



SEAFARER
OFFICERS
SOCIETY
MANILA

Number 023 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 23-01-2011**

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



Seamanship

Whatever the ship. Wherever delivered.

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



www.redwise.com info@redwise.nl



The SKANDI HERCULES seen outbound from Rotterdam – Photo : Frans de Lijster ©

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

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



The **MOL DIAMOND** seen in Cape Town – Photo : Ian Shiffman ©



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

As per 21. January 2011, 23h00 UTC, at least 47 foreign vessels plus two barges are kept in Somali hands against the will of their owners, while at least 856 hostages or captives - including a South-African yachting couple - suffer to be released. But even EU NAVFOR, who counts only high-value, mostly British insured vessels, admitted now that on their rather understating account 30 vessels and 724 hostages are recorded on their list as kept on the abducted vessels. Having come under pressure, EUNAVFOR felt compelled to publish now their list of those vessels which EU NAVFOR admits had not been protected from pirates and were taken. EU NAVFOR also admitted for the first time that actually a larger number of vessels and crews is held hostage than those listed on their file. Since EU NAVFOR's inception two years ago the piracy has started in earnest and it has now completely escalated. Only knowledgeable analysts recognized the link.

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

AVRA TOWAGE IN JOINT VENTURE WITH MULLER DORDRECHT

Avra Towage is pleased to announce a strategic joint venture with **Muller** in Dordrecht. This will start with our tug 'North', but in the future more vessels might get involved. We are f.e. closely working the **Compass** together. The 'North' is also the only vessel in our fleet < 30tbp, and Muller has excellent access to jobs within this segment.

Muller has been founded in 1918 and has a lot of expertise, reliability and inventiveness in the marine business. With specialized equipment together Avra and Muller can offer a tailored fit service for specific needs. Especially in the market of heavy transportation, with a high degree of complexity, Muller has been awarded many contracts throughout Europe.



HAL's **Amsterdam** seen anchored at Easter Island 20-01-2011 - Photo : **Stoyan Stefanov** ©

UK ship-to-ship oil transfer rule change seen having little impact

A proposed change in UK legislation on ship-to-ship transfers of oil cargoes outside harbor authority areas is unlikely to have much effect on either the movement of oil or on spot worldscale rates in Northwest Europe, industry sources say.

After a review of the relevant Merchant Shipping regulations, parliamentary under-secretary of state for transport Mike Penning announced on December 6, 2010, that legislation would be drafted to define a single designated area within UK territorial waters to carry out ship-to-ship transfers. With a history of hosting ship-to-ship transfers due its sheltered location on the southeastern coast of the UK, Southwold is scheduled to become the designated area in April, and a permit system will be established by the Maritime and Coastguard Agency. Meanwhile, those port and harbor authorities which already conduct ship-to-ship transfers will have a two-year period of grace to apply for a license to enable them to continue hosting STS transfer operations. In the oil markets, traders dismissed any impact on the trade and flow of oil in the North Sea.

"Absolutely not, because most [North Sea traders] do Forties ship-to-ship transfer up in Scapa Flow, where traffic is limited and the weather is good, except for the wind," a North Sea crude trader said. Forties has the highest monthly production of the four key North Sea grades of Brent, Forties, Oseberg and Ekofisk. Another North Sea source said the

introduction of the Southwold as a designated area was unlikely to change the nature of North Sea STS operations. However, other traders were more upbeat about the introduction of a designated area, specifically for STS activity. "It is a perfect STS shelter place," said a fuel oil trader, adding Rotterdam, an alternative port for STS activity, was very expensive due to port charges. A shipping broker agreed there would be little initial effect. "I don't think there will be any short-term effect, [but maybe it] could [eventually] change rates and routes if they go to Southwold to STS," he said. "But then again, Skaw is a common STS point in the Baltic, and when Skaw started doing STS transfers, there was no big change," he added.

