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**The clipper Stad Amsterdam seen from HAL's MAASDAM in Roseau, Dominica
Photo : Matthijs Duppen ©**

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The '**Bourbon Liberty 229**' seen with the barge **Jascon 17** assisted by the **Lamnalco Fulmar** delivering pipeline for the USAN project in Nigeria.

Photo : Capt Howard Baker - LOC Marine Warranty Surveyor ©

MV Khaled Muhieddine K Pirated in the Arabian Sea

During the afternoon of 20 January, the bulk carrier **MV Khaled Muhieddine K** was pirated in the North Arabian Sea approximately 330 nautical miles South East of the Omani coastal port of Salalah. The vessel is Togo flagged and Syrian owned and has a deadweight of 24,022 tonnes. Authorities were made aware of the attack when the master reported being fired upon with small arms and seeing pirates on board. All contact with the vessel was then lost. The **MV Khaled Muhieddine** has a crew of 25 (22 Syrian and 3 Egyptian), had registered with MSC(HOA), was reporting to UKMTO and was on passage from Singapore to Hudaydah, in Yemen. Source : [MarineLink](#)



Anthony Veder's **CORAL PALMATA** seen moored in Stade - Photo : Wouter van der Veen ©

Hoang Son Sun Pirated, Indian Ocean

The **MV Hoang Son Sun** is believed to have been pirated approximately 520 nautical miles South East of the port of Muscat, Oman. The 22,835-tonne Bulk carrier, which is Mongolian flagged and Vietnamese owned, has a crew of 24 Vietnamese nationals. No further details of the attack are known at this stage. **MV Hoang Son Sun** was not registered with MSC(HOA) and had not reported to UKMTO.

There are now 30 vessels and 723 hostages being held by pirates off the coast of Somalia. Source : MarineLink

Dry bulk market's downturn sees no relief

The dry bulk market has kept falling for yet another week, with the industry's benchmark, the Baltic Dry Index (BDI) losing an additional 4.79% this past week, to reach 1,370 points, thus falling below the 1,400-point mark and reaching its lowest level since early February of 2009. Since the beginning of New Year the BDI has plunged by 17.7% and is down by 56% from January 2010. As it turns out, the panamax segment suffered the most this week, while Supramaxes and Handysizes reversed their falls and turned positive.

Regarding the Capesize market, the pace of fall seems to have been reduced this week, ending Friday at 1,556 points, losing 2.45% on the week, but with analysts and shipbrokers claiming that the market has bottomed out. Still, Capesizes are earning around \$9,000/day which, according to the latest weekly report from Golden Destiny, it seems that it has triggered the scrapping activity in this segment. In a separate report, N.Cotzias Shipping Group said that "this downfall may reverse soon, as the Queensland floods, can act as a recovery for the rates as longer per ton miles for alternative routes that China will expedite to import their needed quantities of hard coking coal. Also with the Chinese New Year holidays approaching we may well experience more hypotonic momentum as orders from China will be less at least during the 2 weeks of festive holidays. However this may lead to a pre-stocking ordering get some fresh stockpiling and that may well act as a defibrillator that will give a burst of energy back in the Cape size segment that is in a very critical condition" said Cotzias. In total though, during the past three months, the BCI (Baltic Capesize Index) has fallen by more than 65% and by 62.6% year-on-year, now falling for 19 straight sessions.

Meanwhile, according to Golden Destiny, on the secondhand market front, the purchase interest has shown some signs of weakness as potential investors seem to wait the desired correction in asset prices. “Despite the negative sentiment in the freight markets this week shows some positive signs for the future of the industry. The encouraging signs are that the ordering activity has been eased off by 80% and the demolition activity has been boosted by 150% from previous week activity. Overall, the week 3/2011 ended with 37 sales reported in the secondhand and demolition market and the highest activity has been witnessed for the first time since January 2009 in the demolition market. In the secondhand market, 17 vessels reported to have changed hands this week equalling a total amount of money invested region US\$ 155 million, with 2 transactions reported on private terms. In terms of reported number of transactions, the S&P activity has been marked with a 37% negative w-o-w change and a 41% negative change comparable with previous year’s weekly S&P activity. Investors seem to have lost their appetite for bulk carriers as since the beginning of the year the total number of sales per week is hovering at low levels of less than 10 transactions reported per week. The tanker sector attracted once more most of the buying interest with 7 vessels reported to have changed hands equalling a total investment around of \$98 million, around 63% share of the total invested capital in the S&P secondhand market” said the Piraeus-based shipbroker.

In the demolition market, 17 vessels were reported to have been headed to the scrap yards of total deadweight 669,529 tons, with India attracting most activity and still paying even more than \$500/ldt. India, Pakistan and China are still taking advantage of the continued absence of Bangladesh. Even though the activity in Pakistan and China has been slowed down the last, there are expectations for an aggressive new year while Bangladesh is still pushing for more permission. It remains to be seen whether the High Court will lift the current ban on the industry. At a similar week in 2009, scrapping activity was standing at the same firming levels, in terms of number of vessels, as 19 vessels equalling a total deadweight of 589,806 tons were reported for scrap but prices were hovering at much lower levels, around \$350/ldt for dry and \$380/ldt for wet cargo. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **DEVON EXPRESS** seen anchored off Singapore – Photo : HAM 318 ©

Why the Collapse in the Baltic Dry Index....

