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



**In Amsterdam pilot BERT KERVER made his last trip, above seen the pilot onboard the
NORD SNOW QUEEN which he piloted out from Amsterdam escorted by tugs of Iskes
(see below)**

Photo : Marcel Coster (c)

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EVENTS, INCIDENTS & OPERATIONS



The tug **BRENT** seen escorting the **NORD SNOW QUEEN** with Pilot **Bert Kerver** making his last trip as pilot
Photo : Marcel Coster (c)

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Shipowners pondering on placing more new building orders or adopting “wait-and-see” approach

With the Dry Bulk Index (BDI) losing more than 20% of its value from the start of 2011, it only seems reasonable, that the once bullish stance that many ship owners had for the dry bulk market's prospects at least from 2012 onwards, seems to be losing faithful supporters. The industry's benchmark closed yesterday further down by 1.28% to just 1,393 points and is now at the lowest in two years.

Should it have not been for the global financial meltdown of 2008, it would be close to multiyear lows. As Barry Rogliano Salles noted earlier in the week, the recent fall in freight rates has created a gap between Buyers and Sellers when it comes to prices, resulting in a very quiet S&P market. "We expect this to last for the next few weeks until maybe after the Chinese New Year. This week's S&P menu is all about 'age', as in 'overaged', and 'old age' etc. Arcelor Mittal have sold their Panamax '**Kirti**' (68,000 dwt, built 1986 in Japan) to Chinese buyers for about US\$10m. We understand that this is a December 2010 sale and that the vessel is due for SS & DD in April 2011, just after delivery to the buyers. Excel Maritime of Greece have sold their Handymax '**Marybelle**' (43,000 dwt, built 1987 in Japan) to Bangladeshi buyers for a price in the region of US\$10.8m, which also seems to be a December 2010 sale. In probably the most active week involving Egyptian interests we note that the National Navigation Co of Egypt have sold their sister Handies '**Alwadi Al Gadeed**' and '**Wadi Halfa**' (32,000 dwt, built 1985 in South Korea) for about US\$7m each. At the same time Egyptian buyers have reportedly agreed a price in the region of US\$6m for the Greek owned '**Androniki**' (30,000 dwt, built 1984 in Japan) - yielding a nice return for the Seller who purchased the ship back in March 2009 as the '**Manora Naree**' for US\$2.9m from Precious in Thailand" said the Paris-based shipbroker.

In a separate report about the shipbuilding market, Clarksons said that "as we enter the traditionally quiet period between the Western holidays and the Lunar New year there remains a small but steady level of enquiry and a few limited reports of new business. Looking forward, it is within the container sector that we expect to see the level of orders increasing in the coming weeks, especially in the larger sizes. As we move into the New Year, speculation remains as to what 2011 holds in store and following a more successful 2010 than many would have thought possible the market has more reason to be optimistic than that of a year ago. With the global economy continuing to show signs of recovery and greater confidence returning to the financial markets it will be an interesting story to follow here as to how the newbuilding market develops over the next few months. The past fortnight has seen a number of announcements from some of the major Korean yards as 2011 sales targets have been set. Across the seven largest yards total sales targets have been raised by over 35% against the realised values of 2010 and this could well be construed as a positive sign that demand will be there throughout the course of the year across the sectors. Whilst the Chinese yards will look to maintain their price competitive edge that saw them do so well in 2010, they will have to do so in the face of a potential decline in dry demand against the backdrop of a large orderbook. The Korean yards meanwhile will look to continue the diversification of their production lines and will focus on those high value projects in order to hit these new targets whilst at the same time looking to offer competitive levels across the various other sectors. In terms of reported business; In Wet, Zhejiang Gaoyu Shipping have ordered 3 x 4,900dwt Tankers at Taizhou Hongda Shipbuilding with deliveries scheduled throughout 2012" concluded Clarksons.

Photo : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The THSD **SAGAR HANSA** seen in Hazira (India) – Photo : **Volvox Atalanta (c)**

MV Motivator released from pirate control

The Product Tanker MV **MOTIVATOR** was released from pirate control earlier this week, EU NAVFOR reported.

The Marshall Islands-flagged vessel, which was pirated on in the Southern Red Sea on 4 July and has a crew of 18 Filipino nationals, was released on the 16 January approximately 160 nautical miles South- West of the island of Socotra near to the coast of Somalia. The EUNAVFOR warship **FS JACOBET** and the helicopter TORO06 from SPS CANARIAS assisted the crew immediately after their release. Source: eunavfor.eu



The Hong Kong flagged **ATLANTIC BLUE** seen discharging petroleum product from Singapore at Lyttelton, New Zealand.

Photo : Alan Calvert (c)

Fleet supply to overshadow dry bulk sector in 2011

An oversupply of ships will continue to weigh on overall prospects for the dry bulk industry in 2011 despite an expected pick-up in rates for smaller vessels later this year, ship industry officials said on Thursday. The dry freight market has been pressured by growing deliveries ordered before the economic turmoil of 2008 with the pace of ships hitting the water set to increase this year. "We should have on average a softer market than in 2010 largely because of the oversupply of ships," said Michael Bodouroglou, chairman and chief executive officer of Paragon Shipping Inc, which has a fleet of dry bulk and container ships. Bodouroglou said there would be rate volatility in 2011.

"The demand is very strong and it will continue to be strong, but the supply of ships has to take its toll and has to have an impact," he told Reuters on the sidelines of a shipping conference in London. The Baltic dry freight index has fallen to its lowest in nearly two years in recent days, hit by the ship glut. "There is oversupply which is going to take time -- maybe two three years -- and that is a problem for the dry cargo market," said Spyros M. Polemis, chairman of the International Chamber of Shipping, an association that represents about 80 percent of the global seaborne industry. The situation has been compounded by flooding in Australia, the world's biggest coal exporter, which has disrupted shipping activity especially with the larger capesize vessels, which typically haul 150,000 tonne cargoes such as iron ore and coal.