OPPOSITION TO THE SOUTHWOLD DECISION REMAINS KEEN

The decision to earmark Southwold as a designated STS transfer location has enraged local residents, who are strongly opposed to the decision on environmental and tourism grounds. "The situation will become worse with the new legislation and there will be more ships which will increase the risk of a spill," said John Perkins, secretary of the local Southwold and Reydon Society. "The government's response has been to close the coastguard station at Great Yarmouth which would have monitored the transfers. This will now apparently be done from Southampton," he added. Local shipping sources admit the number of STS transfers could increase. "Potentially there could be a lot of business-- up to a hundred vessels [doing STS transfers]," said one. Other ports around the UK also voiced their concerns. "Maybe those sites where STS is happening now won't comply with the new regulations," suggested one harbor master. Sources agreed there could also be a potential threat of loss of business elsewhere in the UK should STS transfer activity relocate to Southwold. The UK Department of Transport defended the decision, saying that a permit-controlled, designated area would help improve safety and reduce environmental risk. "It will also be more convenient for shipping companies [to use a designated area] instead of the costs of coming into a port," said a Department of Transport spokesman, adding the new regulations would help manage STS activity more effectively. But some in the oil industry remained cautious. "But I don't blame them, I always thought it's too risky what they do off [Southwold]," said a European fuel oil trader. "Can you imagine...if there was a spill and it hit the Norfolk coast? Although STS [activity] is relatively safe these days--it's risk versus reward I guess," he added. **Source: Platts**

Korean forces kill pirates, free Samho Jewelry

South Korean special forces have retaken the Korean-owned, Maltese-flag product tanker **MV SAMHO JEWELRY**, which had been hijacked January 15 when 350 nautical miles southeast of the port of Muscat, Oman.





Eight pirates were killed and five were taken prisoner in the operation which was authorized by Korea's President Lee Myung-bak. All 21 members of the crew, including eight Korean citizens, were freed. The ship's Korean captain received a gunshot wound that is reported to be non life threatening. Three South Korean soldiers suffered minor injuries and were sent to a hospital in Oman. The Cheonghae Unit is a Republic of Korea Navy anti-piracy unit operating as part of Combined Task Force 151. The South Korean destroyer **Choi Young** has

been pursuing the 11,500-ton **Samho Jewelry** since early this week.

According to Korean media reports, operation started at 4:58 a.m. (local time) with Navy SEALs aboard three boats closing in on the **Samho Jewelry**. The operation was launched when intelligence was received that a "mother ship" was headed from Somalia with pirate reinforcements. The operation, which took place 1,300 kilometers off northeast Somalia, lasted about five hours.

See also : <http://www.youtube.com/watch?v=oQ0Afb4Co2k> Source : MarineLog



Merchant ships should be allowed to carry arms: advice

The Netherlands should allow merchant ships to carry armed guards to protect themselves against pirates, a government advisory committee said on Thursday. 'You cannot deny a captain the right to defend himself,' committee chairman Joris Voorhoeve, a former defence minister, is quoted as saying by the *Financieele Dagblad*. The committee, which looks at international issues, had been looking into ways merchant shipping countries can protect themselves against piracy. At the moment it is illegal for ships sailing under the Dutch flag to carry armed guards. Tineke Netelenbos, chairwoman of the Dutch shipping association, welcomed the recommendations. 'It is incomprehensible that this has not already been done,' she said. The FD says there have been 14 attempted ship hijacks off the coast of Somalia so far this year. Since 2005, 29 Dutch ships have been attacked by pirates. **Source : DutchNews.nl**



The **ZHEN HUA 15** loaded the barge **GTO 32** in Rotterdam-Caland canal - **Photo : Ruud Zegwaard ©**

Ergonomical control chair for offshore applications



- **DP (NAVIS)**
- **AUTOPILOT**
- **CONNING**
- **TOUCH SCREEN MENU**

- **SWITCHING OF VARIOUS FUNCTIONALITIES**
 - Sensor menu
 - Switching menu
 - Screen menu

ALPHATRON
www.alphontronmarine.com
deepsea@alphatronmarine.com

Malaysia holds 7 Somali pirates after saving ship

Malaysia's navy was holding seven Somali pirates Saturday after thwarting an attempt to hijack a chemical tanker in the Gulf of Aden, authorities said. The Royal Malaysian Navy said its commandos injured three pirates in a gunbattle and rescued the 23 crew members of the Malaysian-flagged **MT Bunga Laurel** early Friday, less than two hours after the assailants stormed the vessel with pistols and assault rifles. The navy sent a ship and a helicopter, which were then 14 miles (22 kilometers) from the **Bunga Laurel**, after crew members locked themselves in a safe room and activated a distress call, it said in a statement late Friday. Elite security forces managed to board the ship and overpower the pirates after an exchange of gunfire, the statement said. No one among the rescue team or **Bunga Laurel's** crew was injured. Malaysian Prime Minister Najib Razak said he was informed that seven pirates were

captured. Authorities were considering whether they should be brought to Malaysia to face trial for the hijack attempt, Najib told a news conference.

