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The DITZUM seen unloading / loading in Appledore – Photo : Norman Hardaker ©

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EVENTS, INCIDENTS & OPERATIONS



The **DINTELBORG** seen outward bound from IJmuiden – Photo : Joop Marechal ©

Better earnings for smaller-sized tankers says OPEC's report

Smaller tanker sizes, mainly Aframaxes and Suezmaxes benefited from the start of the winter season during the month of December, as freight rates were up by 17% for the Suezmax and an additional 22% for the Aframax markets. According to the latest monthly report from OPEC,

the Organization's spot chartering increased by 13% in December compared to the previous month to reach 14.68 mb/d, according to preliminary data. Within the Middle East, spot chartering towards East displayed an increase of 16%, while those towards the West gained 13%. The Middle East/East spot chartering ended the month at 6.82 mb/d, up from 5.9 mb/d in November, while the Middle East/West route ended the month at 1.50 mb/d, up from 1.33 mb/d. On a y-o-y basis, OPEC spot chartering in December indicated an increase of 28% compared to the same month a year ago, while average spot fixtures for the year 2010 were 6.2% higher compared to the previous year. Similarly, global spot chartering increased in December by 9% compared to the previous month to stand at 20.03 mb/d, and about 8% higher compared to the same month a year ago.

Sailings from OPEC were 1.2% higher in December, at 23.6 mb/d, up from 23.33 mb/d in the previous month, and also 3% higher than in the same month a year ago. Middle East sailings in December were at 17.5 mb/d, about 1.5% higher than the previous month and 4% higher than a year earlier. Crude oil arrivals in the US increased by 2.5% in December compared to the previous month. In contrast, crude arrivals to North-West Europe, the Mediterranean and Japan were all lower in December compared to November. Despite a considerable decline of VLCC freight rates by an average 9% in December compared to the previous month, average dirty spot freight rates remained in the positive territory, supported by 17% gain in Suezmax and 22% in Aframax. In the clean segment, the gains were even higher

and the upward momentum continued in December with East of Suez spot freight rates increasing 13% compared to the previous month and West of Suez rates closed with a healthy gain of 26%. VLCC spot freight rate losses in December 2010 came from lower activities and tonnage over-supply on all VLCC's routes. Spot freight rates on the long haul Middle East to East route registered a decline of 13% compared to the previous month. The decrease was driven mainly by tonnage over-supply, as well as the holiday season. Additionally, the decline of short term floating storage in the Middle East and Europe partially drove this tonnage oversupply.

The westbound long haul route was affected by the tonnage oversupply in the Middle East and lower activity due to the holiday season in the Northern-Hampshire. The decline in spot freight rates came despite the congestions reported in many ports on the back of weather conditions. The VLCC spot freight rate on Middle East to westbound destinations closed down by 11% in December, compared to the previous month. VLCCs spot freight rates for the long haul route from West Africa to the East declined by 3% in December compared to a month earlier. The decrease came on the back of the decline of deliveries to India, despite higher tonnage demand for other eastern destinations. However, the decline in VLCC spot freight rates from West Africa was partially offset by the effect of the Suez Max sector. Tonnage over-supply in the Middle East as well as lower fixtures from West Africa influenced VLCC spot freight rates. The total number of VLCCs fixed from West Africa loading ports to different discharging ports in December dropped by around 11% compared to the previous month. The lower number of fixtures strongly affected the spot freight rate developments in December.

Contrary to the VLCC segment, Suezmax spot freight rates increased by 18% in December compared to the previous month. On the West Africa to West route, Suezmax spot freight rates gained 18% compared to the previous month. The increase was mainly supported by delays in ports due to weather conditions despite the decline in Suezmax fixtures from the West African ports of around 8% in December compared to a month earlier. On the Northwest Europe to US route, Suezmax spot freight rates increased by 18% compared to the previous month. The increase in freight rates was driven mainly by weather conditions in the Northern Hemisphere as well as fuel demand in the US and Europe. The developments of the Aframax spot freight rates were bullish in December as spot freight rates experienced increases on different routes. In East of Suez, Aframax spot freight rates gained 7% compared to the previous month on the back of winter fuel demand in China, South Korea and Japan as well as delays due to bad weather conditions. West of Suez Aframax spot freight rates increased by around 29% compared to the previous month. In West of Suez, Caribbean-US spot freight rates gained 23% supported by delays in Houston ports due to bad weather conditions and healthy winter demand. The Mediterranean Aframax spot freight rates increased by 21% for Northwest Europe and 41% for the Mediterranean due mainly to bad weather conditions, Turkish strait delays and higher exports from the Black-Sea. In the Mediterranean, around 24 vessels were held out of the market due to wind and high swell affecting spot freight rates in the region. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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Cranes to salvage capsized ship

Floating cranes have begun working on salvaging a capsized tanker loaded with sulfuric acid that has been floating in the Rhine River for days. German authorities say two of three cranes needed to right and recover the ship began work on Saturday. The work is expected to take several days or weeks. Limited, southbound shipping has been allowed to

resume through the bend where the capsized ship is still listing on its side. No acid has leaked. The accident happened on a picturesque stretch of the Rhine near the famed Loreley cliff, where the river runs 370 feet (113 meters) wide and 82 feet (25 meters) deep, making it one of the most dangerous bends in the river. **Source :** thestate.com



Above seen the **OOCL MONTREAL** inbound in Hamburg and at the same time **MAERSK ESSEN** seen departing.