The floods in Queensland, Australia, are taking more than a human toll, tragic as that is. Consumers in Asia will have to pay higher prices for coking coal as the floods could remove some 14 million tons of coking coal from world markets out of a forecast annual seaborne volume of 259 million tons in 2011 – some 5 percent of global supply, a Reuters article reports. More than half the world's metallurgical coal exports come from Australia and roughly 90 percent of that comes from Queensland, mostly the Bowen Basin.

No surprises, then, that many ships are lying offshore from the Queensland coast, unable to load cargoes and with little prospect of an early resumption of business. But Queensland is not the only source of bulk commodities to suffer from adverse weather conditions, according to Guy Campbell, head of dry bulk at Clarkson Shipbrokers, quoted in another article. Weather-related disruption to shipping on Canada's St. Lawrence Seaway is hampering iron ore shipments and a month's rains in Brazil fell in one day this week, causing 250 deaths that hardly hit the headlines, but is equally causing chaos. It would be too simplistic, though, to blame the weather, varied and dramatic as recent events have been, as the sole reason for the collapse of the capesize vessel Baltic Dry Index. As this graph from Reuters shows, from a peak in October of 2,784, the index has dropped to a 21-month low of 1,453, last seen in January 2009 when global freight momentarily froze as trade finance dried up in the wake of the financial crisis. Capesize vessels typically haul 150,000 cargoes of dry goods like coal, iron ore and grains. Duncan Dunn, a senior director with SSY Futures, said around 200 new capesize vessels joined a global fleet of around 1,000 last year. An additional 200 were expected to arrive this year, he said, while London-based Simpson, Spence & Young shipbrokers put the figure even higher at 241 new vessels due. The reality is there are too many capesize vessels coming onto the market in too short a time frame and the demand is not there for that volume of shipping space. Consequently, rates have plummeted well below operating costs. Including the cost of finance, most capesize vessels incur operating costs of at least \$15,000/day; rates have dropped from US \$46,284/day in October, to \$10,285/day today, forcing ship-owners to start laying up vessels.

Perversely, smaller panamax-size vessels, which usually transport 60,000-70,000 ton cargoes, are earning a premium, currently in the region of US \$15,742/day, as the smaller vessels are considered more flexible, but one has to ask — will it last? Falling freight rates will not in themselves negate the rise in commodity prices such as coking coal, but it will go some way to mitigating increases. The drop in demand will not be helped in the year ahead by Vale's move into the shipping market with the introduction of the first of many capesize vessels in their new fleet. When you look at the ferocious cyclicity of the freight market, you have to ask, who would want to be a ship-owner? Only those with deep pockets is the answer! **Source: Metal Miner**



The **CONDOCK IX** seen departing from Port Shuwaikh last week, after delivering of Van Oord's CSD **Haarlem** for a new project in Iraq - **Photo : Nico Vos ©**

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Pirates using hijacked vessels as mother ships



Somali pirates are using previously hijacked vessels as their mother ships to attack unsuspecting merchant vessels.

International Maritime Bureau Piracy Reporting Centre head Noel Choong said the pirates adopted this tactic late last year and it had shown a high rate of success.

[Shipborne Protection Team commandos guarding the seven Somali pirates who were captured onboard MT Bunga Laurel on Friday.](#)

"We are very concerned about this. They can now move at any speed and weather and get closer to merchant vessels before deploying the (pirates on) smaller boats," he told the New Sunday Times. Choong added that merchant ships usually stayed clear of smaller boats like ocean fishing boats for fear of being attacked by pirates but with this tactic, the Somalis had been able to get closer to and hijack more ships.

"More Somali youths are turning to piracy because the rewards are coming in quicker." According to the IMB website, there have been 39 incidents of piracy and armed robbery worldwide this year, 31 of which involved Somali pirates.

These pirates were also responsible for all six hijackings worldwide and have held 32 vessels and 746 hostages so far.

The IMB also warned ships in the northern Somali coast to be aware of Somali pirates who use automatic weapons and rocket-propelled grenade launchers to board and hijack vessels. If the attack is successful, the pirates would sail the vessel towards the Somali coast and demand ransom for the release of the vessel and crew. **Source :** [newstraittimes](#)



The **MPI RESOLUTION** seen moored in Schiedam – Photo : Frans de Lijster ©

5 missing American yachtsmen found

Searchers from the Philippine coast guard found five missing Americans on board a yacht that was reported missing en route from Guam. All were reported to be in good health. A search ship guided by a spotter plane located and boarded the 11m catamaran The **Pineapple** after it was spotted off the southern island of Dinagat, coast guard spokesperson Wilfredo Tamayo said.

The rescuers were escorting the vessel to its original destination on central Cebu island. They're all in fine health," Tamayo said of the four men and a woman on board the boat, including a Filipino-American in the US Air Force. Their identities and home towns have not been released by the US Embassy in Manila. "They apparently had engine trouble while in rough seas," Tamayo told The Associated Press, adding that he was awaiting other details. A video taken from a search plane showed four of the Americans on top of the white-hulled catamaran, one apparently waving, as a rubber boat with coast guard personnel approached.

