



**SEAFARER  
OFFICERS  
SOCIETY  
MANILA**

**Number 026 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 26-01-2011**

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



## **OFFSHORE SUPPORT (DREDGING & WIND FARMS)**

OCEAN TOWAGE • MARINE SALVAGE / WRECK REMOVAL  
OFFSHORE SUPPORT (OIL & GAS) • HEAVY LIFT TRANSPORTATION



a company within the  
Tschudi Group

**TSCUDI**

[sales@itctowage.com](mailto:sales@itctowage.com)  
[www.itctowage.com](http://www.itctowage.com)



**Noble Scott Marks seen ready to be loaded on the Osprey in the Caland kanaal.  
Assisted by Kotug's RT Stephanie. Towmaster was Rob Breure.  
Photo : Bas van Hoorn ©**

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](mailto: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



**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](http://www.amarcon.com), [info@amarcon.com](mailto:info@amarcon.com)



In Rotterdam-Caland canal the **Noble Scott Marks** was loaded onboard the **OSPREY** as can be seen above  
Photo : Bas van Hoorn ©

## Persian Gulf Tanker Rates End Four-Day Climb on Surplus Ships

The cost of delivering Middle East crude to Asia, the world's busiest route for supertankers, ended a four-day climb because of a surplus of ships for hire. Charter rates for very large crude carriers, or VLCCs, on the industry's



benchmark Saudi Arabia-to-Japan trade route fell 0.3 percent to 46.91 Worldscales points, according to the Baltic Exchange in London. Returns from the route slumped 2.2 percent to \$9,211 a day. "Confidence is lacking" among shipowners because too many vessels are competing for available cargoes, SSY Futures Ltd., a unit of the world's second-largest shipbroker, said in an e- mailed report today. Rental income has been below the \$31,300 a day that Frontline Ltd., the biggest operator of supertankers, needs to break even on the vessels since Nov. 9, according to Baltic Exchange data. Worldscales points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in U.S. dollars a ton, are revised annually by the Worldscales Association in London to reflect changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch. The Baltic Dirty Tanker Index, a wider measure of crude-oil transportation costs, fell 0.3 percent to 664 points, according to the Baltic Exchange. It's declined for 17 consecutive sessions. **Source: Alaric Nightingale, Bloomberg**



The new **GMS Endeavour** seen jacked up at the Esnaad base in Musaffah, UAE for thruster installation. The barge will enter her charter later this year on the North Sea for installation of wind turbines at the Sheringham Shoal windfarm off the English east coast. **Photo : Bas de Blok ©**

## **Seaway Heavy Lifting**

### **Offshore installation**

- Platform installations and removals
- Globally available
- 5000 mt crane capacity

**Seaway Heavy Lifting**



Albert Einsteinlaan 50, 2719 ER Zoetermeer  
The Netherlands  
e-mail : [info@shl.nl](mailto:info@shl.nl)





The **POSH BALI** seen arriving in Al Shuwaikh, Kuwait, preparing for a project in Iraq – Photo : Nico Vos ©

## 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**

## **Economic woes in US, Europe still cast shadow on local shipping sector**

Despite the rosy outlook of seaborne container trade anticipated this year in continuation of last year's growth, there are several negative variables that could still cloud the positive sentiment. Maritime Institute of Malaysia senior fellow Nazery Khalid said Malaysia, being a trade-dependent country, would be subjected to the economic performance of countries it traded with and the economic woes of the United States – a key trade partner – were not likely to improve soon.

"The eurozone crisis might add to the gloom; already Portugal is feeling the contagion effect of a crisis that has hit Ireland and Greece. Naery Khalid says the US economic woes are not likely to improve soon. "And China's effort to ease economic growth to prevent overheating could also have an adverse effect to Malaysia's trade and ports' performance in the near term," he told StarBiz. According to Nazery, the World Bank projected that China's economy would grow at an average of 8.4% over 2011-2015 and 7% over 2016 to 2020, compared with the double-digit average annual growth it registered in the past decade.

"Other quantitative easing measures by several major trading countries may also dampen a sharp rebound in global economic and trade growth, and this will obviously have a telling effect on Malaysia," he said. Although Malaysia's economy emerged largely unscathed from the global recession, Nazery said recently-released domestic figures suggested that the country was not entirely immune to the devastating effects of the downturn.

