit services from Dublin, Rotterdam, Amsterdam, Hamburg and Tilbury.

Onward connections to all main ports in Angola and DRC are offered via Pointe Noire. These destinations include Soyo, Boma, Matadi, Banana, Cabinda, Lobito and Namibia.

CMSA CGM acquired OT Africa Line in 2005. Established in 1975, the company operates a fleet of multi-purpose ro-ro and container vessels that serves routes to, from and within West Africa. **Source : The Journal of Commerce**



The **BLACK WATCH** seen from the **TSHD SEAWAY** in the port of Fortaleza (Brazil) - **Photo : A. Radko ©**

E.R. Schiffahrt cancels AHTS orders at Korean shipyard

Hamburg-headquartered shipowner and ship manager E.R. Schiffahrt reports that it has cancelled orders placed with the Korean shipyard Sekwang for four anchor handling tug supply vessels "due to ongoing delays in completion and the resulting difficulties of safely securing charters for the vessels."

E.R. Schiffahrt noted the cancellations at Sekwang in a year-end round up in which it said that it ended 2010 with a new record of 17 new vessels delivered. This was the company's highest annual fleet growth since its foundation in 1998. Fourteen bulk carriers with a total cargo capacity of 2,024,000 tonnes joined the fleet. All are chartered to large Far Eastern liner companies for between five and ten year terms. In 2011, E.R. Schiffahrt expects the delivery of six further bulk carriers and the first two of eight 13,100-TEU container vessels; 2012 will see the further six container giants joining the fleet.

In the offshore services sector, 2011 saw two anchor handling tugs and one platform supply vessel join the fleet. Despite the cancellations at Sekwang, E.R. Schiffahrt is still planning a further expansion of its offshore fleet. "We are intensifying our offshore fleet operations in Brazil, a region in which better and longer charter conditions can be arranged", says CEO Albert Schumacher. Mr. Schumacher expects the marine market to remain volatile.

"This is why we are extremely happy that all our bulk carriers are currently chartered long-term and also that upon delivery all eight of our 13,100 TEU container vessels will be on a 15-year time charter to one of the industry's top operators," he says. The future plans of E.R. Schiffahrt foresee more ships operating in revenue pools. "Our policy of integrating a part of our fleet into revenue pools has proven to have been a very effective strategy. Pools are

particularly effective in safeguarding the revenue situations of individual vessels in times of uncertainty and volatile markets," notes Mr. Schumacher. Today, a third of the company's vessels operate in pools. In the course of 2010, three container vessels operated by E.R. Schiffahrt were attacked by Somali pirates or chased by skiffs. Thanks to the size and speed of the containerships and the vigilance of their crews, the vessels were able to escape.

"We welcome all the measures taken by the German government so far with a view to the protection of our crews and ships, but we cannot ignore the fact that the security situation remains a constant threat," says Mr. Schumacher. "We, as ship owners, are of course prepared to make further contributions to the protection of our seafarers." **Source :**

MarineLog



The **BEAUTRADER** seen enroute Amsterdam – **Photo : Marcel Coster ©**

Calcutta port plans big

Calcutta, Jan. 18: The Calcutta Port Trust (CPT) plans to invest Rs 6,000 crore in new facilities to tide itself over the crisis of dwindling cargo from the eastern port.

"New port facilities at Sagar, Diamond Harbour and Haldia dock II will require a total investment of Rs 6,000 crore and we hope to begin work on these facilities shortly," chairman M.L. Meena said on the sidelines of an interactive session at the Bengal National Chamber of Commerce and Industry here today.

RITES is doing the feasibility study for the Sagar port proposed to be built on 2,000 acres, he said. Most of the port facilities will be built in the public-private-partnership basis. The CPT has also decided to dump the silt from dredging on land instead of the sea. **Source: The Telegraph**

NYK changes VLOC orders in DACOS

Japanese liner Nippon Yusen Kaisha (NYK Line) announced the company has changed the vessel type that originally ordered at Dalian COSCO Shipbuilding Industry (DACOS) from two 300,000dwt VLOCs to three 200,000dwt capesize bulkers. The date for delivery is still in 2013 with no change. Currently, NYK is operating around 100 ships including 14 VLOCs of 230,000dwt to 300,000dwt and capesize ships of 150,000dwt to 200,000dwt. **Source: searade-asia.com**



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Bouw van grootse portaalkranen in haven van Gent

Havenbedrijf Gent bundelt de krachten met Gottwald



Het Havenbedrijf Gent werkt voor het eerst samen met Gottwald. Dit bedrijf assembleert in de haven van Gent de twee grootste portaalhavenkranen die ze ooit gemaakt heeft. Binnenkort worden ze verscheept naar de haven van Adani in India.