"I am proud of our (navy), which acted with full efficiency and demonstrated courage," Najib said. The naval ship was in the Gulf of Aden to escort vessels with Malaysian interests. The attack occurred only two hours after the ship had left the Bunga Laurel after accompanying it to what was considered relatively safe waters in the Gulf of Aden, about 300 miles (500 kilometers) east off the coast of Oman, the navy statement said. The navy did not provide details of the crew members' nationalities. Representatives of the Malaysian International Shipping Corporation, which was operating the Bunga Laurel, could not immediately be reached. Other countries' special forces have also launched raids to save ships boarded by Somali pirates within hours of the attacks in recent months, after being assured the crew was locked in safe rooms, commonly referred to as "citadels." **Source : Newsvine**



View of German navy's training tall ship **Gorch Foch** at anchor at the port of Ushuaia, 3,000 km south of Buenos Aires, on January 21, 2011. A few weeks ago a female cadet died after falling from the mainmast of the vessel and the German Defense Ministry ordered the Gorch Foch to sail to Ushuaia and remain on station until a team of military experts arrives to investigate.

An advertisement for Vlierodam B.V. featuring a collage of industrial images: a crane with yellow pulleys, a blue and white logo with an anchor and the text 'DNV 2.7-1', and a large industrial vessel. Below the collage, the text reads: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting', 'Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000', and 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl'. A small logo is in the bottom right corner.

MAIDEN ARRIVAL OF APOLYTHARES IN ROTTERDAM



The 316.000 DWT 336 mtr long **APOLYTHARES** made her maiden call at the port of Rotterdam and was piloted by the pilots **Luuk Silvius** (Right) and **Rik van Marle** to the Benelux harbour Shell 104, during the mooring of the tanker the arriving **PRIDE OF HULL** which was inbound for the P&O ferry terminal did not have that much manoeuvring space as can be seen at the photo below whilst passing the large tanker



Photo's : Rik van Marle ©

Februari-lezing 2011 van de “Nederlandse Kaap Hoorn-vaarders”

De lezing dit jaar vindt plaats op **12 februari** a.s. in het evenementen-complex van de Koninklijke Marine, Kattenburgerstraat 7 in Amsterdam (naast het Nederlands Scheepvaartmuseum). Voor programma en aanmelden, zie website (evenementen) van de Nederlandse Kaap Hoorn-vaarders: www.kaaphoornvaarders.nl



ISO 9001:2008



MARINT
(OFFSHORE SERVICES) LTD

Independent Consultants and Brokers in the International Tug and Supply Vessel market
(offices in London and Singapore)

Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1633

E-mail : tugs@marint.co.uk

Internet : www.marint.co.uk



The **Zwarte Zee** (4) and the ss **Rotterdam** (5) passed each other on a quiet summer evening somewhere on the 60's. This was a special occasion since, in those days, the **Zwarte Zee** was the largest seagoing tug in the Netherlands while the ss **Rotterdam** was the largest passengerliner. If this situation happend in real, I do not know, but it certainly was a reason for this painting made by **Hans Breeman** . www.hansbreeman.nl

Maritime sector offers 25,000 jobs

More than 25,000 jobs, both skilled and unskilled, are up for grabs in the maritime sector of the country every year but there are no takers, according to Arun Prakash, chairman, National Maritime Foundation and former chief of the Navy. "All jobs in the maritime sector are high paying. But our youth or their parents are not aware of the possibilities

offered by the oceans," he said while addressing the delegates of the first India Maritime Technology Conference 2011 organised jointly by NMF and the Confederation of Indian Industry on NIOT campus here Friday. According to Mr Prakash, India is yet to understand the possibilities offered by oceans across the world. "The merchant navies across the world require trained mariners and unskilled workers. There are just 80,000 Indian sailors working in various shipping lines in India and abroad," he said.