Photo : Capt. Hans Schaefer ©

MAMMOET SALVAGED THE SALEM

On Friday December 17th 2010 the inland cargo vessel m.s. "**SALEM**" sank in the Hollands Diep, close to the Willemstad public harbor, buoy HD8.



The "**SALEM**" was heading to the Volkerak locks, the skipper felt that the ship was not handling normally. From one to the other moment she capsized and sank very rapidly. The skipper was lucky, he climbed out of the wheelhouse and within a short time, he was picked up by an other inland vessel. No body was injured or missing.

The "**SALEM**" was sunk in the shipping lane and because of the many ships movements, the "**SALEM**" needed to be removed as quickly as possible. Navigation buoys were

repositioned for a safe shipping lane and salvage working area. RWS (Netherlands Waterways Authority) did not wait for the owner and others to act, but applied the Dutch law for quick ship, cargo, wrecks recovering. That means the "**SALEM**" could be salvaged quickly as possible.

After a short tender process the Waterways Authority awarded the salvage contract to **Mammoet Maritime**. The salvage contract comprised recovering the ship's cargo and loading it onto a cargo pontoon, salvaging the **"SALEM"** and loading it onto a second pontoon.

"SALEM" details:

"SALEM"

Cargo:

Length 42.00 x Beam 6.80

lifting weight during salvage approx 120 ton.

Steel plates, 34 pieces, total weight approx 328 ton.



Preparations and salvage work started immediately, special equipment, pontoons, cranes, vessels, etc transported to the salvage site. The weather conditions on the Hollands Diep were not the best, with low temperatures, a lot of snow, ice, wind, slippery work deck and fighting to keep the pontoons and vessels clear of snow and ice.

Once the preparations were ready on and around the **"SALEM"**, such as removing hats covers and other obstacles, they started to discharge the **"SALEM"** cargo. The cargo where steel plates, 34 pieces of up to a 90 mm thicknes with a hoisting weight of up to 12,000 kg per steel plate. During our diving inspection we learned that the cargo of steel plates was shifted up against the side of the ships hold and under the gangway. The shifted steel plates resulted in ships hull damage.

During the cargo recovery we used a salvage underwater magnet, the steel plates were shifted one by one to the middle of the cargo hold, so that the divers could attach the special hooks and lifting chains onto the steel plates. The steel plates were lifted one by one out of the **"SALEM"** cargo hold with the aid of divers And loaded onto the **"MARNE-Twin"**.

Just before Christmas on Thursday afternoon the complete cargo had been recovered and loaded onto the **"MARNE-Twin"**. On Friday all the vessels around the **"SALEM"** where moved to safe mooring location during the Christmas holidays.

Crews and divers spent Christmas itself at home. On the Monday after Christmas the floating sheerlegs **"AMSTERDAM"** was mobilized from the Mammoet base to the **"SALEM"**, anchored and started to bring under the **"SALEM"** salvage hoist slings. By mid-day on Tuesday the **"SALEM"** had been lifted, pumped out and loaded onto a Mammoet salvage pontoon. Cargo and hull where transported to RWS Dordrecht at Mallagat for further inspections and destinations. **Source : Jos Leentvaar – Mammoet Maritime**

Mammoet Maritime used equipment:

Salvage pontoon:	Mammoet "MARNE-Twin" + AC100 deck crane for the ship's cargo/hatches.
Diving pontoon:	Mammoet "3189"
Salvage pontoon:	Mammoet "ALBATROS" with the "SALEM"
Tug / Pusher tug:	Mammoet "LINGE"
Floating crane:	Mammoet "AMSTERDAM"
Tug:	Mammoet "GROENLAND"
Pusher tug:	Mammoet "DIENI"
Retrieval resources:	Mammoet crane, specially made steel plate hooks, salvage lifting magnet, slings, chains, shackles, etc.
Personnel	Salvage Supervisor. Diving team, 4 man. Vessels with standard crews.



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The **CAPE TEES** seen moored in Amsterdam, on January 22nd - Photo : Erwin Willemse ©

Responsibilities that Accompany On Deck Cargoes



What happened? The vessel, which we cover for the owner's P&I risks, was on a time chartered voyage and an NYPE was entered into between the owners and charterers. Clause 8 of the head c/p was amended so that it was agreed that the stowage was to be "under the supervision and responsibility of the master".

The subject of this article involves a shipment of 20 very large diameter pipes, which were stowed on deck, with the consent of the shipper and in accordance with a booking agreement. This agreement was entered into between the time charterer of the vessel and the shipper of the cargo. In addition, one heavy piece of equipment was stowed on top of the second tier of large pipes. A bill of lading was issued on behalf of the master of the vessel to cover the carriage of the cargo to a United States port. During the voyage, the vessel encountered heavy weather. This resulted in 19 of the units of large pipes and the one heavy piece breaking stow and were lost overboard.