Malaysia's exports in October 2010 slumped to an 11-month low, with a mere 1.3% growth recorded year-on-year, despite the economy posting a strong growth of 8.1% in the first three quarters of 2010. "Also, the specter of huge new tonnage coming into shipping trades such as container and bulk will add downward pressure to freight rates.

"It would be unlikely that these vessels would be able to find demand for such cargos to be able to match the supply of the vessels carrying them," he said. To recap, Minister of Transport, Datuk Seri Chong Kong Ha recently announced that that Malaysian ports handled a total of 18.4 million 20-foot equivalent units (TEUs) last year. This commendable figure was a 14.8% increase from the 16.04 million TEUs of total container throughput recorded by local ports in 2009.

The minister has forecast a 7% year-on-year growth in total throughput in 2011. Nazery said the confidence of a productive year for local ports this year was not misplaced as economic indicators pointed to decent growth for Malaysia's trade and economy this year, in line with improving global economic sentiment.

World Trade Organization projected global trade to grow 13.5% this year, compared with its earlier growth forecast of 10%. Meanwhile, Bloomberg recently reported that Asian exports that helped power the world recovery last year were poised to grow more slowly as the region's manufacturing rebound eases and the US unemployment restrains consumption after a post-recession spending spree.

According to the newswire, Container traffic growth in Shanghai, Singapore and Hong Kong, the world's busiest ports, has cooled since the first half of last year. Singapore exports in 2011 may rise at a third of last year's pace of as much as 24%, according to DBS Group Holdings Ltd. The island's government joins Taiwan and South Korea in predicting smaller gains in overseas sales.

While seaborne container trade outlook is still on cautious mode, shipping companies that were severely battered when freight rates plunged during the height of the global economic crisis, were slowly "restoring" their rates in tandem with the increase demand for their services. Maersk, the largest container shipping company globally, had on Dec 22 announced general rate increase for its Middle East- Europe service for the first quarter of this year.



CMA CGM in its revenue restoration programme has also embarked on new rate restoration and surcharges for a few of its services this month. **Source : the Star**



The **TORM ANNA** seen in partly TORM colors, the funnel is already in the new “owner” colors, AIS is showing the new name **ANNA VICTORIA**, above the vessel is seen moored in the Sloehaven in Vlissingen

Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)

## SKorea releases video of raid on hijacked ship

South Korea released a video Sunday of a dramatic raid by commandos on a hijacked ship in the Arabian Sea that rescued all 21 crew members and killed eight Somali pirates. The 4 1/2-minute video provided by the military shows parts of the pre-dawn raid Friday, which came a week after pirates seized the cargo ship and its crew of eight South Koreans, two Indonesians and 11 Myanmar citizens.

The video shows South Korean commandos in a small boat readying to climb onto the freighter amid gunshots. The commandos are then seen trying to enter a door and then bringing out some hostages, with a navy helicopter shining searchlights on the vessel.

[http://www.youtube.com/watch?v=EKYbba2fJfE&feature=watch\\_response](http://www.youtube.com/watch?v=EKYbba2fJfE&feature=watch_response)

Later, several captured Somali pirates are shown kneeling on the ship as South Korean soldiers carrying rifles stand nearby. The video, taken by a nearby South Korean destroyer, shows the 1,500-ton chemical carrier **Samho Jewelry** pockmarked with bullet holes. None of the crew members was injured except for the captain, who was shot in the stomach by a pirate but his condition is not life-threatening, according to South Korea's military.

In November, a South Korean-operated supertanker and its 24 crew—five South Koreans and 19 Filipinos—were freed after seven months of captivity amid reports that a record ransom of up to \$9.5 million had been paid to Somali pirates.

Friday's raid was a triumph for South Korea's president and military. Both came under harsh criticism at home for being too slow and weak in their response to a North Korean attack in November on a South Korean island near disputed waters that killed two marines and two civilians. It came on the same day that Malaysia's navy successfully rescued a chemical tanker and its 23 crew members from Somali pirates. Seven pirates were apprehended. Despite the two recent successful raids, the European Union Naval Force has said it will not follow suit because such raids could further endanger hostages. Somalia has not had a functioning government since 1991, during which time piracy has flourished off its coast.

There are now 29 vessels and 703 hostages being held by pirates off the coast of Somalia. The country lies next to one of the world's most important shipping routes, which connects the Indian Ocean to the Suez Canal and the Mediterranean Sea beyond.