In de haven van Gent is Gottwald Port Technology, een dochteronderneming van Demag Cranes AG, momenteel bezig met de assemblage van twee reuzengrote portaalhavenkranen. Het zijn de grootste kranen die de Duitse firma in haar geschiedenis ooit heeft gebouwd. Van zodra ze volledig klaar zijn, worden ze samen verscheept naar India aan boord van een gespecialiseerd schip voor zware ladingen.

De verscheeping van de belangrijkste onderdelen van beide kranen via binnenschepen begon in juni 2010. Geleidelijk aan worden de twee Model 8-kranen geassembleerd aan het Kluizendok in de haven om uiteindelijk afgewerkt en opgeleverd te worden tegen eind januari 2011.

Beide kranen zijn bestemd voor de haven van Dahej aan de westkust van

India en werden besteld door Adani Petronet (Dahej) Port Pvt Ltd. (APPPL), een joint venture tussen Petronet LNG Ltd en Mundra Port & Special Economic Zone Ltd. De kranen zullen worden gebruikt voor de behandeling van bulkmateriaal, inclusief steenkool, op de nieuwe flexibele terminal voor vaste ladingen in Dahej.

De kranen zijn de grootste Gottwald portaalhavenkranen die ooit werden gebouwd. Omdat het portaalkranen zijn die op rails rijden, is het noodzakelijk om over rails te beschikken om ze te kunnen samenstellen. Hoewel het Kluizendok in de haven van Gent aan de walkant uitgerust is met bestaande rails was het toch nodig om een tweede spoor parallel hieraan te installeren. Zo kon precies de juiste breedte worden bekomen voor het 13 meter brede portaal.

De kranen wegen elk 650 ton, de portalen alleen al wegen elk 240 ton en hun vrije hoogte is 6 meter zodat treinen en vrachtwagens er onderdoor kunnen rijden. Beide kranen hebben 63-tons grijpercurves, een maximumradius van 50 meter en zijn geschikt om gebruikt te worden langs schepen tot Capesize grootte. In India zullen de kranen gemonteerd worden op rails die parallel lopen met de schepen.

Tegen het einde van januari moeten de kranen (G HSK 8332 B-kranen) volledig geassembleerd en opgeleverd zijn. De giek en de tegengewichten zullen dan worden verwijderd. De kranen zullen op een schip- specifiek uitgerust voor zware ladingen - worden geplaatst door middel van de hystoestellen die zich aan boord bevinden. De kranen zullen vermoedelijk begin maart 2011 in de haven van Dahej aankomen.



The **SIERRA LEYRE** seen enroute Rotterdam – Photo : Henk van der Heijden ©

Antwerp, Amsterdam, Rotterdam Eye Duisburg

The ports of Antwerp, Amsterdam and Rotterdam are considering a joint bid for the German government's stake in Duisburg, the world's biggest inland port. The German government is seeking buyers for its one third shareholding in the Rhine river port of Duisburg, a major intermodal hub at the center of the Ruhr industrial belt.

The Antwerp, Amsterdam and Rotterdam port authorities view a strategic stake in Duisburg as key to their plans to boost the share of inland shipping and rail in hinterland transport which currently is dominated by trucking. The three ports want to limit trucking's share of hinterland traffic, mainly containers, to between 35 percent and 40 percent, a Rotterdam spokesman said. They also want to promote Duisburg as a rail hub that will bundle traffic to the three ports and improve their competitive position in the German and central European ocean cargo markets. The three ports are currently considering how to mount a joint bid for the German government's Duisburg stake. Duisburg boosted container traffic 25 percent in 2010 from the previous year to 2.25 million twenty foot equivalent units, outpacing growth of around 17 percent at Rotterdam and Antwerp, Europe's top two box hubs. Overall cargo volume soared to almost 28 million metric tons in 2010 from 22.8 million metric tons in 2009 and fell just short of the record 28.3 million

metric tons handled in 2008. The port's other shareholders, each with one third stakes, are the state of North Rhine-Westphalia and the City of Duisburg. **Source: Journal of Commerce Online**



KOTUG's **SD STINGRAY** seen in the port of Rotterdam – **Photo : Dennis Meijer ©**

Competition authorities probe Stena-DFDS deal

DFDS's sale of its Irish Sea routes to Stena is being investigated by the Irish Competition Authority (ICA) and, separately, hauliers are concerned that DFDS's withdrawal from the market could push up prices. The ICA said an initial investigation into Stena Line's €50 million (US\$62.2m) proposal to purchase DFDS Seaways' Belfast-Birkenhead and Belfast-Heysham services had been inconclusive, and it would look into the deal in more detail.

It said: "Following a preliminary investigation, the competition authority is unable to conclude that the acquisition will not substantially lessen competition in markets for goods or services in the state without carrying out a full investigation." Stena Line was unable to comment on the investigation. The ICA has until 13 April to make a decision on the proposed sale and has invited interested parties to make submissions no later than 5pm on 4 February. The UK's Office of Fair Trading is also looking at the deal, as standard practice, and told IFW it would announce a decision on 8 February.