What was the result?

A lawsuit was filed in the United States against the vessel and her managers for the full value of the 19 units which amounted to approximately USD 2.5 million. While a final resolution of this loss has not yet been achieved, we believe that we will not be able to settle the loss on the basis of the normal or usual US Package Limitation defense, which would have limited the exposure to a total of USD 9,500.00. In addition, the owners of the vessel had to appear to protect the interests of the vessel and a defense has been filed to protect the managers. Finally, a third party complaint has been filed to bring the time charterer of the vessel into the action. Efforts will be made to settle the claim for the lowest possible amount.

Why did it happen?

There are two aspects to this question. The first refers to the loss of the cargo overboard and the second concerns the inability of the member to limit its liability along the terms that were contemplated in the head charter party, the booking agreement and the bill of lading.

1. From our surveyor's report, we believe that the cargo was improperly stowed and inadequately lashed and secured. The surveyor reported, and the contracts reflect, that the shipper had arranged to have special cradles built to accommodate the pipes on deck. However, photographs that we have obtained showing the loading and stowage at the loading port show several things:

The cradles may not have been of a sufficient length

The cradles were not secured to each other to create a block stow

The dunnaging of the pipes, resting in each cradle, were not sufficiently blocked to avoid any movement

The heavy piece on top of the pipes was not sufficiently lashed and secured

The pipes and cradles were not adequately lashed and secured to the vessel rather than to each other.

As a result, when the vessel was affected by the heavy weather during her voyage, the pipes were allowed to move within the cradles and the cradles were allowed to shift. This quickly evolved into the failure of the lashings and the cargo falling overboard.

2. Since neither COGSA nor any Hague scheme applies to on deck carriage, where the fact of an on deck carriage is noted on the face of the bill of lading, COGSA must be contractually incorporated. Consequently, with respect to the question of the carrier's inability to limit the exposure for the loss of 19 pipes to the usual application of the US COGSA package limitation, this has resulted from the failure of the charterer to contractually incorporate the application of the terms of COGSA and the Package Limitation into the booking note. The booking note was entered into between the shipper of the cargo and the charterers, and failed to similarly contractually incorporate the same terms of COGSA and the application of the Package Limitation defense into the bill of lading that was issued to cover the cargo.

What can we learn?

1. Since the head charter party placed the loading and stowage of the cargo under the supervision and responsibility of the master, and the shipment in question was intended for on deck stowage, it should have been assumed that the cargo would be oversize and, probably, high-priced. The owners should have protected themselves by having a surveyor in attendance during the loading and stowage of the cargo. It could then be argued that the stowage, which was performed by the charterer and/or the shipper, would have been different and the loss would have been avoided.

2. In addition, even when the shippers are in agreement that the stowage of the cargo would be on deck, (this must be noted on the face of the bill of lading), it is imperative that the terms and conditions of US COGSA be contractually incorporated onto the controlling bill of lading and/or charter party. Even in the face of having to assume the liability for the loss, the exposure would have been limited to the package limitation. Further, the bill of lading should have been issued by the charterer. These details could have made the difference between settling this claim for USD 9,500.00 and somewhere closer to the value of the cargo.

3. It was not an accident that the managers were named in the lawsuit as the claimants are aware of the fact that COGSA recognizes an owner or charterer as carriers and does not provide the same protection to a manager. Under COGSA, the manager does not enjoy the benefit of any package limitation nor time limits. Consequently, since the bill of lading was issued by or on behalf of the master, both the charter party and the bill of lading should have contained an Himalaya Clause, naming the managers, which would have provided the protection that the managers need as an agent of the owners. **Source: Skuld North America**



Chief Brief

The chief of the multi-national anti-piracy task force is coming to Manila next week to brief Philippine officials on the status of 119 Filipino sailors being held hostage off Somalia and offer best management practices to shipowners to thwart attacks by armed brigands in the open sea. Combined Maritime Forces (CMF) Chief of Staff Captain Chris Chambers will deliver a presentation on the piracy situation and the CMF's anti-piracy operations in the Gulf of Aden and the Somali Basin on January 24 at the Department of Foreign Affairs (DFA).

Expected to attend are representatives from shipping companies, seafarers and manning agencies, concerned government agencies, and other stakeholders in the maritime industry. "Chambers' visit aims to update the maritime industry and key government stakeholders of the anti-piracy activities in the Somali Basin and the Gulf of Aden, as well as highlight the need to train seafarers and remind shipowners on...pre-emptive measure to repel piracy attacks," a Foreign Affairs statement said.

Chambers will discuss the CMF's security operations and command, the operations of the Combined Task Force (CTF) 151, and its counter-piracy campaign plan. The CMF is stationed in Manama, Bahrain. Established in January 2009, the multinational CTF 151 is conducting counter-piracy operations under a mission-based mandate throughout the CMF area of responsibility to actively deter, disrupt, and suppress piracy to protect global maritime security, and secure freedom of navigation for the benefit of all nations. It was set up in response to piracy attacks in shipping lanes off the coast of Somalia. It operates in the Gulf of Aden and off the eastern coast of Somalia covering an area of approximately 1.1 million square miles. Chambers will also update the participants on piracy activities in the Gulf of Aden and the Somali Basin, as well as the presence of counter-piracy forces in the area. He will also share maritime industry best management practices and the CMF's plans and future operations.