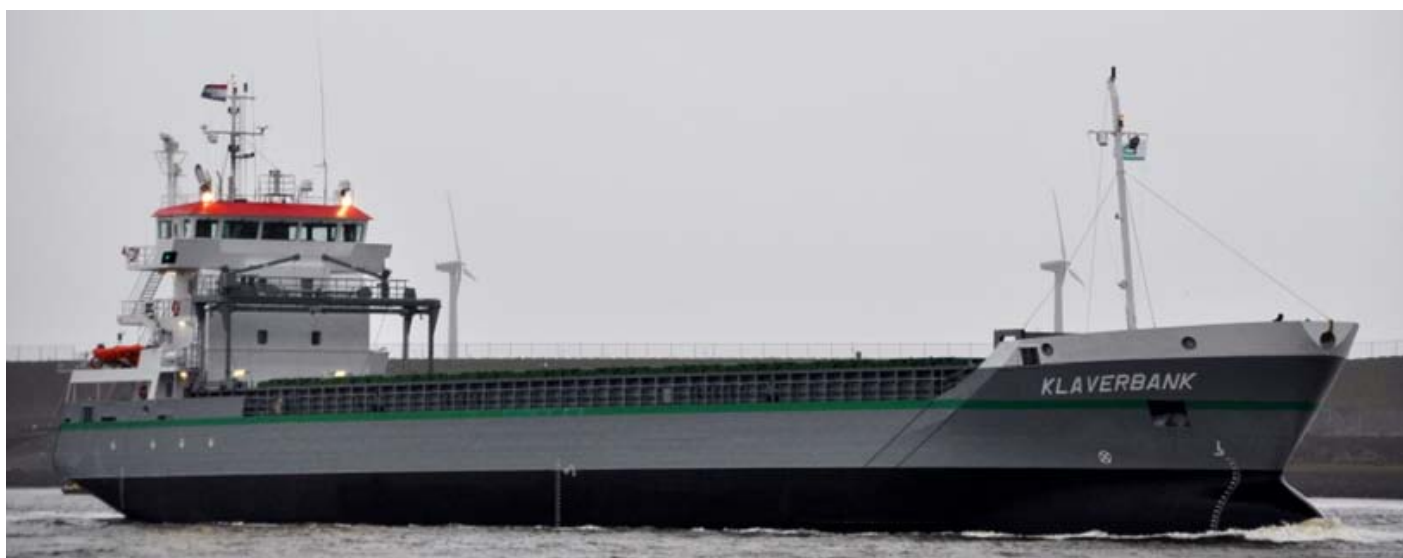


The **THIALF** seen from the **GENMAR HERCULES** in Rotterdam – Europoort – Photo : **Luuk Silvius** (c)

## **Somali pirates threaten to kill Korean hostages**

Somali pirates threatened on Sunday to kill any South Korean seamen they take hostage in future in revenge for the killing of eight pirates by South Korean troops who stormed a hijacked vessel, Reuters reports. Pirates from two bases on the Somali coast said they were taking some crews held as hostages off their vessels and moving them inland in case of more rescue attempts by the fleet of foreign warships patrolling off the lawless country's shores. Somali pirates typically do not harm their captives because they expect to negotiate a lucrative ransom for the release of a vessel. But now they say they want to avenge the deaths of their comrades. "We never planned to kill but now we shall seek revenge," a pirate who identified himself as Mohamed told Reuters by phone. "We shall never take a ransom from Korean ships, we shall burn them and kill their crew. We shall redouble our efforts. Korea has put itself in trouble by killing my colleagues," he said from the pirate haven of Garad. South Korea's navy rescued all 21 crew aboard the chemical carrier **Samho Jewelry** on Friday. The vessel belonged to Samho Shipping, whose oil supertanker **Samho Dream** was released in November after being held by Somali pirates for seven months.