"The expectation is that it should not last for more than, say, a month and half to two months, so things should be getting back to normal again," Bodouroglou said. "However, it is my definitely my expectation that we will have some strengthening of the market probably in the second quarter." Analysts say the smaller supramax and handysize vessels have more flexibility to diversify their cargoes to other commodities such as sugar and grains. "There could be a slight

rise in the market going into the end of the second quarter, third quarter on the handy and the supramax market," Johnny Plumbe, chief executive of broker ACM Shipping Group, told Reuters. Bodouroglou said capesizes were a bigger concern to everyone in the industry. "The largest part of the order book concerns the larger ships, the capes," he said. "The panamax, supramax and particularly the handies will fare a lot better particularly in the second quarter, which is the season where the grain trades pick up from South America. These are trades which are accommodated in the smaller sizes." Economic headwinds in the West, a major source of shipping demand, has been compounded by inflationary fears in China, potentially leading to monetary tightening and a pullback in demand for ore, which may be another setback for dry shippers. "It is still necessary for any prudent ship owner to continue anticipating the unexpected, especially if governments decide to withdraw much of the financial stimulus which has been applied to the world economy as a whole," Polemis said. "The possibility of a change in policy in China, and the negative impact this may have on shipping's recovery, cannot be overstated," he told the conference. **Source: Reuters**



The **STAR CLIPPER** seen moored in Bonaire – **Photo : Henk Ram (c)**

Somali pirates closer to India; premiums up

Somalian pirates appear to have expanded their reach to Indian maritime waters and insurers are responding by increasing premiums, resulting in higher costs for shipping firms. On 9 January, Somalian pirates hijacked Indian ship MSV Al Musa near New Mangalore port, according to regulator Directorate General of Shipping (DGS).

The ship was sailing from Gujarat to Salalah in Oman with a cargo of vegetables. On 5 December, the pirates hijacked another vessel, **MV Jahan Moni**, from Bangladesh, according to DGS. The incident happened within 270 nautical miles of the Indian mainland and less than 70 nautical miles from Lakshadweep. Attacks such as these have prompted the joint war committee (JWC), representing London's marine insurance community and independent security consultants, to add the Indian Ocean and the Arabian Sea as areas that could see attacks, terror strikes and related perils for ships. Mint has reviewed a 16 December 2010 circular signed by Neil Roberts, secretary of JWC to this effect. From 1 January, according to this note, the Arabian Sea up to 75 degrees east longitude and the Indian Ocean have been notified as areas where additional war risk insurance will be levied by war risk underwriters. The two areas are listed as "areas of perceived enhanced risk" by underwriters in the UK. "This expanded area which is deemed

to be of high risk of piracy attack will, in effect, raise premiums for vessels in a far wider area and apply to areas close to Indian coast (outside 12 nautical miles offshore). Vessels engaged in trade with India will definitely be impacted as would Indian vessels," said a letter written by the Indian National Shipowners' Association (Insa) to defence authorities. Mint has reviewed the letter. The lobby group said 17 hijacks and 29 attacks against vessels happened in 2010 in roughly the same region. The International Maritime Bureau (IMB), a non-profit organization established to act as a focal point in the fight against all types of maritime crime and malpractice, is also convinced the pirates are expanding their operations. "There have been attacks in Indian Ocean and Arabian Sea. This seems to be quite serious. Pirates are also using small hijacked ships and hijacked merchant vessels to conduct piracy operations as 'mother vessels' to sail far from the Somali coast to attack and hijack passing vessels," said an IMB spokesperson. A Monday report from IMB said more people were taken hostage at sea in 2010 than ever before. All told, the pirates captured 1,181 sailors, killed eight and hijacked 53 ships. And ships reported 445 attacks in the year, 10% higher than in 2009. Apart from the risks to the freedom and lives of crew, the attacks and hijacks also increase insurance premiums. For instance, the minimum additional premium on account of such attacks for a very large crude carrier valued at \$64 million (Rs.290 crore) and carrying a cargo of 260,000 million tonnes (mt), will be around \$200,000 per month. A bulk carrier (valued at \$50 million) carrying 50 mt will have to pay an additional premium of \$50,000 a month. The increase will directly add to the cost of India's exports and imports. Already, the country's largest shipping company Shipping Corp. of India Ltd, has increased its piracy surcharge from \$40 to \$80 for every 20 ft container. The increase came into effect on 15 January. In keeping with good anti-piracy practices recommended by the International Maritime Organization, a United Nations specialized agency with responsibility for the safety and security of shipping, vessels will have to ply at full speed through the Arabian Sea, adding to fuel costs. Anjali Kumar, a spokesperson for Great Eastern Shipping Co. Ltd, India's largest private sector shipping firm, said companies would have to adopt pre-emptive measures to counter-attacks by pirates, but added that insurance premiums have only increased marginally till now. Industry lobby Insa, however, is trying to ensure that the impact is minimized. Its letter to the defence ministry says: "It will be necessary to be able to demonstrate to the joint war committee the reduction in threat within our coast so that JWC can be prevailed upon to redemarcate the zones." **Source: Livemint**



Seen at the W.J.A. Singapore the latest addition to the POSH Semco fleet the **POSH CONQUEST**

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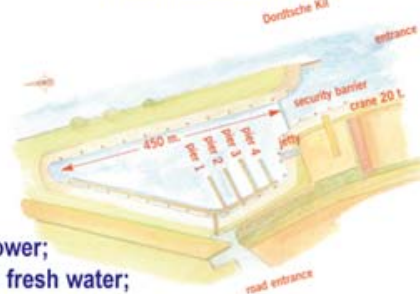
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Bangladesh: Stop scrapping ships

The High Court issued a suo moto rule directing the government to stop all kinds of scrapping of ships in the country until further order. The HC order came against the backdrop of another explosion on a ship at a ship-breaking yard in Sitakunda that killed four workers on Tuesday. The HC bench also ordered the authorities concerned to move the unclean hazardous ship away from the beach until further order. It also issued a contempt of court rule against the owner of the yard Master Abul Kashem, and officials concerned. The HC in March 2009 directed the government not to allow any ship in Bangladesh without cleaning its in-built toxins.