US authorities were informed of the discovery and have been in touch with Philippine officials to provide help to the Americans, US Embassy spokesperson Rebecca Thompson said. Relatives of the Americans contacted the US Coast Guard, saying that the catamaran left the Marianas Yacht Club in Guam on January 6 but had not reached its destination on Cebu Island, Tamayo said. Guam, a US territory, is about 2 290km east of Cebu, where heavy rains and rough seas have been reported in recent weeks. Justin Valentino, a search and rescue co-ordinator for the US Coast Guard in Guam, said that while the weather makes predictions difficult, the journey was supposed to take seven to 10 days. The Philippines dispatched two aircraft to scour the waters, and coast guard detachments and passing ships were alerted to be on the lookout for the yacht, Tamayo said. A Philippine coast guard plane spotted the catamaran on Saturday but could not identify the vessel due to poor visibility. The plane returned after the weather cleared on Sunday and confirmed it was the missing sailing boat, Tamayo said.

Many Philippine provinces, particularly in the east, have experienced rough seas amid unusually heavy rains since late December. At least 68 people have died and 26 others remain missing from the stormy weather set off by a cold front.

The coast guard rescued 260 of 277 people aboard nearly a dozen boats that sank, overturned or ran into trouble last week due to the inclement weather. Fifteen remain missing while two drowned, the officials said. **Source :** News24.com



Above seen the 1995 built HRV flag and owned general cargo ship **ATLANT TRINA** entering Grand Harbour, Malta on Saturday 22nd January 2011.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

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Probe into ferry breakdowns

Robben Island Museum losing fortune in lost revenue

The management of Robben Island Museum is waiting for the outcome of a police investigation to determine whether sabotage was behind a series of breakdowns of its controversial multi-million rand ferry.

The historic site's new CEO, Sibongiseni Mkhize, yesterday said they had recently met police investigators and would receive a "progress report" of the investigation two weeks from now. It has emerged that the ferry - Sikhululekile - bought for R26-million, experienced seven major breakdowns since its acquisition in February 2008. On several occasions the ferry threatened to sink the historic island's reputation when it broke down and left tourists stranded at the Waterfront during peak season. It had 70 "downtime" days which cost the museum up to R7-million in lost revenue.

Responding to parliamentary questions from the DA, Arts and Culture Minister Paul Mashatile cited 80% of mechanical problems and 20% of electrical problems as reasons for the breakdowns. "The total cost of repairs and maintenance incurred as a result of mechanical failure, as well as regulatory surveys and licensing since inception, amount to just over R3-million," said Mashatile.

Mkhize said the museum's council decided that the police's Organised Crime Unit and Western Cape Marine should investigate the pattern of breakdowns of the museum's ferries last year. He said as a public institution they had to report to the police and say "please help us". "The council felt that it was something worth investigating - to check why the boats broke down at the same time.

"They felt maybe something was wrong. There was a time when all of them broke down at the same time.

"Unfortunately at this stage we don't have the outcomes (of the investigations) but met with the police who assured us that the investigation was ongoing. They will give us a progress report in two weeks' time," said Mkhize. Dr Annelie Lotriet, a DA MP, said: "It is tragic that a major South African landmark like Robben Island Museum continues to be run into the ground.

"That thousands of South Africans and visitors from abroad are being turned away, and millions of rands in potential revenues lost, because of the ANC government's inability to run a ferry, is shameful," she said. She added that the Western Cape provincial government would engage the museum's council to solve its management problems to save the museum's Unesco World Heritage status. **Source : Times Live**



HLV **Zhen Hua 15** loaded with the **GTO 392** in the Caland Kanaal, joint project between **Shanghai Zhenhua Shipping** and **ALP Maritime Services**, for and of behalf of **SBM, Monaco**. - **Photo : ALP Maritime**

Ministry may deploy another ship to gulf

The Defence Ministry is ready to deploy another navy ship to protect Malaysian merchant ships from pirates in the Gulf of Aden. "We can add another ship, as long as the MISC (Malaysian International Shipping Corporation) agrees to bear its operating costs," said its minister Datuk Seri Dr Ahmad Zahid Hamidi here yesterday.

He was commenting on the navy's rescue of **MT Bunga Laurel** crew members from pirates on Thursday. The success (of the rescue operation), he said, demonstrated the navy's ability to protect merchant ships from pirates in the gulf. The minister said he received many calls from his counterparts congratulating the navy on its achievement. **Bunga Laurel** is a tanker hired by the MISC to ferry lubricating oil and ethylene dichloride from the Middle East to Singapore.

The navy's Fennec attack helicopter launched from **Bunga Mas 5** was also involved in the operation by providing reconnaissance and top cover. Three pirates sustained injuries in the incident and were treated onboard **Bunga Mas 5**. Source : Bernama

Royal Caribbean Cruises Ship Involved in Drug Smuggling

A Jamaican national failed to prove that he was not involved in the importation of cocaine into Bermuda in the Supreme Court.