The pirates said they had received a record ransom of \$9.5 million for the release of the supertanker. "We have started taking the crew of (hijacked) ships inland and we have tightened our security. We lost great men in the fight with South Korean commandos," said a pirate called Hussein. It was not possible to verify the movement of hostages. A Kenya-based maritime official told Reuters pirates often transferred crews when panicked but expressed doubts over the threat to kill Korean crews. "They are jumpy right now and they could do anything. But their main objective is always money," said Andrew Mwangura, head of the East African Seafarers Assistance Programme. A report earlier this month estimated the cost of piracy globally at \$7 billion to 12 billion a year, and said the frequent hijackings off the Horn of Africa were driving up shipping costs in the Indian Ocean. **Source : PortNews**



The **KLAVERBANK** (ex **ICEBORG**) seen in Ijmuiden – Photo : Marcel Coster (c)

## Icebreakers release ice-bound Russian ship in Sakhalin Bay

Russian icebreakers the **Admiral Makarov** and the **Krasin** towed to clear water refrigerator vessel **Bereg Nadezhdy** during salvage operation in the Sea of Okhotsk, RIA Novosti reports citing Russian Federal Fishing Agency.

"The refrigerator vessel is out of danger. In the next few hours, after refueling, the icebreakers will return for the **Sodruzhestvo** mother fishery ship," RIA Novosti quoted Alexander Savelev, a spokesman to FFA as saying. Several Russian ships, the **Bereg Nadezhdy**, the research vessel **Professor Kizevetter** and the mother fishery vessel **Sodruzhestvo** have been ice-bound since Dec. 31, 2010. Later, a distress signal was received from the **Mys Yelizavety** and the **Anton Gurin**. The salvage operation was carried out by three icebreakers. The **Krasin** icebreaker is currently heading to the scene to tow the **Sodruzhestvo** to clear water. The **Victoria** bunker tanker is expected soon to charge the icebreakers participating in the salvage operation. Source: [rian.ru/](http://rian.ru/)

## 'Vessel supply will outpace cargo demand through 2011'

Ocean container carriers face overcapacity for at least another 12 months as the supply of new ships outpaces slowing cargo demand, an industry analyst forecast.

The global container ship fleet will expand by an average annual rate of 8.7% over the next two years, with 1.2 million 20-foot equivalent units due to be delivered in 2011 and 1.33 million TEUs in 2012, Paris-based Alphaliner said. This falls short of the average annual 1.37 million TEUs of deliveries in 2006-2008 but "the level of capacity additions remains a key concern for the industry," Alphaliner said. A large part of the 1.2 million TEUs of new capacity added in 2010 was absorbed by increased cargo demand fueled by the rapid recovery of the global economy. But cargo demand is expected to slow significantly to below 8% in 2011 from an estimated 13.6% in 2010. The average growth rate of the world's five largest container ports, all in Asia, slowed to 8% in the final three months of 2010 from 18% through the first three quarters "with the trend towards slower growth likely to persist in 2011," said Alphaliner. The slowing of demand in the fourth quarter of 2010 has already started to impact ocean carriers' load factors. The market's focus has now shifted to vessel utilization levels over the next two months as these will determine the direction of ocean freight rates after China's Lunar New Year celebrations. Source: [The Economic India Times](#)





The **TORM ORIENT** seen enroute Amsterdam – Photo : H. Blomvliet (c)



Minimize expenses without jeopardizing the quality of maintenance on diesel engines.

**OEM stockist for:**

- SWD: R150, DRO210, F240, SW280, TM410
- Sulzer: Z40/48, ZA40(S), 25/30
- ABC: MDX, DZ
- Other European-built four-stroke engines

[info@ruysch.nl](mailto:info@ruysch.nl) [www.ruysch.nl](http://www.ruysch.nl)



## Japanese activists bring aid to Colombia

A ship carrying survivors of the 1945 atomic bombings of Hiroshima and Nagasaki left Japan Sunday for a trip that will take the **Peace Boat** to Colombia on February 25.

The ship will arrive in Cartagena to unload humanitarian aid for victims of last year's devastating rainy season that left hundreds of thousands of Colombians homeless and destroyed the infrastructure in a large part of the country.

The ship's main goal is to advocate against the use of atomic weapons. Patricia Cardenas, Colombia's ambassador to Japan, thanked the peace activists for bringing humanitarian aid and said that "projects in favour of peace have no

borders or cultural limitations," adding that "the message of a world without nuclear weapons will be heard in many countries."