But with the permission of the Department of Environment, Master Kashem, owner of MAK Corporation, imported three hazardous ships in December last year and started dismantling those despite the HC ban. The HC directed them to keep the ships, which were already imported for dismantling, at such places that those could be relocated in a short notice, and the officials concerned from customs and port authority could easily visit those. The court also prohibited unloading materials from those ships until further order. Yesterday the court also ordered the chairman of Chittagong Port Authority to form a committee with three experts within seven days to investigate the explosion. The committee has to probe whether anybody was negligent in ensuring the workers' safety, and if there was any violation of the court's order regarding scrapping ships. The committee will have to find out whether any negligent person was ever brought to book and whether the victims were duly compensated. As per the court order, the committee also has to investigate what measures have been taken to prevent such accidents in the future. The HC bench of Justice AHM Shamsuddin Chowdhury Manik and Justice Sheikh Md Zakir Hossain issued a contempt of court rule against Master Abul Kashem, also vice-president of the Ship Breakers Owners Association, and the officials concerned. In the rule the court asked them to explain within two weeks why they should not be punished on charge of committing contempt of court by breaking ships despite the HC restrictions.

The court ordered them to appear before it on January 28 for explanation. The court came up with the order following a news published in The Daily Star yesterday with the headline, "Tragedy at ship-breaking yard again: Blast kills 4 workers". The HC observed in the order that the court is not against import and breaking of ships, but those ships have to be free of any risk for health and security. In another order the same bench also issued a rule upon the government to explain within two weeks why it should not be directed to allow four imported ships, now in outer anchor in Chittagong, to enter into the inner anchor. This rule came following four separate writ petitions filed by three ship-breaking companies seeking direction from the court on the government to allow the four ships to enter the inner anchor. The ship-breakers filed the petitions earlier this month. Bangladesh Environmental Lawyers' Association (BELA) opposed the petitions saying those ships are not safe, as they have no pre-cleaning and environmental certificates.

Barrister Rokanuddin Mahmud and Advocate Anisul Huq appeared for ship-breakers, while Advocate Syed Rizwana Hasan and Advocate Iqbal Kabir Lytton argued for BELA. In its March 17, 2009 order the HC directed the government to close operation of all ship-breaking yards in two weeks for running without environmental clearance. The Supreme Court later stayed the HC order for closing the yards, while all other verdicts were sustained. During that time only 36 ship-breaking yards were in operation. The number has now shot up to over 100, although the court had directed the

government not to allow any new yard to start operation without clearance certificates. In the order the HC considering the country's environmental degradation also ordered that no ship would enter Bangladesh territory for scrapping without cleaning its hazardous materials at source or outside the Bangladesh territory.

Meanwhile, DoE's Chittagong office that provided temporary clearance certificate to MAK Corporation for dismantling hazardous ships said the explosion was caused due to defiance of guidelines set by the explosives department. DoE Chittagong Director Zafar Alam told The Daily Star yesterday, "According to our initial findings, the owners of the ship did not proceed as per guidelines set by the Department of Explosives during the pre-scrapping inspection," reports our Chittagong correspondent Daypayan Barua. DoE is going to serve a show-cause notice to MAK asking its owners why their permission to scrap the ship should not be declared null and void, Zafar added. The explosives department asked the owners to remove the stranded gases with blowers and inundate the areas with water in order to empty gas pockets before launching the actual dismantling work.

"We found out that the owners, in their haste, deployed inexperienced workers to cut the areas without taking any precautionary step suggested by experts," Zafar said, adding that they will take legal action against the yard. Zafar Alam earlier told The Daily Star that they had been monitoring the activities of ship-breaking yards that got temporary clearance certificate to dismantle ships. **Source: The Daily Star**



The **KAIKO MARU 30** seen moored in Niigate Port (Japan) – **Photo : Jacco van Nieuwenhuyzen (c)**

Maritime piracy costs global community up to \$12 billion a year

At the end of 2010, around 500 seafarers from more than eighteen countries were being held hostage by pirates. During the same year, around \$238 million was paid in ransoms to Somali pirates. Piracy doesn't only affect the world's largest trade transport industry; it actually costs the global community a lot more than just ransoms and stolen cargo. Sharon Gill reports ... Despite piracy on the high seas being one of the world's oldest crimes, the maritime industry has failed to figure out a way to deal with it.

According to the Oceans Beyond Piracy (OBP) project, contemporary international reactions to piracy follow similar lines to early international law, which declared it the duty of states and their navies to deal with pirates. But, despite more than thirty countries (including the US) contributing to the navies patrolling the trade lanes around the Horn of Africa, pirates operating in the waters off the coast of Somalia are still doing a roaring trade.

Although the navies' presence managed to reduce the rate of successful hijackings, the pirates doubled the number of attacks and expanded their playground, so the actual number of successful hijackings increased.

Furthermore, hijacked vessels are reportedly being used as "mother ships". This not only enables the pirates to expand their operating area, but also gives them some degree of protection since a naval vessel would hesitate to fire on pirates aboard a ship full of crude oil.

OBP says that, between says that, 2004-2009, only 15% of global piracy attacks occurred off the coast of Somalia. But in 2009, Somali pirates were responsible for 53% of reported attacks around the world, including 47 hijacked vessels and 867 seafarers held hostage.

* Ransoms: Over the past five years, Somali pirates' ransom demands have increased from an average of \$150,000 in 2005 to \$5.4 million in 2010. The largest known ransom payment was for South Korean oil tanker, the Samho Dream, for which a record \$9.5 million was paid in November 2010. Somali pirates' income for the whole year 2010 was around \$238 million.