Ricardo Stewart who worked as a waiter on the cruise ship **Explorer of the Seas**, operated by Royal Caribbean Cruises who provide many cheap Caribbean holidays, was standing trial for conspiracy with Adrian Morris to import cocaine worth up to three quarters of a million Dollars by using his position on the ship.

In the course of the investigation video showed Morris hiding the drugs in the disco on the ship. Morris admitted that he was involved and told investigators that Stewart was behind the scheme. Stewart did not admit his involvement.

Another employee on the same ship also arrested during the investigation stated that it was passengers who would carry the drugs between the ship and shore while crew members would then hide the drugs between ports of call. He said that Stewart was the one who liaised between the passengers and crew.

Even though there was no physical evidence, fingerprints, DNA or other, to link Stewart to the drugs, the prosecutor pointed out that it was Stewart that Morris went to as soon as he knew that the drugs had been discovered.

The defence for Stewart put forward that Morris could have lied to try to play down his involvement to get a shorter prison sentence. The defence also pointed out various differences in statements given by Morris particularly in the amount he said he was going to be paid for his part in the plot.

The jury took two hours to decide by a majority that Stewart was guilty as charged. He will be detained until he is sentenced. Royal Caribbean Cruises have not commented on the case. Source : [personalfinancebulletin](#)

CASUALTY REPORTING



Tug sinks, one killed ,six missing in Gujarat

A survey tug with 32 people on board sank in the seas of the Pipavav port in Gujarat's Saurashtra region Saturday.

According to the Coast Guard sources, one person is reported to have died while 25 people have been rescued. Six others are still missing. However, confirmation is awaited. The tug, [Logo Searcher](#), of a private company, sank about 25 nautical miles off the Pipavav port. The survivors were picked up by the vessels in the area. A search operation is on and the Coast Guard is coordinating the effort. **Source : Sify News**

NAVY NEWS

Thai Navy wants to buy 2 subs

The Royal Thai Navy wants to buy two second-hand submarines at a cost of 6-7 billion baht. A source said the navy had decided to submit the plan to the cabinet to be approved in principle. The navy has set up a committee to conduct a feasibility study. The specifications of the submarines have not been determined but the navy is expected to buy them from European suppliers, probably Germany. The navy has stressed the need to acquire submarines because Thai sailors have little knowledge of submarine technology, which is constantly upgraded.

“Several neighbouring countries have submarines at their disposal. But Thai sailors have never come into contact with submarines. We are still backwards in terms of submarine technology,” said the source. The navy has realised that much of the country's budget has to be spent on remedying economic woes, so it will propose buying second-hand craft.

Navy chief Kamthorn Phumhiran said the government must decide whether to allocate money for the submarines.

The project is part of a 10-year plan to streamline the armed forces. Adm Kamthorn said there was also a need to buy a new fleet of frigates to replace ones that have been in use for 15 to 30 years. The existing ones have had to undergo repairs several times. The plan has the backing of Prime Minister Abhisit Vejjajiva, who wants the armed forces to improve their capabilities in what is seen as a return of favours to the military for standing by the government in dealing with the red shirts during last year's protests.

Army, navy and air force commanders have been told to prepare their weapons procurement plans for submission to the government for approval in principle. The source said the purchase plans proposed by the armed forces would come to an estimated 400 billion baht. **Source : Bangkok Post**

Ambush evacuated after fire on board

AN investigation is being launched after a fire on a £1.2bn submarine.

[HMS Ambush](#), which is in the water in Devonshire Dock, Barrow, was evacuated at around 12pm last Friday when crew members activated the fire alarm. BAE Systems Submarine Solutions, who built the submarine, said there had been an electrical fault which caused a piece of equipment in the rear of the boat to overheat.

Firefighters from Barrow's Blue Watch crew dealt with the incident. Crew manager Steve Harrison said: “It was a small fire contained in a piece of equipment, and it caused smoke. We used a CO2 hose reel.” Mr Harrison said BAE Systems staff used air monitoring equipment after the procedure.

A spokesman for BAE Systems Solutions Submarines said: “At approximately 12pm, Ambush was evacuated, in line with standard safety procedure, after the submarine's fire alarm was activated by members of crew. “There were no casualties, and all personnel were quickly and effectively accounted for.

“The incident resulted from an electrical fault, which caused a piece of equipment in the rear of the boat to overheat and give off smoke. “An investigation will now take place to fully examine the incident.” This is the third fire on board [Ambush](#). In the first incident in April 2009, while the submarine was inside the Devonshire Dock Hall, a fire was

caused by welding sparks igniting external tiles but was put out without serious damage. Fire also broke out in temporary plastic extraction ducting three decks down inside **Ambush** in January last year, again while it was inside the DDH.

The first-of-class **HMS Astute** submarine suffered two fires. Tiles in the submarine's conning tower caught fire while the sub was moored in Devonshire Dock in 2009. **Astute** caught fire again in May last year while on sea trials with the navy. **Source : North-West Evening mail**



The damaged Kuwait patrol vessel **P 304 MOBARK** seen at the Heisco shipyard, Kuwait, the 1993 built 32 mtr patrol vessel was involved in a collision incident some weeks ago in Kuwait waters with an Iraqi fishingboat.

