

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 021



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The HAVILA CLIPPER seen passing Haugesund – Photo : Capt. Jan Plug (c)

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EVENTS, INCIDENTS & OPERATIONS



Allseas **CALAMITY JANE** seen moored in the Wilton Harbour in Schiedam – Photo : Wim van Doorne (c)

Dry bulk market's fall sees no end

Pundits indicating that the dry bulk market's sentiment remains weak were justified, as the industry's benchmark, the Baltic Dry Index (BDI) kept falling mid-week, ending Wednesday's session down by 1.47% to 1,411 points, the lowest it's been since late of 2008, amid the global financial meltdown. As has been the case since the beginning the year,

smaller ship types fared better than their large counterparts. Capesizes retreated yet again, this time by 0.88% very close to break-even levels, while panamaxs ended the day down by 3.48%. According to the latest weekly report from Fearnley's, the Capesize market is lacking direction and excitement. «Finally we see the floor reached for now in the Far East, with a number of fixtures done around USD 6.65- 6.70 pmt for West Australia to China (against the lowest done last week at USD 6.45 pmt). The front haul seems under pressure, with lack of cargoes and more ballasters, and rates as dropping. The Chinese are preparing for lunar New Year, and remain inactive for the beginning of this year, resulting in limited spot activity" said the shipbroker. Commenting on the panamax front, the report mentioned that it had a slow start to the week in both hemispheres. "Especially the Pacific market experienced low volumes with much of the Australian cargos being cancelled, caused by the flooding. Several ships were reported to leave the Australian loading areas without cargos, entering the much active ballasting market from the Pacific to the Atlantic basin. The latter has also experienced a softening in rates for early February cargos with ballast bonuses decreasing rapidly throughout the week. Fronthaulls are still being fixed at around 25k and Tarvs at around 17.5k while the Pac rounds are getting around 9k. The period market has been over flooded with takers, but owners still not able/willing to face the levels being proposed" said Fearnley's.

As for the smaller ship types and particularly the Handysize/Handymax, the shipbroker said that “negative sentiment for forward positions in the Atlantic market due to lack of cargo availability and too many ballasters from the East. Continued lack of sufficient activity in the Black Sea and Continent. USG seems to be the only positive market. Very little activity with rates having downward pressure across all routes in the Pac. Supras are doing USD 7-8k for Indonesia-India. Same levels also seen for Thailand rounds. Iron ore from India bit quiet and vessels seeing around 14-15k from WCI and 10-11k from ECI for trip to East. RBCT coal FOB prices looking firm and not too many Indian buyers buying at those levels as cement plants have enough stocks for some time to hold. For RBCT RVs ships are going at 14k and some even lower depending on position. Handymax fertiliser cargoes from R.Sea to India are seen paying a round low 20’s on voyage basis WC I d ischarge» concluded F earnley’s. Meanwhile, yesterday it was announced that Chinese coal imports set a new record in December and totaled 17.34 million tons, an increase of 940,000 tons (6%) from the previous record of 16.4 million tons imported in December 2009. Robust peak season winter thermal coal demand led to the surge in coal imports. In a relative comment, Commodore Research & Consultancy stated that “a few months ago we anticipated that Chinese coal imports would set a new record in December and published a note in early November alerting clients that December coal imports would likely reach 17.25 million tons. December imports exceeded our forecast partially due to Chinese ports being closed sporadically in November due to weather-related issues. A few cargoes that were meant to be unloaded in November were instead unloaded in December. Going forward, Chinese coal imports are likely to remain at robust levels but are poised to decline until the summer re-stocking period. Chinese thermal coal fixtures have declined in recent weeks. Last week saw only 6 vessels chartered to ship thermal coal to China, a decrease from the trailing four-week average of 9 fixtures. Early December saw as many as 19 vessels chartered to ship thermal coal to China in a single week” said Commodore. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **QUEEN VICTORIA** seen in Bonaire with on the right seen the tug **INDUSBANK** - Photo : Henk Ram (c)

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34 fishermen rescued in Palawan

A Navy ship rescued 34 fishermen on Paly Island in Taytay, Palawan on Wednesday morning, authorities said. The fishermen manned **FB Jonathan I**, which was reported missing along with 13 other boats since Sunday amid strong winds in the area.

The boat's owner, Norie Esparagoza, identified the rescued fishermen as Jose Regino, Michael Regor, Real Fernando, Rolando Isloso, Sterie Andres, Anding Fernando, Toto Math Denesis, Richard Lachica, Edcel Dignaran, Bernard Batalid, Bong Pabeco, Andrian Asuncion, Cematar Pavelono, Felipe Galang, Junar Libanan, Salvador Mahinay, Macky Mahinay, Macky Lopez, Christopher Asuncion, Marielo Francisco, Hernan Dignaran, Joseph Pelagre, Jenord Maglantay, Benny Abajon, Benedicto Abajon, Norbert Dalfon, Noel Nogas, Jayson Carillo, Toto Roldan, Romnick Bayaso, Henry Annonuevo, Crispin Favellona, Gerry Dela Cruz, and Flavio Culanag Rowad.



File photo of the **(74) BRP RIZAL** seen moored in Puerto Princesa City (Palawan) – Photo : Piet Sinke (c)

They are all from Occidental Mindoro. They were given first aid on board the Navy vessel **BRP Rizal**, which is skippered by Captain Elpidio Francisco. The ship is still continuing its search and rescue mission for other 3 fishermen in the waters of Roxas and Linapacan, the Navy said.