By the end of the month, three routes on the Irish Sea will close – DFDS's services between Dublin and Birkenhead and Heysham and Stena's service between Larne and Fleetwood – leaving four ferry firms operating 14 freight-carrying routes.

If the acquisition is given the green light by competition authorities, Stena will operate six. Meanwhile, hauliers are concerned that Stena's acquisition and the loss of routes will result in increased prices on the trade. One industry observer said: "Stena Line, which is already dominant in shipping passengers, will increase market share instantly.

"Prices for overnight ferry tickets are likely to increase dramatically as it starts to milk the freight v passengers [situation] on extremely full ships." A spokesman for Stena Line said there would still be enough operators on the Irish Sea to ensure that prices would still be governed by market forces. **Source: www.ifw-net.com**



The new **SPIRIT OF BRITAIN** seen in Dover – Photo's : Wim Hozee ©

KSB Group to provide pumps for new trailing suction hopper dredger

The beginning of December 2010 saw the KSB Group receive an order from STX Europe in France to supply two large pumps a trailing suction hopper dredger. The new dredger will operate in the Atlantic near the mouth of the Loire estuary and will have a hopper capacity of 2,000 cubic metres of sand and gravel. It will be equipped with a suction pipe that will enable it to dredge at a depth of up to 45m.

The pump utilised for this purpose will be manufactured by KSB's US-based subsidiary GIW in Georgia. It will handle a flow rate of 7,000 cubic metres per hour and develop a head of approximately 30m. Its impeller has a diameter of 1.25m and is used to pump a sand-gravel-water mixture with a density of up to 1.4 tonnes per cubic metre. The pump casing, impeller and liner alone weigh approximately 9,000kg.

Once the ship's hopper is filled with sand, it will sail to a wharf where a second pump, also manufactured by GIW, will discharge the sand and gravel mixture to the shore via a 500m discharge pipe. This pump weighs around 20 tonnes and has an impeller diameter of more than 1.5m. Its maximum flow rate is around 6,200 cubic metres per hour. The impellers and casings of both pumps are made from corrosion-resistant and abrasion-resistant white cast iron with a chromium content of 27 per cent.

KSB's scope of supply totals several hundred thousand Euros and also includes a water jet pump and two drainage pumps. KSB said it was awarded the contract thanks to its ability to supply pump sets capable of handling slurries with a sand concentration of 40 per cent while achieving an efficiency of 80 per cent. "From a technical and cost-efficiency point of view, this offered the operator the best solution," said KSB. **Source : Dredging News Online**

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Geometius delivers Trimble GPS equipment for Maritime Institute Willem Barentsz (MIWB) for students Ocean Technology.



Geometius, in corporation with Trimble, delivered high tech GPS equipment for the MIWB. This equipment is sponsored by Trimble and enables hydrography students to work with state of the art positioning equipment. The equipment consists of a GPS base station and a mobile station (rover) with a modern tablet PC. All equipment is prepared for receiving different signals from GPS, GLONASS and in the future Galileo. On top of this, Geometius delivered a 19 inch computer for installation on board of the training vessel **Octans**. This vessel is equipped for hydrographical surveys. Geometius will provide training for the students in the second week of februari.

HK 2010 up 11.8pc to 23.5m TEU, Singapore up 10pc to 28.4m TEU

FIGURES from the Hong Kong Marine Department show the port handled 23.5 million TEU in 2010, an increase of 11.8 per cent from 21 million in 2009. December's figures showed a six per cent increase to 1.9 million TEU from the same month the previous year.

Singapore's Maritime and Port Authority reported a 10 per cent increase in container movement in 2010, having handled 28.4 million TEU compared to 25.9 million TEU in 2009. December container volume expected a year-on-year increase of 4 per cent to 2.4 million TEU. **Source : Schednet**

Hanjin receives two post-panamax ships

Hanjin Shipping took delivery of two new post-Panamax containerships with capacities of 8,600 20-foot-equivalent units of containers, the South Korean liner company said Tuesday. Named "**Hanjin Hamburg**" and "**Hanjin New York**", the two vessels are the second and the third of the series of five 8,600-TEU ships it ordered from South Korea's Hyundai Samho Heavy Industries. The ships are equipped with fuel-efficient engines that can reduce fuel consumption and carbon emissions.