Photo : Nico Vos ©

Technical details ASI OPV 310 type of the Kuwaiti Coast Guard

D: 148 tons (165 fl) S: 28 kts

Dim: 32.60 (31.50 hull; 28.60 wl) × 8.20 × 1.60 (hull)

A: 1 12.7-mm mg; 2 single 7.62-mm mg

Electronics: Radar: 1 . . . nav.

M: 2 MTU 16V396 TB94 diesels; 2 props; ? bhp—1 MTU 8V183 TE62 diesel for loiter; 1 Hamilton 422 waterjet; ? bhp

Electric: 116 kw (2 × 50-kw Caterpillar 3304 diesels; 1 × 16 kw)

Range: 300/28; 2,500/12 Fuel: 27.9 tons Endurance: 8–10 days

Crew: 3 officers, 8 enlisted

Thai ships home from piracy mission

Two Thai navy ships assigned to the international anti-piracy task force off Somalia - **HTMS Similan** and **HTMS Pattani** - arrived back home on Thursday morning after 137 days patrolling in the Gulf of Aden. The two ships, with 351 sailors and two helicopters on board, were welcomed at Chuk Samet naval port in Sattahip district of Chon Buri province with smiles and flowers by their families in a ceremony chaired by Admiral Kamthorn Phumhiran, the navy chief. The ships departed the Gulf of Aden and headed back to Thailand on Jan 4. Adm Kamthorn said he was proud of the way the Thai ships had performed their assigned tasks and relieved that all sailors arrived back home safely, after winning praise for the navy and the government.

"The 308 million baht spent on the mission was very little judging from the fact that we could protect cargo ships from being seized. We rescued 23 crew of a boat which had been robbed and saved three boats from being attacked by the pirates," he said. He said the Thai ships were not able to help a Thai-flagged vessel which had been seized by Somali pirates because of fears for the safety of the hostages. The Thai-flagged cargo ship **MV Thor Nexus** was seized by

Somali pirates in the Indian Ocean on Dec 24 while en route to Bangladesh from the United Arab Emirates. The navy had decided to end its mission after failing to make progress in negotiations for the return of the cargo ship. He said the navy is ready to send ships to the Gulf of Aden again if the government and private firms so wish. The two ships left the Sattahip naval base on Sept 10 and ended their mission on Dec 31. **Source : Bangkok Post**



Above seen the German Navy Hameln Class (Type 343) minesweeping drone control vessel **FGS AUERBACH M1093** entering Grand Harbour, Malta on Saturday 22nd January 2011.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

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S.Korean shipbuilder rolls out anti-piracy system

South Korea's Samsung Heavy Industries has rolled out a system to help ships detect and fend off pirates, after the recent hijacking of a South Korean freighter near Somalia alarmed shippers. The nation's third-largest shipbuilder on Sunday said the new anti-piracy system detects smaller boats in the vicinity often undetected under existing marine radar systems and issues an automatic alert when approached.

"The alert is issued when an approaching vessel does not respond to usual ship-to-ship radio communications or shows unusual navigating patterns and speed," the company spokesman told AFP. The system allows sailors in a navigation room to remotely control water cannons on the ship's deck that can up to 70 metres (230 feet) when pirates attempt to climb aboard. "That way, crew will be safe from potential shooting attacks from pirates when firing the water cannons," said the spokesman, adding the system is applicable to most existing ships. "We believe more of our clients want ships armed with such a system, considering what has been happening near Somalia recent years," he said. South Korean navy commandos on Friday stormed a ship hijacked by Somali pirates in the Indian Ocean,

rescuing all the crew and killing eight pirates. The pirates seized the 11,500-ton ship and the 21 crew members -- eight South Koreans, two Indonesians and 11 from Myanmar -- on January 15 in the Arabian Sea when it was en route to Sri Lanka from the United Arab Emirates. The hijacking came two months after a supertanker belonging to the same shipping operator, Samho Shipping, was released in exchange for a reported ransom of \$9 million after being held for seven months. Piracy has surged off lawless Somalia in recent years, and international warships patrol the area in a bid to clamp down on the problem. Pirates are currently holding 29 vessels and about 700 hostages. **Source: AFP**



Another photo of the launch of the **Congo River** made by **Jaap Pameyer**, see for more photos of the launch :

<http://www.fotorondleiding.nl/congoriver/launch.html>

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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

NEW UNION WRESTLER ARRIVED IN ZEEBRUGGE



Last Sunday did see the arrival of the 40.6 mtr **UNION WRESTLER** (sisterships **UNION BOXER**, **UNION WARRIOR** and **UNION FIGHTER**) in the port of Zeebrugge

Photo : Richard Wisse – www.richard-photography.nl (c)



The tugs of this class are powered by 2 x 2600 kW ABC engines which are driving each a Schottel SRP 2020 FP Azimuth propeller in Kort Nozzle, the maximum bollard pull is 90 tons and max speed 14 knots, onboard is accommodation for 10 persons