The 3 still missing were identified as Bong Escondo, Bito Roldan, and Limuel Tirincio. The Navy ship earlier rescued 7 fishermen of the **MV Marlette Joy**, which also encountered bad weather in the area. The survivors will be brought to Puerto Princesa City and turned over to the Department of Social Welfare and Development. Source : abs-cbnNEWS.com

Paris MOU warns on tanker damage stability problems

The Paris MOU is warning that significant number of tankers could pose a risk to the environment. They are not being loaded in accordance with damage stability requirements. In the case of a collision or grounding these ships might not survive, resulting in possible pollution or even loss of life.

Preliminary results from a Paris MoU Concentrated Inspection Campaign on tanker damage stability, carried out between September 1, 2010 and November 30, 2010 show that a total of 173 tankers, 16.2 percent of those inspected, could not demonstrate that they were normally loaded in accordance with the Stability Information Booklet (SIB). The 173 ships comprised 77 oil tankers, 84 chemical tankers and 12 gas tankers. The Paris MOU is a Regional Port State Control body initiated in 1982 when 14 European countries agreed to co-ordinate their port state inspection effort under a voluntary agreement. Current membership includes 27 countries. Over recent years, several of these countries have been concerned that tankers were not being loaded in compliance with IMO damage stability

requirements. The Paris MoU Committee therefore decided to instigate last year's Concentrated Inspection Campaign (CIC) on tanker damage stability. The CIC questionnaire was completed on a total of 1,065 tankers (419 oil, 538 chemical and 108 gas tankers). A total of 94 (8.8 percent) inspections found deficiencies directly related to the CIC. A total of four tankers were detained as a direct result of the CIC for not complying with damage stability requirements. (two oil tankers and two chemical tankers). Richard Schiferli, General Secretary of the Paris MOU commented that though just four detentions might seem a small number given the large number of ships with deficiencies, it had been agreed that during the CIC, detention was a last resort. "Only for cases where the ship was loaded for the forthcoming voyage and could not show damage stability compliance prior to departure, a detention order was issued," he said. "Therefore tanker damage stability should remain an area of attention in the future." Pat Dolby, coordinator of the CIC commented: "The most significant finding from the campaign was that 16.2 percent of tankers that were inspected the master could not demonstrate that the ship was normally loaded in accordance the SIB. This is a significant number of tankers that, during a 'spot check,' could not show compliance with stability requirements and thus may pose a risk to the environment." The detailed results will be submitted for review to the 44th meeting of the Port State Control Committee in May 2011, after which the report will be submitted to the International Maritime Organization.

Source: Paris MOU



The 1972 built 7940 hp tug **SEA HORSE 7 (ex Hua Ji)** seen moored in Okpo, rumours are going that the tug will tow the new Heerema barge **H 591** from Okpo to Batam Island (Indonesia) - Photo : Capt. Wim van der Kort (c)

Jennifer Hudson To Christen Disney Dream

Jennifer Hudson, a past finalist on American Idol and a Grammy Award-winning recording artist who began her career in 2003 performing on a Disney Cruise Line ship, has been named godmother of the new **Disney Dream**. Disney had been keeping the selection under wraps and just announced the choice today to past passengers.

Hudson, who also is an Academy Award-winning actress, will christen the 2,500-passenger ship, the line's first in more than a decade, during a ceremony at Port Canaveral, Florida, on Wednesday. Media, travel agents, consortia executives and VIPs will attend. After the christening, many of the attendees will board the vessel for a two-night preview cruise, which features a port call at the line's private isle, Castaway Cay. Travel Agent will be onboard and report here on the festivities with photos from the events. "Anytime a new ship is delivered, it's good for the entire industry — especially when those ships are game changers," Michelle Fee, co-founder and CEO, Cruise Planners, told Travel Agent.

That's true for **Disney Dream**, which features the industry's first AquaCoaster at sea. The ship also boasts virtual portholes in inside staterooms and new entertainment options. Fee says the new **Disney Dream** has a lot more bells and whistles than its sister ships, which is positive for the trade: "Innovation sells. Everyone wants to sail on the 'new' ships." Visit www.disneycruise.disney.go.com Source : travelagentcentral



The **FRANCISCA** seen moored in Beverwijk, the vessel is in the meantime departed from Kristiansund
Photo : H. Blomvliet (c)



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The **SAFMARINE HOUSTON** seen in Cape Town – Photo : Ian Shiffman ©

Cypriot-flagged ship hijacked by pirates

A CYPRUS-flagged vessel carrying 52,000 tonnes of ore has been hijacked by pirates in the Gulf of Aden, with all 25 Filipino crew members on board taken hostage. The government has made it clear yesterday it would not negotiate with pirates over the vessel's release. The hijacking came as the International Maritime Bureau (IMB) global piracy report released, said more people were taken hostage at sea in 2010 than in any year on record. The report reveals pirates captured 1,181 seafarers and killed eight while a total of 53 ships were hijacked in 2010. From which 49 were off the coast of Somalia.