* Insurance: Insurance cover includes war risk, kidnap and ransom (K&R), cargo, and hull. The most significant increase in premiums has been in war risk and K&R. With the Gulf of Aden classified as a war risk area by Lloyds Market Association (LMA) Joint War Committee in May 2008, it is therefore subject to these specific insurance pre-miums. OBP estimates that that total excess costs of insurance due to Somali piracy are between \$460 million and \$3.2 billion per year.

* Naval forces: The cost of naval operations off the coast of Somalia is around \$2 billion a year.

* Prosecutions: More than 750 Somali piracy suspects have either been tried or await trial in more than eleven countries. Working on an average cost of prosecution, OBP estimates that the cost of piracy trials and imprisonment in 2010 was around \$31 million.

* Anti-piracy organisations: A number of intergovernmental organisations dedicated to working towards a solution for maritime piracy have a total budge of around \$24.5 million.

* Re-routing ships: "Low and slow" vessels, which are prime targets for pirates, are often re-routed to avoid risk zones. The excess cost of re-routing these ships is estimated to be between \$2.4 billion and \$3 billion per year.

* Protection: Deterrent and security equipment costs ship owners between \$363 million and \$2.5 billion per year.

Total direct costs of piracy in 2010 is thus estimated to be between \$7 billion and \$12 billion.

But there are secondary costs as well:

* Piracy costs Egypt about \$642 million a year in lost revenue from Suez Canal fees, as ships are re-routed to avoid the Gulf of Aden.

* The trade impact of piracy costs Kenya and Yemen around \$414 million and \$150 million a year respectively.

* Losses to Nigeria's oil and fishing industries cost the country around \$42 million a year.

* Losses to its fishing and tourism industries cost the Seychelles around \$6 million a year.

Total secondary costs to regional economies: \$1.25 billion a year.

The One Earth Future Foundation says that the scourge of piracy will continue to increase because there is no effective international system to deal with the problem.

Which is why the Foundation established the Oceans Beyond Piracy project, which is attempting to develop a robust and global system to manage piracy through collaboration with stakeholders from industry and governments.

Source: eyefortransport.com



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MULTRASHIP's **CORMORANT** seen with the new A-Frame which was built at VDS in Vlissingen, with the new A-Frame also the lifting capacity of the sheerlegs is increased from 400 to **600 ton**

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

Winnaar wedstrijd, Hanny Pieperiet, doopt zeeschip **Flinter Atlantic**

- Hanny is de vrouw van Jeppe die eigenlijk de 'wie wint de doop van een zeeschip'-wedstrijd won.
- Jeppe heeft strijd met Non-Hodgkin lymfeklierkanker gewonnen
- Jeppe laat Hanny de doop verrichten als dank voor haar zorg
- Na doop ook spectaculaire, zijdelingse tewaterlating

Op zaterdag 29 januari zal het 133 meter lange multi-purpose schip **Flinter Atlantic** door Hanny Pieperiet uit Veendam gedoopt worden. Hanny is de echtgenote van Jeppe Pieperiet, die op 18 december de 'wie wint de doop van een zeeschip'-wedstrijd van rederij Flinter uit Barendrecht won. Als dank voor haar niet aflatende steun bij zijn strijd tegen lymfeklierkanker, schonk hij de hoofdprijs (de doop van het schip) aan haar. Na de doop zal de **Flinter Atlantic** ook te water worden gelaten. Dit is een spectaculaire gebeurtenis, aangezien het schip zijdelings te water gaat, wat stevast resulteert in een enorme vloedgolf.

Normaliter is de doop van zeeschepen voorbehouden aan koninginnen, prinsessen of echtgenotes van directeurs of hoogwaardigheidsbekleders. Dit was voor het eerst dat heel Nederland de kans had om een koopvaardijship ten doop te houden, door de beste reden om dit te willen in te sturen. Meer dan 100 mensen grepen die kans. De top 3 presenteerde 18 december nog eens 'live' aan de jury, waarna Jelle Pieperiet de hoofdprijs won. Behalve de doop bestaat die prijs ook nog eens uit een participatie in de vlootmaatschap **Flinter Atlantic** ter waarde van 5.000 euro.

"Ziek ben je niet alleen"

De nu 48-jarige Jeppe werd in 2008 gediagnosticeerd met een kwaadaardige, grootcellige, sneldelende vorm van Non-Hodgkin lymfeklierkanker: "Mijn wereld stortte in en ik dacht dat mijn laatste uur geslagen had. Na zes combinatiechemo's, twintig bestralingen en een revalidatieperiode van ongeveer acht maanden stond het er gelukkig een stuk beter met me voor. Dat heb ik te danken aan de huidige medische wetenschap, maar zeker ook aan mijn vrouw Hanny. Ziek zijn ben je namelijk niet alleen, maar dat ben je samen. Hanny heeft me in deze moeilijke tijd steeds verzorgd. En als ik het even niet meer zag zitten, pepte zij mij op en gaf me weer een nieuwe boost. Daarom komt er voor mij maar één iemand in aanmerking en dat is zij!"

Top 10 wedstrijd en inburgeraars

Bij de doop zullen naast Hanny en Jelle Pieperiet ook de negen andere top 10-inzendingen van de wedstrijd aanwezig zijn, variërend van de vrijwilligers van de Koninklijke Nederlandse Redding Maatschappij – reddingstation Eemshaven en het Zeekadetkorps Rotterdam tot aan terminaal zieken met een achtergrond in de scheepvaart. Daarnaast is er nog een andere bijzondere groep aanwezig. Humanitas heeft namelijk een groep van zo'n 25 vluchtelingen, uit voornamelijk Somalië en Irak, in het kader van hun inburgeringscursus uitgenodigd om het spektakel mee te maken.

Over MS **Flinter Atlantic**

MS **Flinter Atlantic** is een 11.000-tons multipurpose-schip, geschikt voor verschillende ladingen. Ze meet 133 meter en behoort straks met haar vier zusterschepen tot de grootste schepen van Flinters 51 schepen tellende vloot. MS **Flinter Atlantic** heeft de hoogste Zweeds-Finse ijsklasse en kan wereldwijd ingezet worden. MS **Flinter Atlantic** is ondergebracht in een vlootmaatschap. Via deze vlootmaatschap kunnen particuliere Nederlanders gezamenlijk investeren in een modern vrachtschip. Deze vlootmaatschap is inmiddels volledig geplaatst.