The ship will visit Tahiti, Peru and Panama before arriving in Colombia. **Source : colombiareports.com**



The **AHT PROVIDER** seen in Southern Tuas Basin in Singapore yesterday – **Photo : Piet Sinke ©**

## De 424-ste deelhebbersvergadering van "De Buul"

Op de derde vrijdag van het nieuwe jaar, dus dit was deze keer 21 januari, vond traditioneel de deelhebbersvergadering van 's werelds oudste zeeliedenverzekering, het Grootschippersbuidel van de vijf Oostersche dorpen, oftewel de Buul te Hoorn plaats in café "Zonneweelde". Deze avond voor de 424-ste keer.

Op de bestuursvergadering, die plaats vond op 7 januari in restaurant "Koegelwieck" werd de deelhebbersvergadering als vanouds grondig voorbereid, zodat het bestuur op die avond de agenda vlot af kan werken. De bestuursvergadering werd zoals gebruikelijk afgesloten met een warme maaltijd, waarvoor kok Arien weer 15 eenden had gebraden voor net zoveel bestuursleden.

Op deze 424-ste deelhebbersvergadering kon voorzitter Auke Sil Ruijg 44 deelhebbers, 1 aspirant-deelhebber, een penningmeester en een secretaris welkom heten. De agenda werd in een zeer vlot tempo afgewerkt. Notulen, jaarverslag en financieel verslag werden onveranderd goedgekeurd en ondertekend. Een traditioneel agendapunt is het kiezen van nieuwe bestuursleden uit dubbeltallen. Van het bestuur treedt jaarlijks de helft af, zodat er ook steeds weer nieuwe bestuursleden gekozen moeten worden. Voor de komende twee jaar zijn dat J.P. Obendorfer, vertegenwoordiger voor Oosterend, A. de Boer voor Hoorn, R. Hoeve voor Lies, G. Buren voor Formerum en C. A. Delhez voor Landerum. Daar voorzitter Auke Sil Ruijg voor één jaar benoemd was moest er ook een nieuwe voorzitter gekozen worden. Na kort beraad wordt Jenó Obendorfer hiervoor gekozen. Commissaris H. Muijskens is ook aftredend, maar heeft zich herkiesbaar gesteld. Met overgrote meerderheid van stemmen wordt hij opnieuw voor een periode van drie jaar benoemd.

Een spannend moment blijft altijd de verloting van de denkbeeldige stoel, eertijds ingesteld om het vergaderbezoek te stimuleren. Oorspronkelijk was het een echte stoel, later is dat veranderd in een geldbedrag. Gelukkige winnaar werd Johan Visser, die het bedrag doneerde aan het drenkelingenfonds, thans in beheer bij de Stichting Ons Schellingerland. Volgend jaar bestaat de Buul 425 jaar. Besloten werd om ter gelegenheid hiervan met zijn allen op een reis te gaan en vanuit de zaal kwamen al diverse suggesties voor een verdere invulling van die dag. In ieder geval heeft de plaatselijke varkenshouder al laten weten dat hij bereid is een varken beschikbaar te stellen voor aan het spit.

In het najaar zal het bestuur een datum vaststellen. Na het nuttigen van de roggebrood met bargskop vertelde Hille van Dieren ons het verhaal over het vergaan in 1953 van het schip "**Westland**", waarvan de opvarenden nooit gevonden zijn. Dit schip bleek te zijn vergaan benoorden Terschelling. Het schip werd na de storm nooit gevonden en voor de nabestaanden van de bemanning bleef het een mysterie. Pas in 1986 werd het wrak gevonden en heeft het duikteam er op gedoken. En het toeval wil dat hij later in zijn wrakkenmuseum een dochter trof van één van de verdronken opvarenden. Voor haar gaf het toch een vorm van zekerheid dat het wrak gevonden was. Na het zingen van het clublied "Hoe vrolijk is 't op zee te varen", duurde het nog lang voordat de laatsten huiswaarts keerden.

Door : **Douwe Stada**, secretaris.

## **Charter Rates Rise on Strong Cargo Demand**

Container ship charter rates are edging higher as ocean carriers compete for a limited volume of available tonnage to keep pace with strong cargo demand on key trade routes. Carriers are boosting their overall capacity with charter

ships even as spot freight rates are drifting lower on the Asia-Europe and trans-Pacific trades, undermining efforts to push through general rate increases that took effect at the beginning of the year. Cargo demand rose 12 percent in 2010, outpacing an 8.5 percent increase in capacity, according to London shipbroker Clarkson, as world trade rebounded stronger and faster than expected from the global economic recession. Market fundamentals are expected to favor carriers through 2011 though the demand/supply gap will narrow as shipyards step up deliveries of new vessels. The positive sentiment has pushed up charter rates for all ship sizes reflecting the growth in cargo demand on most trade routes.