In the case of the Cypriot-flagged '**MV Eagle**', owned by Greek company Perosea Shipping CO, the vessel was attacked and hijacked by pirates in the Gulf of Aden, south of Oman, on Monday morning while transporting ore from Jordan en route to India. According to one report, pirates used a single skiff (small boat) in the attack, firing small arms and a rocket propelled grenade before boarding the vessel. There has been no contact with the ship since the attack. Director of the Department of Merchant Shipping (DMS), Sergios Sergiou said yesterday the official position of the Cyprus government, a usual practice for governments around the world, is not to negotiate with pirates or terrorists. Otherwise this would encourage pirates, leading to more such incidents, he added. Sergiou said the crew comprises of 25 Filipino nationals, noting that the government has already contacted the Philippines government to inform it of the incident. The DMS is also in contact with the company that owns the ship, which will likely be approached by the pirates for ransom. Sergiou said it was still too early to expect the pirates to communicate with the company. According to the information available, Sergiou said the ship was heading towards the coast of Somalia. The DMS is monitoring developments and the ship's final destination, he added.

Asked what plans there were to deal with the hijack and hostage situation, Sergiou said the owners and insurance companies usually ended up negotiating with the pirates. "I don't know what the owner will do in this case. Our role is to send ships instructions on what preventive measures to take, give information on the pirates' movement, where the EU naval force (EU NAVFOR) presence is, the best routes to take, etc. From the moment the ship is hijacked, we can't do anything," he said. Communications Minister Permanent Secretary Makis Constantinides said yesterday the procedure was normally for the vessel to be taken to the Somali coast, after which "an intermediary offers their services and a transaction takes place on the ship in cash, then they release the ship". He noted the first unlawful intervention on a Cyprus-flagged ship was in 2002 off the Somali coastline. It was kept by pirates for 20 days before being released.

"In the Indian Ocean, Arabian Sea between the African and Indian continents, over 200 (hijack) attempts are made every year. Only around 50 are successful because ships are aware now, they follow manuals, guidelines and monitor the situation very carefully," said Constantinides. Since the end of 2008, EU NAVFOR has been patrolling large swathes of ocean in an effort to deter Somali pirates but the hijackers are using smaller, faster boats to expand their area of interest. The multinational force includes the participation of non-EU countries like Russia and India, while Cyprus even contributes a number of officers on secondment.

"The pirates don't care what flag the ship is. They are increasingly expanding their area of activities, now operating north of the Arabian Sea as far as the Maldives and south as far as Seychelles," said Constantinides. Despite the growing risk, the ministry official said the government had no plans to change the law forbidding the carrying of guns on Cyprus-flagged vessels. Director-general of the Cyprus Shipping Chamber Thomas Kozakos told the Cyprus Mail that some members' ships have come very close to being hijacked in the past. "Our member companies take measures to minimise the risk. They take piracy very seriously and follow best management practices in combating it," he said.

Kozakos noted that even the most diligent operator could still come under attack. "We're talking about an area covering thousands of nautical miles," he said. Regarding ransom figures, General Secretary of the Cyprus Union of Shipowners, Captain Andreas Constantinou, said yesterday pirates never ask for less than a million euro. "It depends on the cargo. If the ship is carrying petroleum, insurance companies are very sensitive to the potential environmental damage that may be caused, which would result in them paying out even more," he said. Pirate attacks have been on the rise for the last four years. Last year saw a ten per cent increase in attacks compared to 2009 with 445 attacks reported in 2010. In 2006, 188 crew members were taken hostage while in 2009, 1,050 were taken and 1,181 in 2010. Captain Pottengal Mukundan, Director of the IMB's Piracy Reporting Centre, said the continued increase in numbers was "alarming". "These figures for the number of hostages and vessels taken are the highest we have ever seen," said Mukundan. A total of 28 vessels and 638 hostages were still being held for ransom by Somali pirates as of 31 December 2010. The Centre has monitored piracy worldwide since 1991. **Source : Cyprus Mail**



"Hong Lam Marine's Bunker Tanker "EPISODE" seen offshore Singapore

Photo: Simon de Koning – Thrustmaster Asia Pacific Pte Ltd (c)

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The advertisement for Multraship Towage & Salvage features a large blue and yellow logo on the left. To the right, there is a photograph of a large white cargo ship being towed by a smaller tugboat. The text 'MULTRASHIP TOWAGE & SALVAGE' is prominently displayed in blue and yellow. Below the logo, the website 'www.multraship.com' and the phone number '+31 (0) 115 645 000' are listed. The background of the ad shows a ship at sea with a blue wave graphic at the bottom.

Crude futures price rises to \$98.16 in London, in New York - down to \$91.81

As of January 19th, IPE Brent crude futures price gained 36 cents to \$98.16 a barrel on the London-based ICE Futures Europe exchange, Light Sweet Crude fell by 5 cents to settle at \$91.81 a barrel on the New York Mercantile Exchange.

NAVY NEWS



The **CORNHUSKER STATE** which is seen berthed at Newport News with her sister **GOPHER STATE** in 2007

Photo : Harry Stott (c)

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HHI wins \$1 bil. drillship order

Hyundai Heavy Industries (HHI), the world's biggest shipbuilder, has signed a deal worth 1.14 trillion won or \$1 billion in a drillship deal with U.S. oil and gas rig operator Noble Drilling. The contract calls for the Korean shipyard to deliver two drill-ships by the end of 2013, according to HHI in a press release, Wednesday. "Amid the rising oil prices, HHI expects to win more such orders," said a company spokesman Jo Sung-woo, without elaborating further. Drillships are used to explore and develop offshore oil and considered a premium vessel in terms of price. HHI as well as smaller Daewoo Shipbuilding and Marine Engineering and Samsung Heavy are focusing on garnering orders for value-added drillships.