Over **Flinter**

Flinter is in 1989 klein begonnen met een kustvaarder van 3.000 ton, genaamd 'Flinterborg'. Inmiddels is Flinter uitgegroeid tot de vijfde rederij van Nederland met ongeveer 450 werknemers, vestigingen in Rotterdam, Antwerpen, Helsingborg en Helsinki en 51 schepen in eigendom of in beheer.

Alle schepen van Flinter schepen varen onder Nederlandse vlag en vallen dus onder Nederlandse maritieme wetgeving. De schepen zijn goed onderhouden en verkeren in een uitstekende staat. Daarbij voldoen zij aan de hoogste veiligheids- en milieueisen. De bemanning is hoogopgeleid; de schepen worden ondersteund door een goede walorganisatie.

Flinter is vooral actief in de wateren rondom Europa (Noordzee, Oostzee, Middellandse Zee en Zwarte Zee). Ook varen de schepen regelmatig van en naar Noord-Amerika, Zuid-Amerika en Afrika. Jaarlijks wordt meer dan vijf miljoen ton lading vervoerd



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The **SPIRIT OF BRITAIN** seen during her maiden arrival in Calais - Photo : Wim Hozee ©

Baltic Index at two-year nadir on vessel build-up

The Baltic Exchange's main sea freight index BADI, which tracks rates to ship dry commodities, fell to its lowest in nearly two years on Tuesday as a build up of vessels continued to weigh on larger capesizes. Flooding in Australia, the world's biggest coal exporter, has disrupted shipping activity at a time when the dry bulk industry is already pressured by growing vessel deliveries ordered before the economic turmoil of 2008.

The index, which gauges the cost of shipping commodities including iron ore, cement, grain, coal and fertiliser, fell 0.49 per cent, or 7 points, to 1,432 points and was at its lowest since Feb 4, 2009. It was flat at 1,439 points on Monday.

'The market is extremely range bound,' said Petter Rishovd, head of commodities at Pareto Securities. 'Yesterday, a couple of cape fixtures in the Pacific were done around the index levels, which is a sign that there are more than enough vessels around to take those cargoes in the market.'

While coal mines in Australia were working to reopen and ports were aiming to resume shipments, freight brokers said it was unclear how long it would take for shipping activity to return to pre-flooding levels. Weather-related problems in Colombia, South Africa, Russia and Indonesia were also compounding coal shipment disruptions.

This has led to growing competition for cargo deals on capesizes, which typically haul 150,000 tonne cargoes such as iron ore and coal. The Baltic's capesize index BACI fell 0.25 per cent, with average daily earnings weaker at US\$9,537, below the US\$10,000 level for a fourth session and at their lowest since Jan 6 2009.

'Continued weakness is expected to persist in the near-term as coal and iron ore export volumes remain under pressure,' Deutsche Bank said. Brokers said rates for smaller supramax vessels were faring better as they were able to diversify their cargoes to other commodities such as sugar and grains. The Baltic's supramax index BASI rose 1.13 per cent on Tuesday.

The Baltic's panamax index BPNI fell 2.49 per cent, with average daily earnings dropping to US\$14,676, falling for a fifth session. Panamax vessels usually transport 60,000-70,000 tonne cargoes of coal and grains. The Baltic's main index has remained erratic since 2009 because of swings in Chinese demand for iron ore. Economic headwinds in the West, a major source of shipping demand, has been compounded by inflationary fears in China, potentially leading to monetary tightening and a pullback in demand for ore which may be another setback for shippers.

Chinese Premier Wen Jiabao vowed on Tuesday to slam the brakes on a credit surge at the start of this year, following reports that the central bank has cut the 2011 lending target for banks by 10 per cent. **Source : Reuters**



Above seen the **FAIRMOUNT EXPEDITION** just after connection to **FPSO SKARV** and towing her outside the breakwaters. For more nice photos please visit www.fairmount.nl

Zuid-Koreaans schip bevrijd

Zuid-Koreaanse commando's hebben vrijdag 1300 km uit de kust van Somalië de **Samho Jewelry** bevrijdt. De chemicaliëntanker werd zaterdag bij Oman gekaapt. Acht piraten zijn om het leven gekomen, vijf zijn gearresteerd. Alle 21 bemanningsleden zijn gered, de kapitein heeft wel een schotwond. Volgens een Zuid-Koreaans persbureau greep de marine in toen een aantal piraten de **Samho Jewelry** had verlaten om een ander schip in de buurt te kapen. In november betaalde dezelfde rederij het recordbedrag van \$ 9,5 miljoen aan Somalische piraten om de supertanker **Samho Dream** vrij te krijgen. Bron: Opzee.nl

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NAVY NEWS



HMS Chatham seen arriving January 20th for Northumbrian Quay, North Shields. She was launched from Swan's, Wallsend yard 20.01.88 and arrives back on the Tyne exactly 23 years later. She will be de-commissioned at Portsmouth in February.

Photo : Kevin Blair ©

Tamil Nadu yet to decide on using old submarine as museum

The Tamil Nadu government is yet to decide on accepting as a gift the decommissioned naval submarine, **INS Vela**, for converting it into a museum based in Chennai, said an official of the National Maritime Foundation (NMF) on Thursday.

'A naval museum out of a submarine will be a good revenue earner as well as remind us about our great maritime tradition,' Regional Director of NMF S.Shekhar told reporters. According to Shekhar, the state government has to send its views to the defence ministry after which necessary action would be taken.

'The submarine-museum could be a shore based one - at Marina - or it could be somewhere inside Chennai. The latter option would entail cutting the submarine and bringing it here from Vishakapatnam and welding it back,' Shekhar said.