Iran's NITC to Add 22 VLCCs to Tanker Fleet by 2013

NITC of Iran will become the world's third-biggest oil-tanker company by 2013 when it takes delivery of 22 very large crude carriers, or VLCCs, and expands the number of ships in its fleet by 72 percent, an executive said. NITC, formerly known as National Iranian Tanker Co., is not hindered by economic sanctions on Iran, Area Manager Capt. R. Ghareh told reporters today in Sharjah in the United Arab Emirates. The company continues to carry crude produced by Royal Dutch Shell Plc and Total SA, in addition to oil from Saudi Aramco and state-run producers in Kuwait and Abu Dhabi, the U.A.E. capital. "We have not faced any problem," Ghareh said. The Iranian operator expects by 2013 to have 74 ships of all sizes, including VLCCs and smaller vessels, he said. NITC will operate 50 VLCCs at that time, up from 28 today. It now ranks as the fifth-largest tanker operator worldwide, with a total of 43 ships. The United Nations, the U.S. and the European Union have imposed sanctions on Iran because of that country's nuclear program. The U.S. and its allies suspect that Iran seeks a capability to build atomic weapons, while Iran says it wants nuclear technology solely for civilian purposes such as electricity generation. Ghareh said NITC is not using its vessels to store oil in the hope of profiting from a further increase in prices. "We are a transport company," he said. "We don't do trading." Brent crude contracts for March settlement rose \$1.02 to finish trading at \$97.60 a barrel in London on Jan. 21. U.S. crude for March delivery ended the day at \$89.11 a barrel in New York, where futures are up 17 percent from a year ago. Iran has the world's fourth-biggest oil reserves.

NITC plans to buy liquefied natural gas carriers when Iran starts producing LNG, Ghareh said, without specifying when this would happen. Iran has the world's second-biggest gas reserves after Russia, according to data from BP Plc. NITC would eventually need to order 83 LNG tankers, based on Iran's production plans for the fuel. Iran doesn't yet produce LNG, which is gas chilled into liquid form for easy transportation by ship. Like many other shipping lines in the Middle East, NITC has suffered from piracy, with its tankers coming under attack 16 times so far, the company's Technical Manager Anwar Lodhi said. "Our view is that the ships should be allowed to carry weapons" to defend against pirates, Lodhi told reporters. NITC's tankers "carry guards sometimes, but they are not armed," he said.

NITC is owned by funds managing pensions for 5 million Iranians, according to an advertisement that the company posted in September in the shipping industry newspaper Tradewinds, in response to an EU decision to ban the provision of insurance to companies incorporated in Iran. The advertisement said the shipping line doesn't carry materials linked to nuclear proliferation, nor does it import oil products into Iran or transfer technology related to oil exploration, refining or liquefied natural gas. NITC's ships carried 104 million metric tons of crude last year, 51 percent of which went to Europe, according to the advertisement. **Source: Bloomberg**



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The **North Challenger** arrived at Great Yarmouth - Photo : Ashley Hunn ©

Yang Ming Marine Plans to Build Mega Container Ship Fleet

In tandem with the inauguration of the sixth container terminal of Kaohsiung Harbor, Yang Ming Marine Transport Corp. will build six to nine 12,600-TEU (twenty-foot equivalent unit) container ships at a cost of over NT\$20 billion, reported Frank F.H. Lu, chairman of the company.

The shipbuilding plan has been determined after the company has got hold of sources for sufficient shipment business, via the organization of the CKYH operating alliance with COSCO of China, KLINE of Japan, and Hanjin Shipping of South Korea. Yang Ming is talking with Taiwan Shipbuilding for building the mega ships, which will be able to dock at the two new wharfs of the sixth container terminal, invested and constructed by the company. The project will be a major departure from the company's policy in the past, which avoided building container ships with capacity larger than 10,000 TEUs, due to the concern over freight source. It will make Yang Ming the first Taiwanese shipper owning over 10,000-TEU container ships. The project will cost Yang Ming at least US\$720 million (NT\$20.9 billion), based on the going price of US\$120 million for a 12,600-TEU container ship. The new container ship fleet will reinforce the contribution of the sixth container terminal, which was inaugurated early this month, to the expansion of Yang Ming's business scale. Frank F.H. Lu predicted that the company's container handling volume in Kaohsiung Harbor will grow at an annual rate of over 15% in the coming five years. Thanks to the global economic upturn, the company saw its handling volume in Kaohsiung Harbor jump 16.5% to 1.33 million TEUs last year. With a total investment of NT\$18.1 billion, the sixth container terminal kicked off its operation on Jan. 5, boasting annual capacity of 1.4 million TEUs, which will jump to 2.8 million TEUs by the end of 2013 after the completion of the entire project. **Source: CENS**



The **NORD GOODWILL** seen getting overtaken by the **MAERSK NOTTINGHAM** off Maassluis whilst enroute Rotterdam - **Photo : Jan Oosterboer ©**