HHI has won three orders to supply drillships. Last month, HHI clinched a separate drillship order for U.S. oil explorer Diamond Offshore Drilling for \$520 million. Jo said it has been receiving calls more frequently concerning the build-up of the ships from its bigger existing clients. HHI plans to win \$19.8 billion worth of total ship orders this year, an increase of 85 percent from last year, it said in the release. "HHI will maintain the current business momentum for the full year amid moderate recovery signals seen in the global shipbuilding industry," said Ok Hyo-won, an analyst at NH Investment, adding its target for HHI is 650,000 won per share. **Source: The Korea Times**



The Chemical/Oil Product Tanker "**EURO MORA**" belonging CRYSTAL POOL S.R.L., Genoa, Italy, under dry docking works at **CERNAVAL SHIPYARD** in Algeciras, Spain. - Photo : David North ©

\$17.33 million more for repairs to LHD 1

BAE Systems Norfolk Ship Repair, Norfolk, Va., is being awarded a \$17,330,868 modification to previously awarded U.S. Navy contract for the **USS Wasp (LHD 1)** fiscal 2011 Phased Maintenance Availability (PMA). A PMA includes the execution of depot-level maintenance, alterations, and modifications that will update, improve, and extend the ship's military and technical capabilities. Work will be performed in Norfolk, Va., and is expected to be completed by April 2011. Contract funds in the amount of \$17,320,921 will expire at the end of the current fiscal year. Norfolk Ship Support Activity, Portsmouth, Va., is the contracting activity. Source : MarineLog

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Mother ship design for deepwater offshore wind farms



Anglo-Dutch company Offshore Ship Designers has launched a new offshore wind farm maintenance vessel concept. It aims to improve the uptime of deepwater wind turbines and reduce maintenance costs and carbon emissions while offering a solution to the logistics problem of carrying out simultaneous multiple wind turbine maintenance.

The Sea-Wind WMV vessel design is for a mother ship that would remain on station at offshore deep water wind farms

providing a safe haven for catamaran workboats to carry engineers to service the turbines.

"The Sea-Wind design is a submersible dock ship with a large floodable dock accessible from the stern," says Neil Patterson, managing director of OSD-IMT, Offshore Ship Designers' U.K. company. "It will provide accommodations for wind turbine engineers, service personnel, ships and support crew and can support helicopter operations in addition to its workboat deployment capability."

Crew change and supplies will be carried out using a dedicated support vessel with the option of carrying out crew changes by using large helicopters normally associated with servicing offshore oil installations. "With a capability to service up to 45 wind turbines per day in up to 2.5 m significant wave heights, what we are providing is a secure offshore maintenance base from which workboats can be deployed, keeping them and their work crews safely on site in deep water wind farms far from shelter," says Mr. Patterson. "By remaining on site rather than returning to port between maintenance visits the Sea-Wind WFM vessel design will reduce transit time and energy getting to and from the fields, and will maximize the use of good weather windows. That means savings in cost and energy used for maintenance, reduction of non-operational downtime and increased turbine availability."

OSD-IMT is at an advanced stage with a European shipping company and U.K. Ship management company to deliver the concept to wind farm operators who will be constructing Round 3 wind farms around the U.K. and European coast. Most of these deep water wind farms will be a long way offshore, some up to 110 km, and each of the thousands of turbines require a routine maintenance program to be carried out in addition to any replacement component maintenance due to wear and tear.

The current wind farms closer to shore are serviced by fast catamaran and monohull work boats which go out from the shore in good weather.

"The sheer distance and exposed location of offshore Round 3 wind farms makes service from a port difficult, expensive, risky and time wasting," says Mr. Patterson. "We have taken the best experience of dock ships and their use in military and commercial situations and combined it with our extensive experience in designing offshore support vessels to devise a ship which will be able to remain safely on site and deploy the workboat catamarans in significant wave heights of 2.5 m, while providing a safe haven in bad weather. The Sea-Wind concept has the engineers and working platforms safely on site, and will have an onboard capacity to carry out larger repairs without returning to land." In addition to the workboats, the Sea-Wind WMV vessel design also supports Autonomous Rescue and Recovery Craft (ARRC's) which are certificated as "Places of Safety" and can support marine and helicopter operations remote from the mother ship and provide a safe haven in the event of emergency or rescue situations.

The vessels will be fitted with energy efficient diesel-electric power generation and propulsion systems and will use a number of renewable energy devices to supplement the power generation and support systems, reducing the overall carbon footprint of the vessel. The largest version of the design will be around 187 m overall length and have DP2 dynamic positioning capability, a dry/wet dock, helicopter support facilities, cranes for loading stores from support vessels, and accommodations for up to 200 engineers plus extensive catering and recreational facilities. Extensive storage and workshop areas will be provided along with a waste handling plant fitted with recycling capability, waste compacting, water extraction, packaging and wet/dry incineration facilities.