Philippine officials have been in a dilemma on how to provide protection to the seafarers due to the rapid mobility of the seamen and the government's inability to track their destination. Currently, there are 119 seafarers aboard 11 vessels in captivity by Somali pirates. A ban proposed by the Manila has met strong opposition from local seafarers' groups, saying this policy would cost them their jobs and force shipping companies to turn to other nations for manpower. The Philippines is the world's leading supplier of ship crew with over 350,000 sailors, or about a fifth of the world's seafarers, manning oil tankers, luxury liners and passenger vessels worldwide, exposing them to piracy attacks.

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As a policy, the Philippine government does not negotiate with nor pay ransom to kidnappers, but gives ship owners the free hand in negotiating for the release of abducted Filipino sailors.

During his visit to Manila, Chambers will also pay courtesy calls on Foreign Affairs Secretary Alberto Romulo, Philippine Navy Flag Officer in Command Rear Admiral Alexander Pama and Philippine Coast Guard Commandant Admiral Wilfredo Tamayo.



Above seen in the Westgat between the Dutch islands Ameland and Schiermonnikoog the KNRM lifeboat **PALACE** **NOORDWIJK** during an exercise

Photo's : PIM KORVER FILM+VIDEO - www.pkfv.nl ©



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NAVY NEWS

Fleet tanker INS Deepak joins Navy's Western Fleet

Italian-built fleet tanker, **INS Deepak**, was commissioned January 21st at the Naval Dockyard into the Navy by Defence Minister A K Antony who said the year will see more acquisitions and commissioning of vessels to strengthen maritime security.



Addressing the gathering, the Defence Minister said the Navy has embarked on an ambitious shipbuilding programme to provide it with the required maritime assets to meet its mandate. "Indian defence shipyards are working to their full capacity to meet the country's warship requirements," he said. "India's continued presence in Indian Ocean waters necessitates pursuing our strategic and diplomatic interests for which a ship such as Deepak, with an ability to sustain the Indian fleets at sea for prolonged periods, is a vital asset to ensure Indian Navy's continuous presence in our area

of interest," he added. He unveiled the ship's name plaque, marking the formal induction of **INS Deepak** into the Indian Navy. Admiral Nirmal Kumar Verma, Chief of Naval staff and Vice-Admiral Sanjeev Bhasin, the flag officer commanding in Chief of Western Naval Command and other dignitaries, attended the commissioning ceremony. Designed by Fincanteri Shipyard specifically for the Indian Navy, this ship is one of the largest ships of the navy, 175 metres long, 25 metres wide and has a full load displacement of 27,500 tonnes.

The ship has been designed, constructed and delivered in a record time of 27 months and is a second-generation ship. The erstwhile **Deepak**, commissioned in Nov 1967 was decommissioned in Apr 1996 after a glorious 29 years of service in the navy. **Source : Newstrack India**

SHIPYARD NEWS



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Turkish RMK Launches 2nd Coast Guard Ship



Prominent Turkish shipyard RMK Marine has put the second Coast Guard search-and-rescue ship to sea, denoting critical progress in a 352 million euro (\$480 million) program, company officials said Jan. 11. **TCSG Guven** is the second in a program that involves the production of four ships, officials said. RMK Marine had earlier launched the TCSG Dost, and that ship started sea trials last month. The Dost will be delivered to Turkey's Coast Guard Command this year, and the delivery of all four ships will be completed in 2012, the company said.

RMK Marine won the major contract in 2007. Its foreign technology partner is Italy's Fincantieri. The main local partner is state-run defense company Aselsan, which

will manufacture command-and-control, communications and warfare systems.

The Italian Sirio-class ships are 90 meters long, 12 meters wide and have a maximum speed of 22 knots. The vessels will be used for patrolling, anti-smuggling, fire fighting and anti-pollution missions. Turkey is bordered by sea on three sides: the Black Sea in the north, the Mediterranean in the south and the Aegean Sea in the west. In the northwest, there is also an important internal body, the Sea of Marmara, between the straits of the Dardanelles and the Bosphorus, which connect the Black Sea with the rest of the world. The total Turkish coastline is 4,474 miles, excluding islands.



NYC museum to display Navy Yard's 200-year history

For more than a century, tens of thousands worked at the Brooklyn Navy Yard, building some of the nation's most storied warships — sailing frigates, Civil War ironclads, gunboats, sloops and 20th-century warships and submarines. The yard's sprawling hospital treated soldiers from the 1860s through World War II.

Now, more than four decades after the largest-scale shutdown of any military facility in U.S. history, the Navy Yard is coming to life again.

Today, the 300-acre facility hums as a vibrant industrial park with the Steiner Studios, the largest film and television complex outside Hollywood, and hundreds of other businesses. A \$25.5 million museum and visitor's center under construction, the Brooklyn Navy Yard Center at Building 92, will highlight the shipyard's 210-year history with blueprints, maps, photos and vintage tools.