INS Vela had served the Indian navy for 37 years and was decommissioned last year. Shekhar said another decommissioned naval submarine INS Kursura has been converted into a museum in 2002 and is attracting crowds in Vishakapatnam in Andhra Pradesh.



The 2007 delivered US Naval vessel **ALAN SHEPARD (T-AKE-3)** seen towed from the drydock to other place along the Sembawang quayside in Singapore

Photo : Ronald Krijgsman ©

Australian Navy eyes redundant UK vessel

DEFENCE officials have travelled to Britain to inspect a Royal Navy ship destined to be mothballed under savage spending cuts announced by the British government last year. The Defence Minister, Stephen Smith, announced this week that Defence is considering buying the **RFA Largs Bay**, a large ship capable of providing a landing spot for helicopters, and of carrying dozens of vehicles and hundreds of troops.

However, Defence confirmed yesterday that navy officials had visited England last month to "examine the potential utility of a Bay Class vessel" before the delivery of two giant troop transport assault ships, starting in 2014. The **Largs Bay** is one of a number of Royal Navy ships slated for decommissioning because of funding cuts by the government to protect Britain's economy from the global financial crisis.

Australia's two operational transport ships, **HMAS Manoora** and **HMAS Kanimbla**, are ageing and trouble-prone, and are undergoing repairs in Sydney to fix mechanical problems and rust in the hulls. Buying the **Largs Bay** would give the navy breathing space before the completion of the transport ships **HMAS Canberra** and **HMAS Adelaide** in 2014 and 2015 respectively. Defence's most recent white paper also called for a smaller amphibious vessel, with multiple landing spots for helicopters and the ability to move bulk supplies without requiring the support of port

facilities, to complement the Canberra and Adelaide. The December 2010 update of the 2009 white paper said the replacement should cost between \$300 million and \$500 million. Defence sources said the **Largs Bay** could cost about \$300 million.

Mr Smith held talks with the British Defence Secretary, Liam Fox, this week in Adelaide about opportunities for defence industry collaboration between the two countries, and about Australia acquiring decommissioned British equipment.

Source : smh.com.au

HMAS Melbourne's final anti-piracy act

On her final day assigned to operations in the Middle East, Royal Australian Navy frigate **HMAS Melbourne** continued her important work of securing vital sea lanes of communication. Hours before handing over the maritime security task in the Middle East Area of Operations to **HMAS Stuart**, **HMAS Melbourne** was called upon to assist a merchant vessel in distress.



On Tuesday, **MV Tide** reported that she was being harassed by a pirate mothership and two skiffs. The merchant vessel requested immediate assistance. **HMAS Melbourne** responded and altered her course to steam to the aid of **MV Tide**, simultaneously sending her Sea Hawk helicopter ahead to investigate the situation. Fortunately, **MV Tide** was able to conduct evasive manoeuvres and escape the pirates within about an hour of her initial distress call. The merchant vessel's actions successfully negated the pirate attack, allowing **HMAS Melbourne** and her helicopter to return to patrolling duties without further incident for her last few hours serving in support of Operation SLIPPER.

HMAS Melbourne has successfully completed a six-month operational deployment to the Middle East marked by involvement in maritime security and counter-piracy operations, and international engagement with countries such as Yemen, Jordan and Pakistan. **HMAS Melbourne** was the first of the recently upgraded Adelaide Class frigates to undertake an operational deployment and was relieved by **HMAS Stuart** in a hand-over ceremony on 19 January 2011. **HMAS Melbourne** had 238 men and women embarked for the deployment. Commanding Officer **HMAS Melbourne** Commander Michael Harris said the ship's company had performed exceptionally well during the deployment and were employed in a range of tasks that included maritime security and counter-piracy as part of combined maritime force operations. **HMAS Melbourne's** support in disrupting an earlier pirate attack on the **MV CPO China** received widespread recognition and praise. Commander Australian forces in the Middle East Major General Angus Campbell said the crew and Commander of **HMAS Melbourne** should take pride in directly contributing to security in the Middle East and the safe passage of maritime trade in the Indian Ocean. "You have very positively enhanced Australia's reputation in the region. As **HMAS Melbourne** heads home for a well-earned rest, know that you have directly contributed to the mission in the Middle East and have made a positive impression on its people. Thank you for your efforts," Major General Campbell said. **HMAS Melbourne** was the 24th rotation of RAN fleet units to the region since operations commenced in the Middle East in 2001. **HMAS Stuart** will be conducting her fourth rotation to the Gulf since operations began. The ship has a complement of approximately 190 men and women. Source : **Garry Luxton**

SHIPYARD NEWS



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China overtakes S Korea as world's largest shipbuilder

China surpassed South Korea to become the world's largest shipbuilder in 2010 in terms of shipbuilding capacity and new orders, according to recently released statistics from China's Ministry of Industry and Information.

The statistics show that from January to December 2010, China's shipyards finished building 65.6 million deadweight tons, an increase of 54.6 percent year on year. They received new orders exceeding 75 million deadweight tons, nearly triple the amount of a year earlier. The great development of the shipbuilding industry in recent years can be mostly attributed to the increasing capacity requirements due to economic growth, said an expert from the economic research center of China's shipbuilding industry. China's shipbuilding enterprises are mainly distributed among Jiangsu, Shanghai, Zhejiang, Shandong and Guangdong, with Jiangsu ranking first. **Source: People's Daily Online**



The tug **BRENT** seen arriving with the Dutch Frigate **F 805 EVERTSEN** in Vlissingen

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

Todd gets mod to Coast Guard icebreaker overhaul contract

Todd Shipyards Corporation reports that the U.S. Coast Guard has awarded its Todd Pacific Shipyards Corporation subsidiary a \$4,883,691 modification to previously awarded contract HSCG85-11-C-P45631 in support of repairs and alterations being performed during the dockside maintenance availability of the icebreaker **USCGC Healy (WAGB-20)**. The contract modification provides for the alteration and repair of ship's systems, engines and shipboard

equipment. The work will be accomplished at the Coast Guard Base, Integrated Support Command, located at Pier 36 in Seattle, beginning immediately and is expected to be complete in April 2011.