ANTHONY VEDER ORDERS LNG CARRIER AT MEYER WERFT

The Dutch shipping company ANTHONY VEDER (Rotterdam) has ordered a new LNG carrier from MEYER WERFT. The new tanker for the transport of liquefied natural gas will have a length overall of abt. 156 m, a breadth of 22.70 m, and a cargo capacity of 15,600 cbm. This modern vessel which will be able to run on the low emission LNG fuel will be classed within the highest environmental norms. The delivery of this new vessel having is scheduled for end 2012. MEYER WERFT's sister company, NEPTUN WERFT in Rostock-Warnemünde, will be highly involved in the construction and outfitting of this new LNG carrier. For the shipyard in the Baltic this order is very important to safeguard the workload for their staff up to 2012. For ANTHONY VEDER this is the second small scale LNG carrier. This new vessel has double the capacity than the Coral Methane. MEYER WERFT and ANTHONY VEDER have already worked together since the mid of the 1970s. "We are excited about our next step in LNG with this innovative ship, the first of this type. It fits our goal to further develop this market of distributing environmental friendly energy." says Jan Valkier, Managing Director of ANTHONY VEDER. Thanks to this new order MEYER WERFT, which has already built 55 LPG- and LEG carriers, is now entering the market of building LNG carriers. The Papenburg-based shipyard's focus is on mid-scale ships of this type. "We see that the smaller-scale LNG market has a great future," says Bernard Meyer, Managing Partner of MEYER WERFT.



The **Transporter** seen about to load the **Kan Tan IV**, off Cowes in Western Port bay Victoria Australia.
Photos : Andrew Mackinnon - www.aquamanships.com ©

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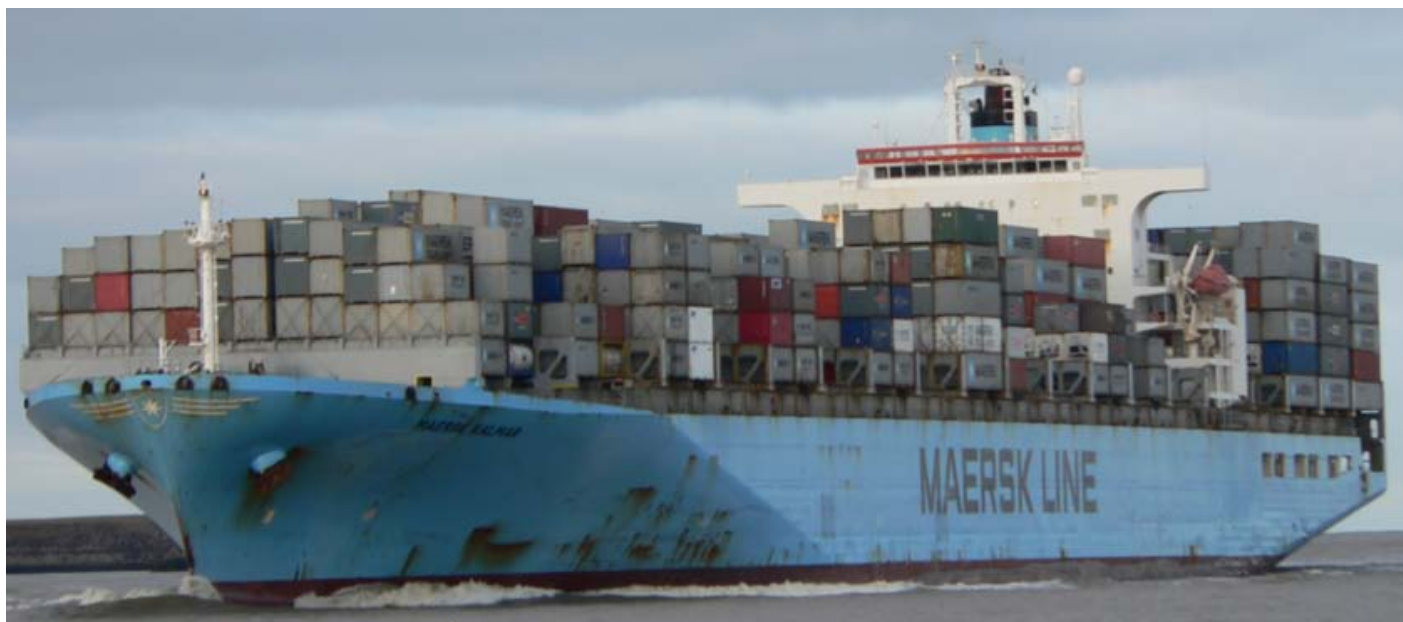
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Eerste actie voor de Antoinette in 2011.

Zondag 23 januari om 12.45 uur werd de bemanning van de **Antoinette** van KNRM station Stellendam door het Kustwacht Centrum gealarmeerd voor hulp van de marinehelikopter bij een medevac (Medische Evacuatie).

Er werd uitgevaren naar Ankergebied 4 op de Noordzee waar het koopvaardijchip de **Ajax** lag. Ongeveer 30 minuten voor aankomst van de marinehelikopter was de reddingboot ter plaatse. Er werden 3 bemanningsleden overgezet die de bemanning ging assisteren met het klaar maken van de patiënt voor vervoer met de helikopter. De man mocht van de arts niet over zee worden vervoerd omdat hij waarschijnlijk een hersenbloeding of een bloedprop in het hoofd had. Nadat de helikopter de marine arts en de kikker (de man die als eerste via de lier in het water of aan boord word gebracht vanuit de helikopter) aan boord waren gezet, werd alles klaar gemaakt voor vertrek. De man is door de helikopter naar het Erasmus Medisch Centrum Rotterdam gebracht. De 3 bemanningsleden van de reddingboot werden weer aan boord genomen waarna deze terugkeerde naar station.