Meanwhile, speaking on the sidelines of the conference T.S. Sridhar, principal secretary and commissioner of archaeology, said that Chennai will soon join a band of select cities in the world to have a sub-marine as a museum. "INS Velan, decommissioned by the Indian Navy, has been given to Tamil Nadu free of cost by the Indian Navy. This is in recognition of the maritime heritage of TN. We are in the process of finalising a suitable venue for the permanent display of INS Velan," he said. **Source : Deccan Chronicle**



Oil spill off Mumbai coast

A leak from an ONGC pipeline caused a mile-long oil spill off the Mumbai coast on Friday morning. The spill, 80 km off the coast, has been brought under control. It is likely to be dispersed within 48 hours, the State-owned Oil and Natural Gas Corporation said.



According to an ONGC statement here, the leak was detected in the Mumbai-Uran Trunk (MUT) pipeline at 8.45 a.m. The pipeline transports crude oil from the Mumbai High offshore fields. Production from the ONGC's Mumbai High field, the nation's biggest oilfield, and Bassein oilfield, was stopped immediately and the pipeline shut down. Output has since resumed and crude oil from the field is being transported ashore through a separate line.

Mumbai High and Bassein fields together produce 247,000 barrels of oil per day and the brief stoppage would mean that they would produce about 25,000 barrels less oil. The ONGC has reacted immediately to control the spill,

Petroleum Secretary S. Sundareshan said. The corporation said the leakage was observed two km from the BPB Platform (Bassein oil and gas field). Oil and gas production is being diverted to the ICP-Heera Uran Trunk (HUT) pipeline. Vessels were sent to the site to ascertain the extent of leak, to contain it and repair the pipeline. The ONGC and the Coast Guard are implementing an oil spill contingency plan to minimise damage to the environment.

"The Regional Contingency Plan, which is the existing emergency response measure, has been activated immediately on detection of the leak," the statement said. Expressing concern at the impact on the local eco-system, Greenpeace called for tighter regulation of oil infrastructure and transport. **Source : The Hindu**

Arabs fund Blackwater founder to raise 2,000-strong anti-pirate force

THE founder of Blackwater Worldwide, since renamed Xe Services, after controversies involving security contractors in Iraq and Afghanistan, is reportedly raising a 2,000-strong force to fight pirates on the shores of Somalia. Erik Prince, no longer with Blackwater or its successor organisation, is involved in a multimillion-dollar programme financed by several Arab countries, including the United Arab Emirates, to deploy forces to suppress pirates at their shore bases, reports AP. Fed up with government-to-government payments, Arab state funders are turning to the private sector to suppress pirates who menace shipping in the Gulf of Aden and the Indian Ocean, said the report. Gulf states have offered Somalia assistance, but the money disappears and cannot be accounted for, said one analyst.

"I think it's quite possible that it might work," said John Burnett, director of Maritime Underwater Security Consultants. "There are 34 nations with naval assets trying to stop piracy and it can only be stopped on land." Most governments won't attack shore bases of pirates and African Union forces have been unable to secure the coastal capital of Mogadishu from warlord legions arrayed against the transitional government and each other. Turning down interview requests, Mr Prince's spokesman e-mailed AP a statement saying they were interested in "helping Somalia overcome the scourge of piracy" and has advised on antipiracy measures. The European Union is training 2,000 Somali government soldiers with US support, and an African Union force of 8,000 from Uganda and Burundi is protecting the transitional government in Mogadishu. Last month, AP reported that the Somalia project encompassed training a 1,000-man antipiracy unit in Somalia's northern semiautonomous Puntland and presidential guards in Mogadishu.

Saracen International, a Beirut security contractor, was reportedly involved in that effort, along with a former US ambassador Pierre Prosper, senior ex-CIA officer Michael Shanklin and an unidentified Muslim donor nation. Mr Prosper and Mr Shanklin told AP they were advisors to the Somali government. Mr Prince is reportedly involved Saracen International's second 1,000-strong military unit, planned for Mogadishu, where insurgents battle poorly equipped government forces. Concerns have been raised that Somali EU trained troops, earning \$100 a month will join the security contractors, which offer \$300 a month in training and \$500 in the field, which risks denuding the weak Somali government forces of its best men. **Source : Schednet**

NAVY NEWS



Above seen the **CHAMBON NOROIT** departing with the old French navy ship **EPEE** from Brest bound for Le Havre for demolition at "Gardet & Bezenac Recycling".