The dockside availability of the **USCGC Healy** is being performed under the company's five-year Multi-Year Multi-Option contract with the Coast Guard for the overhaul and continued maintenance of the Healy Class Icebreaker stationed at Seattle, Washington. The Firm Fixed-Price supply contract was awarded to Todd Pacific in November 2010 and this option award represents the first availability of the contract. **Source : MarineLog**

Titan confirms disposal of 95% stake in Chinese shipyard

Titan Petrochemicals Group has on Thursday approved a 95% disposal of its equity stake held by two of its subsidiaries in Titan Quanzhou Shipyard in China. Grand China Logistics, a member of Hainan Air Group, will acquire the 95% disposed equity stake, while Titan TQSL will hold the remaining 5%. Titan TQSL and Titan Fujian currently hold 78.4% and 21.6% stake, respectively, in Titan Quanzhou Shipyard. The consideration for the 95% disposal of the shipyard is approximately 1.87bn yuan (\$283.8m). The directors of Hong Kong-listed Titan are hoping the disposal will enable the group to "significantly reduce its debt level" and strengthen its liquidity position to fund development of its existing core business. The group is a provider of downstream oil logistics and marine services in the Asia-Pacific region, including operating both onshore and offshore oil storage terminals in China and Southeast Asia.

Source: seatrade-asia.com

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Oceania Cruises takes delivery of newbuild from Fincantieri

Oceania Cruises officially took delivery of **Marina**, its first newbuild cruise ship. The handover took place at Fincantieri's Sestri Ponente shipyard near Genoa, where a sister ship, **Riviera**, is currently under construction for delivery in April 2012.

Oceania Cruises, with headquarters in Miami, is owned by Prestige Cruise Holdings. Prestige Cruise Holdings was formed in 2007 to manage select assets in Apollo Management's cruise investment portfolio and offers nearly 4,000 berths between the Oceania Cruises and Regent Seven Seas Cruises brands, a number the company expects will grow to approximately 6,500 berths by mid-2012 with the addition of the two Fincantieri deliveries. The 66,000 grt, 1,250 passenger, 15 deck **Marina** is an upper premium vessel with a length of 782 feet, breadth of 105 feet and draft of 24 feet. Cruising speed is 20 knots. The ship has two controllable twin-screw pitch propellers, fin stabilizers and bow thrusters.

Marina promises to become a favorite among foodies. It offers no less than ten dining alternatives, including Master Chef Jacques Pepin's first namesake restaurant at sea. The Bon Appetit Culinary Center - the only one of its kind at sea, the culinary center aboard Marina features 24 fully equipped workstations so guests get a hands-on learning experience. A roster of master chefs and rising culinary stars will be hand-selected by Bon Appetit magazine.



According to Frank Del Rio, the founder of Oceania Cruises and chairman & CEO of parent company Prestige Cruise Holdings, "Marina is unlike any ship built in the past 50 years and is destined to be a game-changer in the industry. The superb gourmet restaurants and exquisite residential interiors reflect the best of what makes Oceania Cruises such an unrivaled experience."

"The new Marina is not only beautiful, but one of the most elegant ships we have built in the last years," stated Giuseppe Bono, CEO of Fincantieri. The new flagship of the Oceania Cruises fleet will set sail on her maiden voyage from Barcelona, Spain, on January 22. When she arrives in Miami on February 4, she is expected to receive a celebratory welcome that will last through the weekend.



The **NORDIC SPIRIT** seen assisted by the **RT SEAL** passing the Calandbridge in Rotterdam –
Photo : Rob Smith ©

American Feeder Lines plans Atlantic short-sea service

Construction on the first of a string of 10 small container ships could begin as early as April, but officials with American Feeder Lines said Wednesday they were still looking for financial backing before they launch short-sea container service on the Atlantic coast. If successful, AFL could become the first major player on the American marine highways. According to Percy R. Pyne IV, chairman and founding partner of AFL, the U.S. has the longest coastline in the world

without coastwise shipping for moving domestic cargo and international containers. AFL expects to replicate the kind of shipping services that operate in virtually every other major maritime country.

To launch the venture, Pyne said the company intends to raise \$750 million. He predicted the company should be in the black within two years. However, Tobias Koenig, Pyne's partner, said that finding financial support has been difficult because banks and venture capitalists in the U.S. are reluctant to risk money on an unproven business model. Pyne said the company plans to build 10 1,300 TEU containerships at about \$70 million each at two yards, Aker Philadelphia Shipyard and Bay Shipbuilding in Sturgeon Bay, Wis. AFL plans to build its business base by focusing on traffic in heavy containers, refrigerated containers, and containers of dangerous goods, a classification that includes a broad range of petrochemical products. All told, they plan to have enough capacity for 1.2 million domestic containers per year in a potential market of 100 million. **Source: joc.com**

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Two heavy load ships seen moored in Rotterdam-Caland canal, the **ZHEN HUA 15** is seen getting ready to load the pontoon **GTO 32**, whilst the **OSPREY** will be loaded during this weekend with the jack up **NOBLE SCOTT MARKS**

Photo : Frans Sanderse ©

P&I Club Takes Lead in Tug and Tow Training Initiative

A leading P&I (Protection & Indemnity) insurance provider for owners of small and specialist vessels, Shipowners Club is spearheading a new simulator-based training initiative to create awareness of potential operational dangers and reduce claims resulting from damage to tug and tow sets.

Alarmed when normally acceptable levels of claims involving tug and tow sets escalated in Singapore during the Mersing Laguna tourist resort reclamation project in Johor, which commenced in 2009, Shipowners embarked upon an innovative solution to underpin the expertise of mariners operating these types of craft. The reclamation work exposed particular problems when operating line tows due to unusually confined channels within the Singapore port limits. This resulted in collisions with fixed objects or anchored vessels within the anchorage.