OSD has been working with a catamaran builder/operator to develop a catamaran workboat specifically arranged to work with the Sea-Wind dock ship. They will be fitted with a heave compensated access walkway for accessing the wind turbines. The dedicated support vessel working with the Sea-Wind WMV mother ship will be an IMT 9552 Wind Farm Maintenance Vessel, which has logistics support capability to carry and transfer cargo fuel, cargo potable water, aviation fuel, dry and refrigerated stores containers on deck and also has single berth accommodations for 25 wind turbine engineers. Fitted with a crane, heave compensated access walkway and two Daughter Craft Workboats, it can be utilised for maintenance in the wind farm during periods between logistics supply runs. OSD and its partners are currently in discussion with major wind farm developers and are seeking tenders from shipyards for the construction of the vessels.



The **BEATE OLDENDORFF** seen navigating the North Sea – Photo : [Rik van Marle \(c\)](#)

ER Schiffahrt: fleet growth in 2010 reaches record levels

ER Schiffahrt, the shipowner and ship management company based in Hamburg ended the year's operations in 2010 with a new record: with 17 new vessels delivered, the company registered the greatest annual fleet growth since its foundation in 1998. A total of 14 bulk carriers with an aggregated cargo capacity of 2,024,000 tonnes were integrated into the fleet. All vessels are chartered to large Far Eastern liner companies for between five and ten year terms.

The fleet saw further growth with the addition of two anchor handling tugs and one platform supply vessel for servicing offshore oil and gas production. In the current year, 2011, ER Schiffahrt expects the delivery of six further bulk carriers and the first two of its eight 13,100-TEU container vessels. 2012 will see the further six container giants joining the fleet. Due to ongoing delays in completion and the resulting difficulties of safely securing charters for the vessels, ER Schiffahrt recently cancelled orders placed with the Korean shipyard Sekwang for four anchor handling tug supply vessels. However, the company 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 Albert Schumacher, Chief Executive Officer at ER Schiffahrt. Source : [Offshore Shipping Online](#)

Stena Bulk, Sonangol Suezmax Pool Reinforced

Stena Bulk and the Angolan oil company Sonangol strengthen the Stena Sonangol Suezmax Pool with the addition of a further two ultramodern tankers. "These tankers will be added to the pool, which is fully controlled by Stena Bulk and Sonangol. The pool now has a total of 18 tankers and there will be 30 tankers at mid 2012 as our ultramodern newbuildings continue to be delivered," said Ulf G. Ryder, CEO and President of Stena Bulk.

The [M/T Mare Doricum](#) was added to the pool in January 2011, followed by [M/T Mare Picenum](#) in February. Both these 158,000 dwt Suezmax tankers were built at Samsung Shipyard in South Korea in 2009. Their owner is the well-reputed Italian shipping company Fratelli d'Amico Armatori, which owns and operates a fleet of 11 crude oil tankers. Stena Bulk already has chartered in three Aframax tankers (110,000 dwt) from Fratelli d'Amico Armatori.

Stena's close collaboration with the state-owned Angolan oil company Sonangol began in 2005 and is now in its seventh successful year. The average age of the vessels in the pool is only 3.5 years. "The pool has long been one of the foremost when it comes to earnings, compared with both the index and competing pools. We are now consolidating our lead still further by adding several new and environmentally friendly tankers," said Ulf Ryder. Stena Bulk's offices in Houston, London, Singapore and Rio de Janeiro are responsible for operating and chartering the tankers in the Stena Sonangol Suezmax Pool.

The collaboration between the two companies also includes comprehensive further training of Sonangol employees both at sea and in Stena Bulk's network of offices around the world. A new and modern maritime academy in Angola is yet another part of this collaboration. **Source : MarineLink**



Above seen the backhoe dredger [KOURA](#) working in an icy condition in Denmark –
Photo : Crew Scheldeestroom (c)



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Planks give up \$260m cocaine secret at port

High-grade cocaine worth HK\$260 million was seized from a mainland-bound container in the largest haul at Kwai Chung Terminal. Customs officers discovered the 290-kilogram haul, hidden in planks declared as "woodworking products," on December 29.

They waited three weeks before announcing the discovery yesterday, during which time no one showed up to claim the consignment. As a result, no arrests have been made. The drugs were hidden in 88 hollowed-out planks in a shipment of 10,000 originating in Bolivia.

The seizure - the largest by SAR customs at a container terminal - is believed to be only second to the 372 kg of cocaine worth HK\$337 million seized at a village house in Ta Kwu Ling last April. Customs officers have stepped up checks on inbound shipments as statistics show an upward trend in narcotics entering the territory.

Officers at Kwai Chung were alerted when sniffer dogs reacted to one of two containers purportedly holding woodworking products. The wood was then put through X-ray machines, which revealed the drugs. The vessel carrying the containers arrived in Hong Kong via Chile and Taiwan, and was bound for a trading firm in Qingyuan city, Guangdong. However, it is believed part of the cargo would have been distributed in the SAR.

Investigators are collaborating with mainland law enforcement agencies to track down those involved. "Statistics show a rising trend of cocaine coming through, and into Hong Kong," customs drug investigation bureau head John Lee Cheung-wing said.

The planks in the latest find had been cut open, filled with cocaine, and then resealed with such skill that the difference in thickness with the clean planks was just half a centimeter, customs group head (ports control) Lam Tak-fai said. Each plank contained three bricks of cocaine weighing 1.1kg each.

Cargo checks have been stepped up since November on intelligence that although the bulk of cocaine seizures take place at the airport, an even larger amount may be coming in via the seaports. More than 80 containers from South America were checked before the December seizure.