The navy yard once boasted its own power plant and radio station, more than 300 buildings and six dry docks where more than 160 ships were built, spanning 15 conflicts from the War of 1812 to the first Gulf War.

Beginning in 1801, only authorized personnel were allowed inside the site, on an East River inlet across from Lower Manhattan. Today, access is restricted to people who work there and to occasional paid tours. But when the museum opens on Veteran's Day in November, the yard will be open to the public for the first time.

The Associated Press recently toured the three-story museum site, housed in a restored 1857 home of the former Marine commandant designed by Thomas U. Walter, an architect of the U.S. Capitol.



For seven years, the museum's archivist, Daniella Romano, has been poring over more than 41,000 blueprints, photos, drawings, maps, and studying the yard's artifacts, including a bell and 22,500-pound anchor from the USS Austin.

"We are tapping into this extraordinary history of industry, innovation and creativity," she said. "The name is a national icon. But the real significance of the site was almost forgotten or only known to a very few."

Among the ships built or commissioned at the yard were the USS Monitor (1862), the Union's first ironclad ship; the USS Maine (1895), which exploded in Havana Harbor and precipitated the Spanish-American War; the USS Arizona (1915), which went down in the Japanese attack at Pearl Harbor; and the USS Missouri (1944), where the treaty ending World War II was signed.

The museum also will focus on the rebirth of the naval facility as an economic engine of 240 businesses and 5,000 workers. Andrew Kimball, president and CEO of the Brooklyn Navy Yard Development Corporation, which manages the yard for New York City, calls it a "dynamic and vibrant entrepreneurial example of modern-day urban manufacturing."

New York City bought the navy yard in 1967, a year after it was decommissioned, and reopened it as an industrial park. But only in 2000, with \$200 million in city funds, could the agency upgrade its decaying infrastructure and diversify its tenant base. Businesses at the yard include construction and food service companies and graphic designers and art studios. An 1899 machinist's warehouse the size of an airplane hangar is slated to be a green manufacturing center. Three of the dry docks still repair ships, and 90 structures remain.

The yard already has one of the nation's first multistory green-design buildings and solar-wind street lamps.

Its redevelopment is spurring development around it, where nondescript buildings and boarded-up bars in Brooklyn's Fort Greene section are giving way to construction, including a housing project going up in a former naval prison. A supermarket and retail center is planned for the yard.

The exhibit will be strong on personal stories, including those of two "Rosie the Riveter" welders talking about equal pay for equal work at the yard, and how Adm. Matthew Perry, a commandant of the navy yard who opened Japan to U.S. trade in 1854, helped establish the Naval Lyceum, the precursor to the U.S. Naval Academy.

Guided bus tours will take visitors past Dry Dock 1, a pre-Civil War landmark where the USS Monitor was outfitted with the first-of-its-kind revolving gun turrets, and the U.S. Naval Hospital, a 60,000-square-foot 1838 structure whose crumbling operating rooms and long white corridors stand eerily empty. A gallery will be devoted to the hospital, where E.R. Squibb, the founder of Myers Squibb, was a Navy surgeon who introduced anesthetic ether in 1854.