Photo : Jacques Carney ©

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



The New Latvian Coast Guard Patrol Vessel **Skrunda** officially completed and taken into service 21st January 2011

China Restores Soviet Aircraft Carrier

China has nearly finished restoring an old Soviet aircraft carrier bought in 1998, which will be used for training and as a model for a future indigenously built ship, an expert said Jan. 19. The **Varyag**, a Kuznetsov-class carrier, was originally built for the Soviet navy, but construction was interrupted by the collapse of the Soviet Union in 1991. Its immense armored hull, with no engine, electrics or propeller, was bought by China in 1998 and towed from Ukraine's Black Sea coast to China.

"They have fixed the inside at 100 percent," said Andrei Chang, head of the Kanwa Information Centre, which monitors China's military. According to Chang, the renovation process has included fixing the boilers, electricity, electronic systems, living quarters and engines. The hull and deck of the ship have also been refurbished, other experts have said.

China has never officially announced it was renovating the 990-foot long aircraft carrier. The carrier, currently based in the northeast port of Dalian, could make its first sea trip "very soon," Chang told AFP, adding the refurbishment of the ship had taken place "at unexpected speed." But he said the ship's radars still needed work, and the fighter planes that will train on the carrier are still being tested.

The refurbished ship will be used as a model for China's first indigenously built aircraft carrier, which, unlike the Varyag, will be nuclear-powered. Construction on this ship could start soon, he said. The modernization of China's

army has caused concern abroad. Last week, the Chinese military sent its first stealth fighter - the J-20 - into the skies, just as U.S. Defense Secretary Robert Gates was in Beijing to patch up frayed defense ties.

Around the same time, Adm. Mike Mullen, head of the U.S. Joint Chiefs of Staff, warned that China's new weapons program, including the J-20, appeared to be directed against the United States. The PLA - the largest army in the world - is hugely secretive about its defense programs, which benefit from a big military budget boosted by the nation's runaway economic growth. **Source : DefenseNews**

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

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

SHIPYARD NEWS



We care, that's why we try harder

TURBONED

WORLDWIDE TURBOCHARGER SERVICE AND PARTS

TEL: +31 78 620 52 52

SERVICE@TURBONED.NL

Successful launch ceremony for CONGO RIVER

The launch ceremony for the 30,000m³ trailing suction hopper dredger **CONGO RIVER** took place on 21 January 2011 at the IHC Merwede shipyard in Krimpen aan den IJssel, The Netherlands. IHC Merwede is building the impressive ship for the DEME Group and the **CONGO RIVER** is one of the largest ships in the fleet. The contract for the design, construction and delivery of the vessel was signed between DEME NV and IHC Dredgers BV in December 2008 and the keel was laid a year later on 15 December 2009. The vessel will be commissioned mid-2011. The name **CONGO RIVER** is in line with the tradition of DEME NV to name some of its large ships after the world's great rivers. The **CONGO RIVER** is an innovative and versatile vessel, which has excellent manoeuvrability and is also multifunctional because of its limited length-to-width ratio. With a relatively low draught when fully loaded, the dredger will be able to manoeuvre easily in shallow waters. This makes the **CONGO RIVER** suitable for working in ports as well as for long-distance sand transportation. With this vessel, DEME expands its fleet of highly competitive ships, which began with the Pallieter-class and Brabo-class. Fitted with a deep suction dredging installation, the **CONGO RIVER** can dredge to depths greater than 100 metres. It also features a one-man bridge operation.