Hanjin Shipping has not yet announced any new ship orders in 2011, but said last fall that it plans to place orders. "We are now in the process of establishing an optimum fleet portfolio by investing in various sizes of containerships ranging from 4,000 TEUs to 10,000 TEUs," said W.W. Lee, deputy president and chief executive of the container business unit at Hanjin Shipping. The rest of the 8,600-TEU series is scheduled to be delivered during this year. Hanjin said it plans to deploy the ships by the end of January on its PSX (Pacific South Express) service, which has the following port rotation: Yantian, Kaohsiung, Shanghai, Gwangyang, Busan, Long Beach, Oakland, Seattle, Busan and back to Yantian.

Source: [joc.com](#)

Zim announced a general rate increase from India to Europe

Zim Integrated Shipping Services Ltd. announced that freight rates from India to Europe will be raised by US\$200 per TEU as of Feb. 1 2010. The GRI will apply on westbound cargo from all origins in the Indian sub-continent to Mediterranean, Israel, Black Sea and North Europe destinations. The company noted that the update is necessary in order to maintain current levels of service and high reliability. Source: [port2port.com](#)

PORT OF CORK TRAFFIC INCREASES IN 2010

While all sectors at the Port of Cork experienced a challenging period during 2010, the end of year total trade traffic shows an increase. Total trade in 2010 through the Port of Cork amounted to 8.8 million tonnes, an increase of 8.6% compared to 2009.

One area of increase which has a very positive effect on the local economy is the increase in exports from the Port. Total exports at the Port of Cork have remained strong increasing by 10% to date, in comparison to 2009. Exports are a key driver in the successful recovery of the Irish Economy and the Port of Cork is committed to continuous support in the growth of international trade for both current and future economic prospects.

The container business at the Port of Cork has remained constant with over 150,000 TEU handled in 2010. Animal feed stuffs, fertiliser and other trades have shown a significant increase in 2010. Oil traffic has shown a slight increase of 3.5% as a consequence of lower levels of economic activity; however it continues to be a significant part of the Port of Cork business.

Commenting on the end of year trade traffic results, Mr Dermot O'Mahoney Chairman of the Port of Cork said: "The Port of Cork is pleased to announce that total trade traffic in 2010 has shown an 8.6 % increase on 2009 traffic. With 98% of all goods imported or exported from Ireland moved by ship, the importance of ports to our economy is vital. The Port of Cork is a key link to the continued economic success of the entire Munster region and the challenges now for the Port of Cork, is to continue to develop. This requires that we be visionary and seize opportunities presented by emerging trends and logistic supply changes." He continued: "While the next four to five years will be challenging for us all, we need to continue to promote the fact that Ireland is an excellent investment location and is well placed to capitalise on growing global markets."

52 cruise liners visited the Port of Cork during 2010 bringing over 100,000 passengers and crew to the region. According to research carried out by UK consultants GP Wild, the average in-transit spend per passenger, while visiting an Irish port is €73. This is a significant contribution towards the local tourism economy. Ferry passenger numbers though the port also increased mainly due to the welcomed re-commencement of the ferry service linking Cork with Swansea. The weekly ferry service from Cork to Roscoff with Brittany Ferries also had a successful year.

In 2010, the Port of Cork developed a recreational strategy to improve the marine leisure facilities around Cork Harbour. The first project carried out was the construction of a 100m marina on South Custom House Quay. This long term investment for the city of Cork has already proven to be very popular among local boats and visiting boats. The Port of Cork expects 2011 to be even busier.

Sister for Successful Argentine Trawler

By : Alan Haig-Brown

No doubt the truest testament to the success of a vessel is the building of a sister ship. That has recently been demonstrated by the owners of the Porto Belo I that was launched in May of 2008. The company, Maritima MDQ S.A., returned to the same builder, Astillero Naval Federico Contessi y Cia, SA, for a sister ship which was launched January 8, 2011. Both vessels were built to a design owned by the shipyard.



The 23.98 by 6.7-meter **Porto Belo II** has a 125 cubic meter fish hold capacity and tankage for 30,700 liters of fuel and 15,500 liters of potable water. Accommodation is provided for up to ten crew in four bunk rooms with the skippers room aft of the wheelhouse and the balance in the aft hull.

Photo courtesy of Cummins Argentina

Power is provided by a single six-cylinder Cummins KTA19M3 engine generating 600 HP (447 kW) at 1800 RPM which turns a nozzled propeller through a Twin Disc reduction gear. This arrangement gives the vessel a 9.5-knot design speed when running light and up to 3.5 knots when towing a trawl.

Auxiliary power is provided by a Cummins 6CTA 8.3 G2 and a 4BTA 3.9 G4 engines. **Source : MarineLink**

OLDIE – FROM THE SHOEBOX



The **LUNA** of the KNSM with some crewmembers seen in Isthmia (Corinth canal) in the middle is seen **Cpt. Willem Klein** from Terschelling.

Photo : Marthan Klein ©

.... PHOTO OF THE DAY



The **MISS LUCY** seen at the river Elbe (Hamburg) – Photo : Jan Hoffmann ©

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