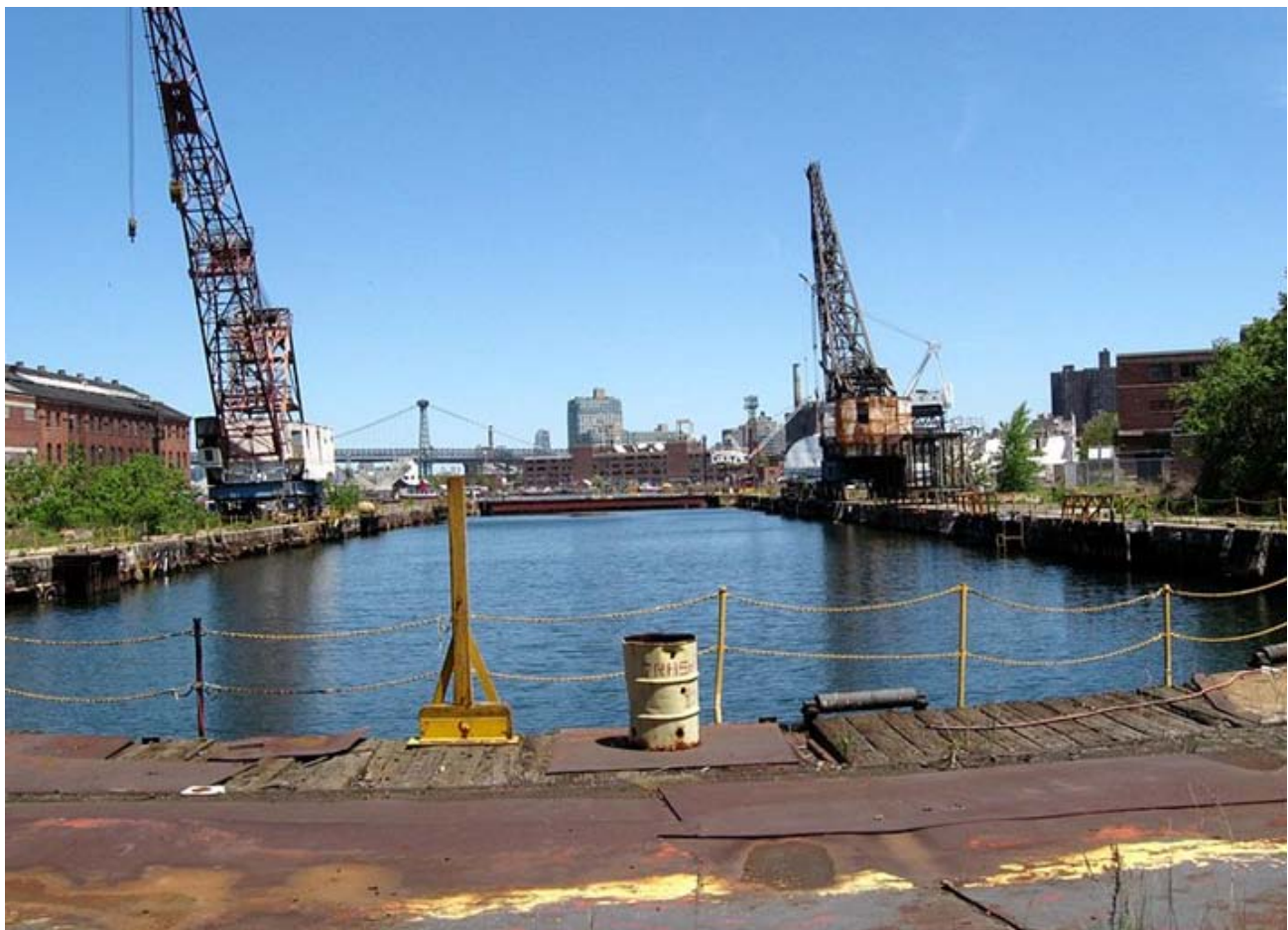


Photo : Jim Henderson

Among the oral histories in the gallery will be that of 84-year-old Robert Hammond of Long Beach, Calif., one of 10 African-American nurses who arrived to complete his training at the naval hospital in the 1940s, when segregation was still prevalent. It wasn't until 1948 that racial discrimination was banned in the military.

"The petty officers didn't know what to do with us. ... They said we can't sent them to the ward, they'll interact with the white nurses, so they assigned us to kitchen duty," Hammond said in an interview. After a week, a lieutenant demanded to know what they were doing in the kitchen and sent them to work in the ward, where at first their duties included emptying bedpans, making beds and bathing patients.

The white marble hospital and the nearby ivy-covered chief surgeon's residence from 1846 have been stabilized and eventually will be part of the yard's growing entertainment industry, dominated by the Steiner Studios. This week, the

production company of such films as "Sex and the City" and "The Sorcerer's Apprentice" announced plans to more than triple the size of its 15-acre facility over the next decade. Steiner and Brooklyn College also announced they are establishing a graduate school of cinema on the studio lot.

The studios moved to the yard in 2004 because it offered plenty of room for expansion, security, parking, ease of deliveries and proximity to highways and bridges, company president Doug Steiner said.

"It just made it easier to be an industrial business in New York City," said Steiner. "They've gone after businesses that represent the future in industry and manufacturing in New York City."

Visit also : www.brooklynnavyyard.org for more information



The **NORD EMPEROR** seen departing from Rotterdam – Photo : Kees Torn ©

BAE Shipyards nearly doubles work force

BAE Systems Southeast Shipyards, formerly known as Atlantic Marine Florida LLC, has nearly doubled its work force to 1,100 in the past six months. Dan Welch, vice president and general manager of BAE Systems Southeast, said the growth is largely due to an upswing in U.S. Navy work. The company recently secured five one-year consecutive contracts totaling \$340 million to repair cruisers and destroyers at Mayport Naval Station.

BAE Systems is also completing postdelivery work on the **USS McInerney**, a decommissioned frigate, before it is delivered to the Pakistan Navy. The company is also doing postdelivery work on a littoral combat ship, one of the U.S. Navy's newest combat ships. Welch said Mayport Naval Station, which will be the East Coast home port for the littoral combat ships, could begin receiving vessels earlier than 2016 if the U.S. Navy decides to send some of the first ships in the first order here instead of just to San Diego.

An earlier arrival of some of the 32 littoral combat ships slated to arrive in Mayport would help reduce the shortage of repair work expected when the base's fleet of 13 guided-missile frigates is decommissioned entirely by late 2016. About \$40 million worth of annual repair contracts will be lost when the base loses more than half its ships through decommissioning.

The base is expected to receive 17 littoral combat ships by 2020 and the remaining 15 will arrive after that date, according to Rep. Ander Crenshaw's (R-Jacksonville) office.

Welch said international defense contractor BAE's connections and financial stability have spurred more requests for proposal to build commercial vessels. The company last built a ship in 2009, when it finished the last of six vessels for Hornbeck Offshore Services. The proposal requests have been to build offshore vessels for the energy industry and dredging vessels. The vessels are for domestic use and are required by federal law to be built by a U.S. shipbuilder, giving BAE Systems Southeast an edge.