Photo : Jan van Heeteren ©

Additional information

Main features

Name	CONGO RIVER
Type	trailing suction hopper dredger
Customer	DEME NV
Builder	IHC Dredgers BV
Length overall	168m
Breadth	38m
Depth	13.3m
Hopper capacity	30,000m ³
Suction pipes diameter	1,300mm
Accommodation	30 people

Northrop Grumman moving nearer shipbuilding spin-off

Northrop Grumman said that it continues to explore strategic alternatives for a potential separation of its Shipbuilding business. "While any final decision remains subject to board approval, the company currently believes a spin-off of Huntington Ingalls Industries, Inc. (HII), will be the most likely method for separating shipbuilding from Northrop Grumman," it noted. In conjunction with a potential spin-off, HII has begun discussions with lenders and ratings agencies related to arranging financing. HII expects it will also continue to file periodic amendments to its Form 10 filing with the U.S. Securities and Exchange Commission. **Source : MarineLog**

ROUTE, PORTS & SERVICES

Maritime  **JOBS4U**

Search, Select and Find your **maritime** job

- worldwide jobs
- easy & fast
- per work field
- apply any time

www.maritimejobs4u.com



The **POSH BANGKA** seen anchored off Singapore – Photo : Piet Sinke ©

NCSP completes acquisition of PTP

Novorossiysk Commercial Sea Port has completed the acquisition of 100 percent of participation interest in authorized capital of Primorsk Trade Port LLC (PTP). The agreement between the buyer –PJSC NCSP and the seller, sole stockholder of PTP LLC - Cyprus-headquartered Omirico Limited (Cyprus), was signed, Jan. 21, 2011, the NCSP's press release said.

Omirico Limited, jointly controlled by JSC Transneft and Mr. Ziyavudin Magomedov, notified PJSC NCSP of the acquisition on Jan. 21, 2011 of 100% of outstanding stocks of Novoport Holding Ltd, which owns a 50.1-percent stake in PJSC NCSP. "Acquisition of the second largest port in Russia in terms of cargo turnover, by all means, constitutes a transformational transaction for NCSP allowing it to increase the scale of operations, diversify geographic reach, reduce the volatility of cargo traffic, gain access to new transport routes and markets, and provides more headroom for organic growth," NCSP's press service quoted the company's CEO Igor Vilinov as saying.

Earlier reports said that in order to partially finance the transaction, NCSP has attracted a \$1.95m credit facility from Russian Sberbank for the 7-year period. Novorossiysk Commercial Sea Port is the largest Russian port operator. NCSP shares are traded on Russia's RTS and MICEX exchanges and on the London Stock Exchange in the form of GDRs (1 GDR representing 75 shares). NCSP Group incorporates seven stevedore companies, PJSC Novorossiysk Commercial

Sea Port, PJSC Novorossiysk Grain Terminal, OJSC Novorossiysk Shipyard, PJSC NCSP Fleet, OJSC Novoroslesexport, OJSC IPP, and Baltic Stevedoring Company Ltd.

In 2009, NCSP Group's cargo throughput totaled 86,5m tons. The company's net income (IFRS) reached \$252.2m, consolidated revenue - \$675.1 million. Primorsk Trade Port LLC is the largest stevedore operating at the Port of Primorsk located on the Baltic Sea to the northwest of St. Petersburg. Port of Primorsk, the major Russian oil port and the terminus of the Baltic Pipeline System, enabling bulk of crude oil exports in the North-West of Russia. In 2009 PTP LLC handled 75,895,200 tons of export crude oil. **Source : PortNews**

Brazil's Vale to build Malaysian iron-ore complex

Brazil's Vale International is expected to start building a 9 billion-14 billion ringgit (\$2.95 billion-\$4.57 billion) iron-ore complex in Malaysia by July or August, The Star newspaper reported. Zambry Abdul Kadir, chief minister of Malaysia's Perak state where the project will be located, said the world's largest iron ore miner would develop the complex including a jetty at the coastal town of Lumut. "This will be Vale's largest factory outside Brazil. All the necessary acquisitions have been made; it is just a matter of coming out to do it now," Zambry was quoted as saying. Zambry said the state government had no equity share in the project but would participate in port and logistics operations. There would also be co-sharing with local companies on downstream activities. Vale is building ore distribution points in Oman and Malaysia to handle Chinamax carriers, which are 400,000-tonne iron ore carriers that are expected to cut costs for Vale and lower freight rates for the entire industry, as the new vessels swell an already oversupplied market.

Source: reuters.com



The **KING ERIC** seen in Rotterdam-Europoort – **Photo : Frits Janse ©**

ER Schiffahrt's bulk fleet to add eight new 13,100-TEUs

GERMAN owner and manager ER Schiffahrt took delivery of 17 newbuildings last year, registering the biggest annual fleet growth since it was founded in 1998. This year it will take delivery of the first two of its eight 13,100-TEU containerships. Six more box ships will join the fleet in 2012 as well as six bulk carriers.