The first 11 months of 2010 saw 66kg of cocaine confiscated. "Customs is making efforts to ensure that no more incidents occur where Hong Kong is used as a distribution point for drugs," Lee said. **Source : The Standard**



The **OCEAN VICTORY** seen arriving in Willemstad (Curacao)

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

Chennai-Ennore Port project finally gets rolling

Union shipping minister G.K. Vasan on Wednesday said the Centre plans to implement infrastructure projects at Chennai harbour at an estimated cost of Rs 10,000 crore. These projects include the Port-Maduravoyal elevated highway, a dry port at Sriperumbudur and 27 other undertakings.

After formally inaugurating `600 crore Chennai-Ennore Port Road Connectivity Project, he said it would be completed in two years. The minister also promised to soon take up modernisation of Kasimedu fishing harbour, which serves as the lifeline for the fishermen of Chennai and neighbouring districts.

Chennai Port will be allowed to construct a parking facility on an 11-acre stretch in Thiruvottiur for container trucks. The land has been procured on lease from the local body.

Noting that special measures taken by the shipping ministry helped increase the cargo handling capacity of the Indian Ports, Mr Vasan said the cargo capacity at Indian ports would soon cross the 1 billion tonne mark. He said Chennai port's present capacity of 61 million tonnes would be increased to 140 million tonnes within 10 years. Laying the foundation stone for Tamil Nadu Maritime Studies office building at a function, Mr Vasan said, "I will talk to the railway minister about upgrading the Royapuram station into a terminus."

Chennai Port Trust Chairman Atulya Mishra said the Chennai-Ennore connectivity project would help ease traffic from Chennai Port and improve road connectivity between the port and national highways. A special purpose vehicle has been formed with the National Highways Authority of India, the Union and state governments and Ennore Port Company to implement the project," NHA chief general manager I.G. Reddy said.

Earlier, state fisheries minister K.P.P. Sami said 3,616 houses have been built at a cost of Rs 139 crore for people affected by land acquisition for the port connectivity project. **Source : deccan chronicle**



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Aker finalises subsea installation vessel design

Aker Solutions in Norway has finalised the vessel specifications of '**AMC Connector**', a future new-build subsea installation and construction vessel based on the Aker OSCV 06L design.

With a total payload capacity of 9,000 tonnes of subsea power cables or umbilicals, the vessel will be well equipped to target the deepwater installation segment and able to take on highly complex and sizeable installation projects. AMC Connector, previously called Aker Connector, will be equipped with two turntables for high voltage power cables or subsea umbilicals: one 6,000 tonnes capacity on deck and another 3,000 tonnes capacity below deck.

At full payload the 157m x 32m ship will have a high transit speed of 16 knots which will make the vessel a highly competitive alternative for installation jobs in remote locations.

In addition, the vessel's design enables her to operate safely and efficiently in higher waves than most other high-end construction vessels. The newbuilding will comfortably operate in significant wave height of 4 to 5m, which means that she will have an operating window at the leading edge for installation and construction vessels.

"When she is delivered in the beginning of 2012, **AMC Connector** will be a fantastic asset to our customers around the world. The unique wave motion characteristics will enable longer installation seasons and increased project execution predictability," says Svein Haug, president of Aker Marine Contractors, who will operate the vessel.



The vessel will be equipped with two heave-compensated offshore cranes with 400 and 50 tonne capacity respectively that can operate down to 3,000m water depth. She will have two 3,000m capacity, remotely operated vehicles (ROVs) onboard and can accommodate 140 people.

"**AMC Connector** is a multi-purpose ship which will be a highly competitive cable and umbilical installation vessel, but is also equipped to perform deepwater construction work as well as other installation jobs," adds Haug. A unique feature is the vessel's deck flexibility, which enables her to meet a wide range of service demands. The on-deck modules can be removed from the deck within a two-day period, freeing up a total space of approximately 1,500m². This will enable transport and installation of large spools and jumpers as well as subsea structures and manifolds.

The newbuilding is being built by STX Europe and will be outfitted at their yard at Søviknes, Norway for delivery during the first quarter of 2012. Subsea power cable provider ABB has already secured the vessel for installation campaigns during 2012 and 2013.

The vessel will be owned 50/50 by Aker Solutions and Singapore-based Ezra Holdings Ltd (Ezra), which recently acquired 100 percent of the shares in Aker Solutions' subsidiary Aker Marine Contractors AS. As part of the agreement, Aker Solutions becomes a substantial shareholder in Ezra. The transaction is expected to be completed by March 2011.

Source : The Motorship

First container trans-shipment terminal faces dredging delay

The deepening of the shipping channel at India's first international container trans-shipment terminal (ICTT) in Kochi, scheduled to be opened in the second week of February, has been delayed. The Vallarpadam project is crucial for lowering freight rates by allowing bigger container vessels to call at the port.

"We are making all efforts to complete the dredging work of the channel ahead of the inauguration of the terminal by the Prime Minister," said an official at the Union government-owned Cochin Port Trust who is overseeing the channel deepening work.

He did not want to be named as he is not authorized to speak with the media. A spokesperson for Cochin Port said the terminal would be inaugurated in mid-February, while dredging work would continue afterwards. Two dredging industry executives tracking the project said it would be difficult to complete the work in the next three-to-four weeks. They declined to be identified as their firms work at other Union government-run ports.