A 3,500 20-foot equivalent unit gearless sub-Panamax ship is currently earning \$14,500 a day compared with an average of \$13,250 in 2010 and \$6,575 in 2009, according to Clarkson. A standard 4,250-TEU vessel is fetching just over \$23,000 a day on a two year time charter against \$22,555 at the beginning of the year, according to the Hamburg Shipbrokers Association. The Association's ConTex index of time charter rates for five ship sizes, from 1,100 TEUs to 4,250 TEUs, fell to 548 at the end of November from a 2010 high of 601 in mid-October. It has recovered to 578. Container ship owners, who suffered big losses on vessels chartered out in the 2009 slump, are limiting the length of fixtures in the belief that rates will continue to strengthen as carriers seek tonnage ahead of the peak shipping season in the summer. Some carriers, including Geneva-based MSC, are holding off from taking on new tonnage because they expect rates will soften as more ships come onto the market. The container ship order book amounts to around 28 percent of the existing fleet but "with little [laid up] capacity left to re-activate and continued trade growth forecast for 2011, at last the containership sector looks in better shape," according to Clarkson. **Source:** **Journal of Commerce**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**

## **Maersk better prepared for volatility**

Danish shipping and oil group A.P. Moller-Maersk is better prepared for volatility than before the crisis, and it aims to boost its presence in emerging markets this year, its chief executive said in a company newsletter.

Chief Executive Nils Smedegaard Andersen said in the monthly Maersk Post newsletter on Monday that the group's container shipping business is able to boost or reduce capacity on shorter notice, which made it better prepared for volatility. "Volatility will most likely be a key word for 2011 and some years beyond, but we are better prepared for it now than we were in 2008," Andersen said in a lead article. Global trade would continue to grow, particularly in emerging markets, he said. "(Emerging market) economies are developing rapidly, and a growing middle class demand more imported consumer goods," Andersen said. "We already have a strong presence in emerging markets, but one of our priorities for 2011 is to tip the balance of our business from the 'old' to the new markets and dedicate even more attention and investments for them," Andersen said. "We are making very good cash flows and good profits, which



means we have the strength to invest at the moment, probably also more strength than many of our competitors," Andersen said in an interview with the newsletter. He said the biggest challenge is to identify the right projects in energy, trade or infrastructure, and then work to get them. Andersen reiterated that it was a priority for the Maersk group to strengthen its oil and gas business in 2011, both in terms of reserves and operational capabilities.

Source: Reuters

## Salvage of capsized Rhine tanker may take weeks

Shipping on the river Rhine in central Germany remains partially blocked to shipping for the twelfth day by a capsized tanker loaded with sulphuric acid and salvage work could last another two to three weeks, the German inland navigation authority said on Monday, Reuters reports .

The river remains closed for northbound sailings but southbound sailings are being undertaken, a spokesman for the authority said. It was not possible to say when northbound sailings could resume, he said. No significant cargo volumes have escaped, he said. Two additional pontoons had arrived to help stabilize the vessel.

Two missing crew members have still not yet been found. The tanker, named **Waldhof**, is owned by unlisted German transport group Lehnkering. The ship was carrying acid for German chemicals company BASF (BASF.DE) from its works in Ludwigshafen in Germany to the Belgian port of Antwerp.

The Rhine is an important shipping route for commodities including grain, minerals, coal and oil products including heating oil. It is also a major route for Switzerland's commodity imports. The association of German inland shipping companies BDD said on Monday vessel operators were facing major losses because of the incident. "The average revenue loss of a Rhine ship is up to 4,000 euros (\$5,423) per ship per day depending on vessel type and size," said BDD president Gunther Jaegers. "The revenue losses are already running into millions." He stressed the association had no criticism of the authorities' handling of the incident.

See the live cam at the location : <http://www.swr.de/tv/-/id=2798/nid=2798/did=7507736/u2wwhr/index.html>

## Somali pirates hijack German ship

Somali pirates have hijacked the German-owned ship MV **Beluga Nomination** with multinational sailors on board in the Arabian Sea, off the Republic of Seychelles. The vessel was stormed 100 kilometers (62 miles) off the Seychelles in the Arabian Sea on Monday, Ukrainian Foreign Ministry said in a statement.