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

CMA CGM, CSAV, CSCL start Asia-Latin America service by March

FRENCH giant carrier CMA CGM, Chile's CSAV and China Shipping (CSCL) will offer a combined Asia, Mexico, Central America and west coast South America by the end of April. Intended initially to launch two loops with larger vessels,

the Loop 1 services Mexico, Peru and Chile from Asia, and Loop 2 Mexico, Central America (Guatemala, El Salvador, Nicaragua, Costa Rica), Colombia and Ecuador.

This new service shortens the transit time between Asia, Mexico, and South America. Voyages between Chile and Hong Kong will be cut by seven days, and between Mexico and Shanghai, by nine days.

New westbound calls to Yokohama, Japan and Keelung, Taiwan, are added to meet the "growing demand for refrigerated goods from Mexico and South America to the Asian continent," said the CMA CGM statement.

Loop 1 will call at: Hong Kong, Shenzhen-Chiwan, Ningbo, Shanghai, Busan, Manzanillo, Lazaro Cardenas, Callao, Iquique, San Antonio, San Vicente, Lazaro Cardenas, Manzanillo, Shanghai and Keelung.

Rotation of Loop 2 includes: Xingang, Qingdao, Shanghai, Ningbo, Xiamen, Shenzhen-Chiwan, Hong Kong, Busan, Manzanillo, Lazaro Cardenas, Puerto Quetzal, Buenaventura, Guayaquil, Puerto Quetzal, Manzanillo, Yokohama and back to Busan.

Eleven 6,500-TEU containerships will be deployed on Loop 1 and ten 4,200-TEU vessels on Loop 2. CMA CGM will provide three vessels on each loop with the rest deployed by CSAV and CSCL. CSAV's current Anex 1 comprises 11 containerships with an average capacity of 4,223 TEU and its Anex 2 loop contains seven 3,010-TEU ships, according to the figures from www.cionline.co.uk's liner information. Overcapacity is a problem confronted by the carriers offering Asia-WCSA services, said London's Containerisation International, because of new providers and services launched in the market. "Towards the end of last year the supply-demand balance was expected to fall down to below the 80/90 per cent level. This might explain the service rationalisation carried out by the carriers." **Source : Schednet**



2 Iskes tugs seen assisting Seatrade's **ASIAN COSMOS** upon arrival in IJmuiden - **Photo : Marcel Coster ©**

PMC completes dredging of tributaries in Manatee Pocket

Florida-based dredging and marine contractor Piedroba Marine Construction (PMC) has announced the successful completion of its portion of the Manatee Pocket Dredging Project. PMC was hired by Dickerson of Florida to dredge

several tributaries surrounding the main channel. PMC's 2009 8in Ellicott swinging ladder dredge was used to dredge canals as narrow as 20ft wide.

The dredged material was transferred via two booster stations over a maximum distance of 14,000ft. PMC's CEO and principal, Dr Prieto-Portar said he was "extremely pleased" with the succesful completion of the work and praised the teamwork of both crews:

"It has been a true pleasure working with the professional and experienced contractor Dickerson of Florida on a challenging job like the Manatee Pocket Dredging Project. Our crew, led by superintendent Wayne Riley, did an excellent job working through all the challenges this project presented," he said.

Dickerson of Florida's president, Larry Dale commended PMC for its outstanding performance: "Our firm's team is grateful for PMC's project management's skills and expertise, and the enthusiasm exhibited by your field crews. PMC is both productive and cost efficient and we look forward to continue to work together".

Luis Prieto y Munoz, president of PMC added: "Manatee Pocket is one of the biggest boating communities in the US. It's satisfying to see people fully enjoy the results of our work." **Source : Dredging News Online**



The **METSABORG** seen arriving in St.Petersburg to load steel – **Photo : Leo Varekamp ©**

OLDIE – FROM THE SHOEBOX



Avonmouth Docks – On the sunny afternoon of 25 June 1970 a quartet of harbour tugs waiting for the next job. From left to right the tugs **SEA QUEEN**, **SEA MERRYMAC**, **SEA VOLUNTEER** and **SEA CHALLENGE**. All these tugs belongs to Sea Prince Steamtug Co. Ltd., C.J.King & Sons (Tugs) Ltd., Bristol or the Bristolian Steam Tug Co. Ltd, Bristol, United Kingdom. The **Sea Queen** was built in 1944 by Henry Scarr Ltd., Hesse as **EMPIRE WALTER**. In 1946 renamed in **SEA QUEEN**. She was powered by a Triple Expansion engine with 3 cylinders. **SEA MERRYMAC** was built in 1964 at Bristol, **SEA VOLUNTEER** was built in 1963 at Northwich and **SEA CHALLENGE** in 1967 at Hesse.

Photo : Capt. Frank Haalmeijer ©

.... PHOTO OF THE DAY



The **SKANDI ACERGY** seen in Rio de Janeiro – Photo : Leif Morten Stokka ©

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