The Club saw the benefit of encouraging Masters, Chief Officers and senior marine staff operating in the specialist marine support sector of towage to hone their skills to meet these demanding challenges. “We wanted a solution that went straight to the core of the problem, that would be practical in content, would offer hands-on experience and would not present any language barrier,” explains Shipowners’ Principal Officer and Director in Singapore, David Heaselden.

As a result Shipowners has made available a two-day Tug and Tow Handling Simulator Course in Singapore in preparation for the next stage of reclamation work. The course has already received positive feedback from its initial participants.

Accommodating eight to ten candidates per session, the course was developed in collaboration with Captain Hilbert Fernandes, traing specialist from Singapore’s Maritime Education and Training Services Pte Ltd and one-time Marine Officer at the Maritime & Port Authority of Singapore (MPA). Following theory on the first day, the course develops into a valuable hands-on simulator training resource presented in English, Malay and the Indonesian Bahasa language, with exercises to simulate real situations within the Singapore Straits. The simulations involve real-time engine failures, overtaking and crossing traffic, collision situations, a loaded barge adrift and requiring intricate retrieval manoeuvres in congested waters and the role of Singapore VTS (Vessel Traffic Services).

“The idea is that if we can reduce our Members’ exposure to claims then any potential problems in future years will be greatly decreased because crews are better trained,” opines Captain Heaselden.

As a mutual insurer, Shipowners sees its objective as reducing risk as much as insuring its clients against it. Charles Hume, the Club’s Chief Executive emphasises, “It is through the work of our Loss Prevention team, which works with Members, in this instance within the towage sector, as well as with bodies such as the MPA, (sharing best practice and advising on ways to reduce risk) that we keep claims and insurance premiums as low as possible”.

Harbour craft, including towage and dredging vessels, represent a significant proportion of the Club’s business. Such Members are made up of over three hundred tug and barge owners, accounting for nearly 2,400 operative vessels in the Asia region alone.

The simulation course, which is being rolled out by staff at the Club’s Singapore branch with the assistance of the Singapore Maritime Foundation (SMF), will incur minimal cost to Members, who are being encouraged by the Club’s offer to meet up to half the cost of staging the course and up to half of candidates’ travelling expenses.

For further information on the course, please visit www.smf.com.sg and follow the Special Events link or alternatively visit www.shipownersclub.com/newsevents/eventscalendar



The **NORDNES** seen passing Haugesund – Photo : Capt. Jan Plug ©

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Above seen the **Tom Tough** a Svitzer tug relocated to Victoria from Gladstone, seen above in Geelong 21-2-2011

Photo : **Andrew Mackinnon** - www.aquamanships.com ©

PSA International chief Eddie Teh to retire in August at 62

SINGAPORE's PSA International's CEO, Eddie Teh, recently named one of the "100 Most Influential People in the Shipping Industry" by Lloyd's List, is retiring in August, reports the Straits Times. "The PSA International board of directors and I have reluctantly accepted Eddie's request to retire and have obtained Eddie's concurrence to remain with the PSA group as special adviser to the group chairman," said group chairman Fock Siew Wah in his letter to the group.

"Eddie felt it necessary to provide a long notice period to ensure proper forward planning for this leadership renewal process," said Mr Fock.

An internal and global search for a replacement is expected to take months. "Until new group CEO is appointed, Eddie will continue to provide leadership," he said. Said Mr Teh: "I am fully confident that my successor will be found over the next few months, and until then, I trust I can count on your complete support and commitment to continue to work together to provide the quality services that our customers rightfully demand."

Mr Teh, 62, joined PSA in 2002 and is credited with much of PSA's overseas development. During his tenure, PSA grew from 15 to 28 projects, among which was the group's first foray into the Americas.

Mr Teh was a key figure in PSA's largest overseas investment: the US\$4.4 billion purchase of a 20 per cent stake in Hutchison Whampoa's network of ports in 2006. It was an investment he would have been well versed with, having previously been an executive with Hong Kong's Hutchison Port Holdings (HPH) for 13 years. **Source : Schednet**



URAG's **ELBE** seen on SB-wing beside the **BOULDER** whilst towing the **NOBLE SCOTT MARKS** to Rotterdam, where the rig will be loaded onboard the **OSPREY** for further transportation to the Persian Gulf

Photo : Capt. Bram van der Hout – Master Boulder ©



The **PRIDE OF VEERE** seen passing Slikkerveer – Photo : Cees de Bijl ©



Growth at world's top five container ports slows down

THE world's five largest container ports, all in Asia, recorded healthy growth rates in 2010 as their combined volumes increased by 15.4 per cent, according to industry analyst Alphaliner.

The strong growth has more than made up for the negative growth seen in 2009 when total volumes fell by 13 per cent. But last year's growth was largely due to the surge in cargo volumes in the first three quarters, when gains at the top five ports hit 18.1 per cent. After that volume growth slowed at these ports in the fourth quarter, dropping to 8.2 per cent as the impact of inventory restocking eased.

Apart from Shanghai's ascension to the number one position, overtaking Singapore, the other ports maintained their positions. Hong Kong maintained its number three spot despite a strong challenge from Shenzhen at number four.

Hong Kong handled 23.5 million TEU last year, up 11.8 per cent, while Shenzhen handled 22.5 million TEU with a growth rate of 23.3 per cent. Busan recorded 18.4 per cent growth to 14.18 million TEU and kept its place at number five, with the port of Los Angeles-Long Beach following closely behind at around 14.1 million TEU. **Source : Schednet**



Above seen Hamburg Sud's **BAHIA NEGRA** – Photo : Willi Chree ©

.... PHOTO OF THE DAY



Above seen Heerema's **RETRIEVER** operating alongside the **HERMOD** during the installation of the ICP-R platform and the ICP-F3 tripod platform in the Mumbai South Field/India, in the background is seen the Indian tug **MEROU** which was assisting the **HUSKY** and **RETRIEVER**
Photo : Peter Selles - captain sscv Hermod (c)

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