BAE Systems finalized its purchase of Atlantic Marine Holding Co., the parent company of Atlantic Marine Florida LLC, for \$352 million in cash in July. The acquisition of Atlantic Marine's shipyards in Northeast Florida; Moss Point, Miss.; and Mobile, Ala., gave it a presence near almost all of the U.S. Navy's major domestic bases.

BAE, a multinational conglomerate based in the U.K., has ship repair facilities in Norfolk, Va.; San Diego and San Francisco; and Pearl Harbor, Hawaii. **Source : Jacksonville Business Journal**

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The **MAERSK METEOR** seen arriving in Rotterdam-Europoort - **Photo : Harry van den Berg ©**

China Shipping Container Lines Launches Big Container Ship

China Shipping Container Lines Co., Ltd., one of the container shipping service providers in the country, kicked off the first trip of a ultra large container ship. The container ship, the most advanced in the world, is set up by a South Korea-based company.



China Shipping latest newbuilding **CSCL STAR** seen in Yangshan, Shanghai - **Photo : Rene Grootenboer ©**

It is one of the eight container ships that the Shanghai-listed company ordered. Of all the eight container ships, of which five will be delivered within the year and the remainder two be delivered at the beginning of next year. China Shipping Container Lines has ranked the Top 10 global container liner ship company list with a shipping capacity of 500-TEU. The company operates more than 140 container ships at the moment, of which 84.2% are 4,000-TEU. It has set up a network of 81 agents and over 300 sales outlets covering more than 100 countries and territories around the world by far. **Source: CS**



The **NOVATRANS** seen departing from Amsterdam – **Photo : H. Blomvliet ©**

Gunvor won't bid for Sovkomflot's stake

Swiss oil trader Gunvor is not considering the purchase of 25% of the shares of Sovcomflot (SCF Group) as a strategic investor, Forbes reported citing a source close to Gunvor. Gunvor, is the biggest customer of Sovkomflot, ensured for the shipping company about \$120m, 9% of the Group's total revenue for 2009. According to a source in SCF, the company's IPO might be held in the IV quarter of 2011. Previously, Sovcomflot's CEO & President Sergey Frank had said not all potential investors could afford a 25-percent stake in the shipping company. Mr. Frank mentioned as a prospective buyer China state-owned CNPC and its subsidiary Petro China, a long-term partner of SCF in the segment of large crude oil shipments. The Russian Government has approved a privatization program for 2011-2013. The program includes a list of the top ten Russian enterprises and smaller companies to be privatized. Russ. Govt said it would control every phase of privatization of the largest companies. SCF Group is the fifth largest tanker companies in the world. The company's fleet comprises 148 vessels with total deadweight of 11,08 million tons. The average age of the tanker fleet is 6,9 years. SCF's shipbuilding program includes 17 vessels of total deadweight of about 1,42 million tons. **Source: Portnews**



The **BALTIC NEWS** seen departing from Amsterdam – **Photo : Lourens Visser ©**

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Croatia re-issues tenders for five coastal ferry routes

Tenders for five ferry routes have been issued by the Croatia ferry authority from October 2011 to December 2016. Vessels must be less than 35 years old, and the routes, all coastal, are: Mali Losinj - Šrakovac - Unije - Ilovik – Susak; Vrgada - Pakostane – Biograd; Vodice - Prgic - Zlarin – Šibenik; Orebić – Korčula; and, Šipan - Lopud - Koločep – Dubrovnik. **Source : Baird**

KKR's UN Ro-Ro to bid for Istanbul ferry firm-paper

UN Ro-Ro, owned by Kohlberg Kravis & Roberts Co plans to bid at the auction for Istanbul's fast ferry operator IDO which is being privatised early this year, Sabah newspaper reported on Tuesday, citing chief executive of UN Ro-Ro Kaptan Cemil Bayulgen. Istanbul's ferry operator, the world's largest carrying more than 100 million people a year, is being sold off in a block tender with bids being collected by March 31, the Istanbul municipality said earlier this month. IDO runs services across the Bosphorus Strait dividing Turkey's largest city and through the Sea of Marmara, among the world's busiest shipping channels. It operates 25 sea buses, 10 high-speed ferries and 17 car ferries on 18 routes.