DP World Pvt. Ltd, the world's fourth biggest container port operator owned by the Dubai government, won a 30-year contract to build and operate the Vallarpadam terminal in a 2004 auction by offering the highest share of 33.3% from its annual operating revenue to Cochin Port.

A container trans-shipment terminal acts like a hub; smaller feeder vessels bring in cargo, which then gets loaded on to larger ships for transport to final destinations. Larger vessels bring about economies of scale and lower the cost of operations for shipping lines, which translates into lower freight rates.

Currently, no port in India can support big container vessels due to depth restrictions. As a result, the cost of trade in and out of India has been much higher compared with Asian nations such as China or Malaysia. The Vallarpadam terminal is being developed in three phases. The first phase, costing Rs.1,250 crore, is designed to handle one million standard containers; the second phase, another 1.5 million standard containers; and the final phase, a further three million standard containers, taking its designed capacity to 5.5 million standard containers when fully operational.

Cochin Port was contractually bound to provide a depth of 14.5 metres to DP World to help the firm bring bigger ships. The Rs.550 crore channel deepening work, funded entirely by the government, was supposed to be completed by 31 October. "There has been a considerable delay in completing the channel deepening work because of the peculiar site conditions," said the Cochin Port official mentioned above. He said the channel bed is made up of a specific kind of sticky clay not found elsewhere at the port.

While 90% of the work was over by April last year, the remaining has taken several months as the contractor had to mobilize special equipment to overcome the problem, he added.

A spokesperson for Cochin Port said it won't be possible to give a depth of 14.5m before the inauguration, particularly at some part of the 600-metre berth, where ships dock. "By end-January, a depth of 14.5m will be available at 400-450 metres of the berth," said Jijo Thomas, public relations officer of Cochin Port. "We will commission the ICTT at that stage by mid-February and continue the dredging work till the required depth is created at the balance part of the berth."

DP World declined comment, but a spokesperson said deepening the channel to 14.5m was key to operating the terminal. The firm has already constructed the berth and has erected cranes to load and unload containers. Because of depth restrictions, bigger container ships cannot call directly at many of India's ports that handle container cargo.

A large portion of the container cargo, originating from or destined for India, is transshipped at ports in Colombo, Singapore or Dubai. This takes longer and costs more to move cargo, two key factors that influence India's competitiveness in global trade. India's exporters and importers incur an extra cost of more than Rs.1,000 crore a year on trans-shipment of containers via other ports, according to the shipping ministry.

"With the opening of Vallarpadam, larger ships will call India, hence freight rates should be lower, transit times will be better since export goods will be loaded on mainline vessels and sent directly to destinations," said S.R.L. Narasimhan, secretary, Western India Shippers' Association, a body representing exporters and importers in western India.

In 2009-10, India's ports handled a round 7.5 million standard containers. Nearly 45% of India's container trade is trans-shipped over hub ports such as Colombo in Sri Lanka, Salalah in Oman and Jebel Ali in the United Arab Emirates, and Tanjung Pelepas and Port Klang in Malaysia. Colombo alone handles close to two million standard containers originating from Indian ports every year. **Source : LiveMint**



The **CSD Ursa, BKM 104** and **Suzanne D** seen at the Cuyutlan project Manzanillo Mexico - **Photo : CSD Para (c)**

Sand Engine project gets under way in The Netherlands

Van Oord in The Netherlands reports that the Sand Engine project, an innovative approach to coastal reinforcement, got under way this week along the coastline of the Dutch Province of Zuid-Holland.

The project will involve extending the coast into the sea, making it safer and creating a new conservation and recreational area. The Dutch State Secretary for Infrastructure and the Environment, Joop Atsma, joined provincial executive councillor Lenie Dwarshuis to mark the start of the project.

The Sand Engine project will involve depositing 21.5 million m³ of sand in the sea in the shape of a hook that rises above the water line. The base of the hook will be connected to the coastline at Ter Heijde. Wind, waves and ocean currents will gradually distribute the sand along the coast.

'Building with nature' in this way will ensure natural sand replenishment so that the coastline grows. The Sand Engine project will therefore help protect the coast and create new land for conservation and recreational purposes at the same time. In addition, it will also be financially advantageous: once it is constructed, it will no longer be necessary to deposit sand every five years in order to continue protecting the coast.

"Much of the Netherlands is below sea level. That is one reason why the Dutch are the best marine engineers in the world. To safeguard our coast, we have spent decades searching for new ways to protect ourselves against floods. In this project, we have made the sea our ally," said Mr Atsma. The sand replenishment work will be finished by October 2011. It will take at least five years before the all the sand has been dispersed along the coast in the form of beaches and dunes.

The Ministry of Infrastructure and the Environment is responsible for the engineering. The Van Oord-Boskalis consortium will do the actual land reclamation work. The Province of Zuid-Holland is responsible for managing the area. The national government will contribute Euros 58 million to the cost of the project, and the Province Euros 12 million. **Source : Dredging News Online**



Above seen the LPG/C **Navigator Taurus** approaching Navgas/Lister berth in Apapa, Lagos.
Photo : Bart Claassen (c)

Australia's Gladstone Port sees full coal capacity by end March



The tugs **Smit Koongo**, **Smit Leopard**, **Smit Awoonga** seen in Gladstone
Photo : Eddy Price - Smit Australia (c)

Gladstone Port, a key coal export terminal on Australia's flood ravaged east coast, expects to return to full coal export shipping capacity by the end of March as mines and rail lines in Queensland state recover from flood damage. The port will begin receiving shipments of coal for export through the Blackwater line this week, for the first time in weeks. Export supplies from the Moura rail line, will also help boost coal shipments, the port said.