Fourteen bulkers, totalling more than two million tonnes, were integrated into the fleet and have been chartered to large Far Eastern companies for between five and 10 year. The fleet was also boosted with the delivery of two anchor-handling tugs and one platform supply vessel. Due to delays in completion and the resulting difficulties of safely securing charters for the vessels, ER Schiffahrt has cancelled orders placed with South Korea's Sekwang shipyard for four anchor-handling tug supply vessels. The company plans to expand its offshore fleet. "We are intensifying our offshore fleet operations in Brazil, a region in which better and longer charter conditions can be arranged," said CEO Albert Schumacher. **Source : Schednet**



**CAN YOU AFFORD
NOT TO INSTALL**

OCTOPUS includes:

- Fuel/performance monitoring and advice
- Motion monitoring and forecast
- Dynamic Positioning capability forecast
- Weather windows for efficient ship operations
- Heavy weather decision support



AMARCON

AMARCON B.V.
Korenstraat 37, NL - 7722 RS Dalfsen

T +31-529 436 876, F +31-529 436 842
www.amarcon.com, info@amarcon.com

Fire-damaged cruise ship leaves San Diego

A cruise ship towed to San Diego after catching fire in November is finally in good enough shape to journey to San Francisco for further repairs. Carnival Cruise Lines spokeswoman Jennifer de la Cruz says the **Carnival Splendor** left Friday under its own power.



Photo : Wietze Gjaltema ©

Two tug boats will accompany the vessel on the multi-day trip. De la Cruz says crews had to fix last-minute technical issues, delaying its departure from San Diego by a few days. But she says it is still on schedule to be ready to accept

passengers for a trip by Feb. 20. The **Splendor** was towed to the San Diego terminal after a fire in its engine room Nov. 8 cut the ship's power, stranding about 4,000 passengers for a few days off Mexico's Baja California coast.

Containership capacity to grow 8.8pc in 2011

CELLULAR containership capacity is expected to grow by an average annual rate of 8.7 per cent over the next two years, with 1.26 million TEU due to be added in 2011 and 1.33 million TEU in 2012, based on Alphaliner projections.

These figures follow the 1.20 million TEU which have been added to the fleet in 2010. Although the fleet increases over 2011-12 will not reach the figures recorded in 2006-2008, when an average of 1.37 million TEU per year were added, the level of capacity additions remains a key concern for the industry.

A large part of the new capacity added in 2010 was absorbed by the increased demand that was caused by the rapid economic recovery. Throughput volumes at the world's five busiest container ports grew by 18 per cent on average in the first three quarters of 2010. But average growth at these ports slowed to eight per cent in the fourth quarter, with the trend towards slower growth likely to persist into 2011.

Weakening demand in the fourth quarter has already started to hurt carriers' load factors. Alphaliner estimates of vessel utilisation levels on the Far East-US and Far East-Europe routes dropped to 80 per cent in December, the lowest recorded since May 2009.

Attention must now be shifted to utilisation levels in the next two months, as these will determine the direction of freight rates after the Lunar New Year celebrations in the Far East. The rate weakness observed since August last year could continue for the rest of 2011. This would hurt carrier profits, adding to the pressure from rising fuel costs and charter rates. Bunker prices are currently at their highest levels since October 2008 and are 15 per cent higher than last year's average level.

Charter rates have also doubled from last year's lows for the smaller vessel classes while rates for ships above 4,000 TEU have tripled compared to 12 months ago. More than half of the new capacity additions over the next two years will be of ships above 8,000 TEU. These large ships are mostly slated for the Asia-Europe and Asia-US routes, creating overcapacity concerns which will, however, be mitigated through cascading of vessels of 6,000 - 8,000 TEU to secondary routes.

Cascading has already begun, with MSC leading the way with the introduction of 8,000-TEU vessels on South Africa routes and ships of up to 7,000 TEU on the Transatlantic, Europe-Indian subcontinent and Far East-South America routes.