The ship was carrying 12 sailors, including Ukrainians, Filipinos, Poles and Russians, when it was captured, the statement added, without giving the number of nationals from each country. Around 1,200 sailors were taken hostage by pirates in 2010, mostly in the Indian Ocean -- a figure described by the International Maritime Bureau as alarming.

Source : Siasat Daily

## Divers ask that maritime grave be respected

DIVERS WHO discovered a first World War German U-boat which was lost off the Cork coast in 1917 resulting in the death of all 27 crew members have asked that the maritime grave not be interfered with. The **UC42** was launched in September 1916 and was lost on September 10th the following year off Cobh, or Queenstown as it was known, in Cork after one of her own mines exploded, damaging the stern and killing all 27 crew. The vessel had been laying mines in the harbour.

On November 2nd, 1917, divers from the Haulbowline dockyard positively identified the U-boat as **UC42**, noting the stern damage to the submarine and the presence of the bodies of some of the German submariners.

Cork Institute of Technology chemistry student and amateur diver, Ian Kelleher, said he was intrigued by the story of a U-boat lost at his own "back door". He and his fellow diver Niall O'Regan finally discovered the U-boat in 27 metres of water just off Roches Point in Cork on November 6th last after several years of searching for the vessel.

The divers found a 38-metre submarine in good condition with the inner pressure hull intact. It was positively identified by a stamp on the bottom of the propeller. Mr Kelleher said the locating of the U-boat was the end of a "major adventure". He urged members of the diving community to be respectful of the grave site. "I do believe it will be a magnet for divers. But it is a grave. We have treated it as such, we have made a plaque for the crew. Anyone who dives it we would urge them to look but to not touch and to respect it as such."

The dive team laid a plaque near the submarine's propellers to act as a memorial to the submariners entombed in UC42. The plaque was donated by John O'Mahony of Complete Signs. Prior to its loss in 1917 the **UC42** sank 13 vessels and disabled a warship of 1,210 tonnes displacement.

In 1918 the submarine was dived by Haulbowline and American divers in an effort to disarm the mines and torpedoes still aboard. It was widely believed that in July 1919 divers using explosives from **HMS Vernon** had destroyed the submarine. Many divers have since searched for the remains of **UC42** around Cork Harbour with no luck, until the recent dive by Mr Kelleher and Mr O'Regan. A local team of five divers, including the two, had spent several years carrying out a methodical search of the greater harbour area determined to find the remains of the submarine. Their labours finally paid dividends when Mr Kelleher and Mr O'Regan identified the submarine. The dive team consisted of Mr Kelleher, Mr O'Regan, Philip Johnston, Eoin McGarry and Timmy Carey.

Over the past few weeks the divers have videoed and photographed the submarine and taken various measurements to record the wreck's condition. **Source : Irish Times**

## **CASUALTY REPORTING**



**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](mailto: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.**

## **Fuel-laden tanker in ablaze in Severodvinsk, two victims reported**

The MHC-3500 tanker is on fire at Severodvinsk, the regional Arkhangelsk EMERCOM's press service said. According to preliminary information, the tanker is laden with 34 tons of fuel used for heating the vessel during the winter and 2 tons of diesel fuel. The tanker's crew - 23 people. There were 4 people on board when the ship took fire. The local emergency agency said the hotbed of fire was in the engine room. Two men trying to cope with the fire suffered hands burns and other injuries. The victims were not hospitalized. Specifications of vessel: length - 58 m, beam - 9,2

m, draft 2,8 m. The ship was built in the 50s. There are 64 firefighters and 14 vehicles at the site trying to put out the fire. Source : PortNews

## NAVY NEWS



Above seen HMNZN "[Canterbury](#)" docked at Devonport Marinebase, Auckland (NZ) the Multi Role Vessel is built at IHC Merwede Shipyard (The Netherlands) under yard Number 705, and delivered 2006 to the New Zealand Navy

Photo : [Sander van der Steen](#) (c)

## Navy sex report 'not good reading'



[HMAS SUCCESS](#) seen moored in Singapore recently for a large conversions – Photo : [Richard van der Werf](#) (c)  
[HMAS Success](#) under fresh misconduct probe Defence Minister Stephen Smith says a Commission of Inquiry report into allegations of sexual misconduct on [HMAS Success](#) "does not make good reading". The Defence Force has received the first part of the report into alleged misconduct on board the Navy ship between March and May 2009. The



inquiry was told there was a predatory culture on board the ship, with younger female crew members coerced and bullied into having sex during deployments to the Philippines, China, Hong Kong and Singapore.