The **SIEM RUBY** seen departing with the **PAUL B LLOYD** from Rotterdam - Photo : Frits Janse ©

Helix inks agreements for Deepwater Containment System in the Gulf of Mexico

Helix Energy Solutions Group, Inc. announced that it has executed agreements for its Helix Fast Response System ("HFRS") to be named as a spill response resource for the U.S. Gulf of Mexico ("GOM") in response plans submitted by oil and gas producers with state and federal authorities. The HFRS centers on two vessels, the Helix Producer I and the Q4000, both of which played a key role in the BP Macondo spill response and are presently operating in the GOM. Helix signed an agreement with Clean Gulf Associates ("CGA"), a non-profit industry group, making the HFRS available for a two year term to CGA participants in the event of a GOM well blow out incident in exchange for a retainer fee. In addition to the agreement with CGA, Helix also has signed separate utilization agreements with 19 CGA participant member companies to date specifying the day rates to be charged should the solution be deployed. "We are pleased to have reached agreements with a key group of industry players to provide the Gulf of Mexico's first proven spill containment system and are honored by its the recent endorsement from BOEMRE Director Bromwich," said Owen Kratz, CEO of Helix. "We firmly believe that our proven, industry-led solution is critical to establishing confidence in the industry's ability to respond to potential blow out incidents in the region." Helix Energy Solutions Group, headquartered in Houston, Texas, is an international offshore energy company that provides development solutions and other key life of field services to the energy market as well as to our own oil and gas business unit. Source : Subsea World



Vroon's **BASE EXPRESS** seen in the port of Den Helder – Photo : Bram van der Hout ©

Malaysian port forecasts significant 2011 growth

The Kuantan Port Authority is optimistic that the volume of cargo handled at the port in 2011 will reach an estimated 13 million tonnes, said Deputy Transport Minister Datuk Abdul Rahim Bakri. In 2010, the port handled 12 million tonnes of cargo, up from the 10.3 million tonnes registered over the previous year. According to authority statistics, container volume rose 7.4% to 142,080 twenty foot equivalent units (TEU) in 2010, in comparison to 132,250 TEUs handled the previous year. However the port also stated that the number of ships that berthed at the port declined 1.7% to 2,405 in 2010, from 2,447 in 2009. "The Kuantan port can only cater for small ships transporting 40,000 tonnes of cargo as the water depth was inadequate to cater for bigger vessels that can carry up to 150,000 tonnes," he told local media reporters. Abdul Rahim said that the port has had to invest approximately \$818 million in order to deepen the waters to 17 metres, which would then allow for up to 25 million tonnes of cargo to be handled by 2030. He added that the Kuantan port's strategic location in the South China Sea was vital in luring foreign Asian investment.

Source: Portworld



The **Maersk Jenaz** seen arriving at the Port Chalmers container terminal 23/1/11. - Photo : Ross Walker ©

Increased ferry traffic in 2010

The number of people and vehicles using the ferries to travel between Malta and Gozo increased last year, National Statistics Office figures show. 4.03 million passengers used the ferries last year, an increase of 6.3 per cent when compared to 2009. The number of vehicles ferried by Gozo Channel's ships, at 1.1 million last year, also increased by 3.3 per cent when compared to the previous year. 20,008 ferry trips were made last year, a slight 0.4 per cent increase over 2009. The busiest month was August, when just over 500,000 passengers and 125,000 vehicles were ferried between Malta's 2 main islands on 2,066 trips. The slowest month was January, with 204,000 passengers and 67,055 vehicles ferried on 1,464 trips.

Gozo Channel's 3 ships - **Gaudos**, **Malita** and **Ta' Pinu** - account for all scheduled transport between Malta and Gozo. All ships can carry 900 passengers, but the Malita can hold 138 vehicles while the others can only hold 72.



SAL's **SVENJA** arrived January 22nd in Singapore with materials for the newbuilding **FLINTSTONE** (see below)

Photo : Bart Klos ©

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Land reclamation under way at Gladstone

The Gladstone Observer reports that land reclamation has got under way at Fisherman's Landing at the Port of Gladstone. Gladstone Ports Corporation (GPC) threw the first rock for the construction of a bund wall which will create more than 150ha of new land to service the developing liquefied natural gas industry. The reclaimed land will enable an additional six wharves to be built alongside the existing facility to support future industry demand. GPC general manager special projects Mark Greenaway said the development is about creating access to the harbour for future

industry. "We have commenced the construction of the bund wall which is about building an area that will accept dredge spoil from the Curtis Island LNG plants," he said. **Source : Dredging News online**



The Sheerlegs **ASIAN HERCULES** seen offloading the Huisman build 'Stone Dump Unit (SDU)' for DEME. The transport to and installation on the **Flintstone** was done by the **Asian Hercules** on 23rd of January
Photo's : Ronald Krijgsman ©





OLDIE – FROM THE SHOEBOX



Historically, Gräddö was a significant fishing village and harbour in the age of sailing ships. During the 18th century the Russians landed on Rådmansö and ravaged the area. Around 1900, Gräddö was the home harbour for the typical Roslagen sailboats and wood and sand freight boats. Like many other areas of the Stockholm Archipelago, summer visitors became the main source of income and guest houses flowered during the 1920s and 30s. Waxholmsbolaget's flagship, the 1900 built "**Norrtälje**", serviced the route Stockholm-Norrtälje for many years and Gräddö was one of the large steam boat piers on the route. As seen above the **SS Norrtälje** is now permanently berthed in Norrtälje Harbour and is a restaurant, open all year round. **Photo : Coll Kees van Huisstede**

.... PHOTO OF THE DAY



Above seen the crew of the KNRM lifeboat **PALACE NOORDWIJK** during an exercise

Photo : PIM KORVER FILM+VIDEO - www.pkfv.nl ©

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