New orders may still push up the 2012 delivery figures but open slots are limited at some smaller shipyards. The deliveries scheduled for 2013 currently stand at 820,000 TEU but this figure is expected to rise as yards try to fill up their orderbooks. Several carriers and non-operating owners are currently negotiating ships for delivery in 2013, with expectations that these orders could boost the 2013 deliveries by another 800,000 TEU. **Source : Schednet**



Dow Benelux B.V. awards multiple contracts to FG International Holland B.V.



Dow Benelux B.V. of Terneuzen, the Netherlands has recently awarded 3 more contracts to FG International Holland BV, the Dutch special lifting company. The 2010 cooperation between the affiliate of The Dow Chemical Company and FG started with work on several spheres as well as an assignment at the Equate plant at Kuwait, in which Dow is the biggest shareholder. In December 2010 the above pictured repair and maintenance of the top of column DA442 (centre picture, right hand tower) was smoothly performed. FG created a lifting and access tool which enabled the FG engineers to execute the job without introducing weight and forces on the rooftop. Detailed engineering on the internal strength and existing terraces of the column proofed the construction would be well capable of surviving the unpredictable Dutch winter climate. The limited footprint being an essential design criterion, FG found the solution in

multiple truss constructions resembling a miniature container crane. As true client satisfaction can only be substantiated by repeat orders, FG is proud to see that the trust it invests in its clients is reciprocated.



The **EASTERN QUEST** seen moored in Singapore – Photo : Piet Sinke ©

Shell to receive first shipment in Iraqi port

The Media director of the Iraqi ports announced that Maqel port in Basra province has established all the facilities required to receive the first shipment from oil equipment companies of Shell operating Company in Aqel Majnoon oil field, north of the province.

Anmar al-Safi told AKnews that Iraq's Transport Ministry has approved the provision of facilities to the oil companies that have been applied today on the arriving shipments to ports in Basra so the transporting ship of these equipment

didn't have to wait in Shatt al-Arab, but as other commercial ships, it docked directly on Maaqel pavement, "noting that" the company declares its readiness to help the oil companies in transferring equipments through the Iraqi ports. It is noteworthy that the ministries of oil and transportation held a joint conference in the twelfth of this month, as they have taken several decisions which require the cooperation of both ministries to increase the Iraqi oil production during the next phase. Iraq has five ports in Basra province, 550 km south of Baghdad, which are Umm Qasr, port which is one of the most important ports as well as Abu Flus , Khor al-Zubair, Faw, Khor Abdullah and al-Amaya oil ports. **Source: aknews.com**

OLDIE – FROM THE SHOEBOX



- OLDIE or NOT – The German museumfreightliner "**Cap San Diego**" sails regularly from her berth in Hamburg along the river Elbe to Cuxhaven and Bremerhaven and will pass sometimes through the Kieler Canal to Kiel and back. She is not allowed to sail outside at sea, because of changes due to her museumstatus. This beautiful ship, nicknamed "White Swan", was built in 1962 for Hamburg Süd Amerikanische Dampfschiffahrts Gesellschaft (HSDG). Her seatrials were from 27 till 29 March 1962 in the German Bight. From 1962 till 1981 she was in liner service between western Europe and South America east coast. She made 120 roundtrips. On 10 December 1981 she was sold to the Spanish company Ybarra and changed flag to Panama and chartered out again to Hamburg Süd for one trip. In 1982 changed name in **SAN DIEGO**. In spring 1986 sold again to Liberia and was renamed **SANGRIA**, registered St.Vincent & Grenadines. Just before her sale to the breakers, the "Freie und Hansestadt Hamburg" bought the "lady" back as the last of her class and as a monument of the conventional freightships, which had passed into Hamburg in so many decades. On 27 October 1986 the **SANGRIA** arrived in Cuxhaven and two days after the German flag is again on the aftship and took her original name **CAP SAN DIEGO**. Home again and became a museumship in full working order. This foto was taken near Bremerhaven on 16 May 2009. After a drydock and refit next spring, she is also in 2011 available for cruises in the Elbe area. **Photo: B.W. Scholten ©, collection Capt. Frank Haalmeijer.**

.... PHOTO OF THE DAY



After 9 months in the port of Willemstad (Curacao) the super yacht **LA MASQUERADE** departed enroute Barbados

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

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

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

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

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

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

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