"With the Moura rail line open and the Dawson, Callide and Boundary Hill mines railing coal, the port of Gladstone can now start ramping up export capacity," Gladstone Ports Corporation CEO Leo Zussino said in a statement. "Based on supply chain delivery we would expect to be able to load around 2 million tonne of coal this month with the port reaching full capacity by the end of March," he said, but added that a return to normal shipping levels was contingent on no catastrophic weather events such as the recent floods.

The port's current stockpiles stood at a critical low of just over 300 000 t, the port added. Gladstone ships coal for export from inland mines, including some owned by major miners BHP Billiton , Anglo American Metallurgical Coal , Xstrata , and Rio Tinto .

Australia accounts for about two-thirds of global coking coal trade, with around 90% of that coming from Queensland state. **Source : Reuters**

Demand for Offshore Vessels and Replacement will Drive India's Shipbuilding and Repair Market

The shipbuilding and repair market in India is poised to pick up momentum with the increasing penetration of Indian shipbuilding companies in the offshore vessels (OSVs) segment. Indian companies have established strong credentials in the building and repair of OSV, resulting in a spike in orders for such vessels from the Indian industry. The limited capacities related to OSVs in leading shipbuilding nations such as Japan and South Korea are resulting in diversion of orders to India, driving up the fortunes of the Indian shipbuilding and repair market. Growth in multimodal transportation infrastructure and integrated logistics parks leads to significant logistic outsourcing opportunities. The aging fleet of shipping companies in India is another factor energizing prospects for the shipbuilding and repair market in the country.

New analysis from Frost & Sullivan , Strategic Analysis of Shipbuilding and Repair Market in India, finds that the market earned revenues of \$1.60 billion in 2010 and expects this to reach \$3.50 billion in 2016. About 40 percent of the India-owned fleet is more than 20 years old, and Indian owners will need to spend about \$4 billion to replace these during 2010-2015, (<http://www.automotive.frost.com>) says Frost & Sullivan Transportation & Logistics Program Manager Srinath Manda. In addition, the International Maritime Organization (IMO) has mandated the phasing out of all single-hull vessels by 2010, and single hull tankers constitute about 15.8 percent of the total vessels owned by Indian shipping companies.

The future of the Indian shipbuilding and repair market looks promising and is likely to double in size in the next five to six years. The growth potential is further enhanced with the Indian Government aiming for the nation's shipbuilding sector to attain a 5 percent share in the global market by 2017. Although the outlook for the market is bright, there are some challenges clouding its landscape. India has a vast coastline, but there is an acute shortage of deep draft water space along the coast, says Srinath. This restricts the type and size of ships that can be built or repaired in India, thereby severely curbing the full growth potential of the Indian shipbuilding and repair market. Shipbuilding and ship repair are both labor-intensive activities and fulfilling the requirements of this industry is proving to be a market bottleneck. The Indian Government is encouraging greater private participation in the sector and a new world-class commercial shipyard is being built on the eastern coast. These factors will rev up growth prospects for the market. The Government is also facilitating improvements in port and infrastructure facilities and easing regulations and taxes to assist the industry in addressing the challenges and overcoming its barriers. Participants in this space are striving to gain a foothold in the small and special category vehicles segment, such as offshore vessels to optimize business traction. **Source: Frost & Sullivan**

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Above seen the lowerlakes towing barge [Me Kee Sons](#) stuck at the mouth of the Saint Clair River Sarnia Ontario Canada and the US Coast Guard Ice breaker [Mackinac](#) breaking her out. 20/01/2010

Photo : [Stephen Jay](#) ©

Global container demand to slow expansion by half

DEMAND growth in the container shipping industry will slow in 2011 to nearly half of last year's double-digit expansion as strong consumer buying eases in emerging markets, industry experts said.

The box shipping industry has rapidly recovered from the global downturn in 2008-09, which the IMF has named the 'Great Trade Collapse', that cost the sector an estimated US\$19.5 billion (S\$25 billion) due to a severe slowdown in seaborne trade. 'Demand growth in 2010 was boosted by the restocking of inventory levels and the recovery in consumer demand from the low levels of 2009,' said Tan Hua Joo, analyst with leading container shipping consultancy group Alphaliner.

'This will not be repeated in 2011 as demand trends have largely returned to normal levels.' Demand growth for the container industry, a key indicator of world economic activity, was expected to slow to 7.7 per cent from 14 per cent last year, according to Alphaliner. That was closely in line to IMF forecasts last October for a 7 per cent expansion in global trade, after jumping 11.4 per cent in 2010. Trade contracted by 11 per cent during the downturn two years ago. The slowdown in demand will exacerbate the industry's oversupply problem that has prevented shipping companies, many of which returned to profit last year, from passing on higher freight rates to customers. **Source: Reuters**



ITC's **BOULDER** seen arriving with the **NOBLE SCOTT MARKS** in Rotterdam – Photo : Henk Dekker ©

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.... PHOTO OF THE DAY



Above seen the Van Oord owned TSHD **VOLVOX DELTA** seen operating in Map Ta Put, Thailand

Photo : Misha Vellinga (c)

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