Mr Smith received a copy of the report at the weekend and says he plans to release as much of it as as he can when Parliament resumes next month. "To be blunt about it, it doesn't make good reading - either about the suggestions of individual conduct, nor the suggestions of discipline, nor the suggestions of a particular type of culture," he said. The Chief of the Defence Force, Air Chief Marshal Angus Houston, says the report "raises very serious issues", including cultural and institutional concerns. He says it is going to take a while to consider the report's findings and expects to receive the balance of the report from inquiry president Roger Gyles in mid-2011. "At my request, the second part of the report will include consideration of how we conduct administrative inquiries within the Australian Defence Force and possible improvements to our inquiry and related processes," he said. **Source : ABC Online**

## **Dutch frigate opens fire on pirate ship**

The Dutch frigate **HNLMS De Ruyter** opened fire on a ship carrying pirates in the Arabian Sea on Friday, according to the Dutch Ministry of Defence. At the end of the afternoon, a helicopter discovered a suspected pirate mother ship 40 kilometres away from the frigate. The ship did not respond to radio signals to identify itself and failed to stop when warning shots were given.

As the Dutch frigate could not be certain there were no hostages on board the pirate ship, marksmen destroyed a skiff on the deck of the mother ship rendering it impossible for the pirates to carry out attacks on other vessels. Pirates off the east coast of Africa often use smaller boats to attack merchant ships in the vicinity of mother ships.



**Photo : Dutch Navy**

**HNLMS De Ruyter** is taking part in the NATO mission Ocean Shield, patrolling the waters off east Africa until the end of February. The NATO mission began in 2009. **Source : RNW**

## **SHIPYARD NEWS**



**Global Ship Delivery & Crewing Solutions**



**www.tos.nl**

## **Hyundai Heavy Industries to build two VLGCs for Petredec**

Korea-based shipbuilding giant, Hyundai Heavy Industries (HHI) is likely to win another pair of very large gas carriers (VLGCs) from Petredec, which are expected to be delivered in 2013. The pair might cost around US\$75m each, a source said. Petredec has ordered two 82,000cbm ships at HHI last year for delivery in 2012-2013.

Source: seatrade-asia

## Textron Marine & Land Systems Launches Motor Lifeboats for Mexican Navy

Textron Marine & Land Systems, an operating unit of Textron Systems, a Textron Inc. company, announced the acceptance of the sixth Motor Lifeboat (MLB) contracted by the Mexican Navy. The first five of the contracted MLBs have been delivered to Mexico with the sixth craft scheduled for delivery to Mexico in the first quarter of 2011.

"The MLB has proven invaluable to the U.S. Coast Guard for more than 20 years with its unsurpassed rough sea search and rescue capabilities."



. The Mexican Ministry of the Navy contracted with Textron Marine & Land Systems in 2008 to build the MLBs modeled after the Textron Marine & Land Systems designed craft currently in operation with the U.S. Coast Guard. Textron Marine & Land Systems delivered the first five MLBs in seven months, during which time crew training was also completed.

"We are extremely pleased with the workmanship and performance of the Motor Lifeboat," said Admiral Vidal Francisco Soberon Sanz, of the Mexican Navy. "All of the craft were delivered on schedule and the training our crews received from the Textron Marine & Land Systems team has been of the highest quality."

The 47-foot self-righting vessel strengthens the search and rescue capabilities of the Mexican Navy, which generally consist of 17 Search and Rescue Naval Stations. The addition of MLBs fulfills the requirements for search and rescue operations in adverse weather conditions. MLBs are currently operating on both coasts of Mexico in locations such as Ciudad del Carmen in support of search and rescue operations in the Mexican off shore oil fields, as well as Ensenada, Cabo San Lucas, Isla Mujeres, and Tampico in support of search and rescue efforts during hurricane season.

"The MLBs delivered to Mexico have already been put to the test in operations through the 2010 hurricane season on both coasts, serving the Mexican Navy admirably," said Textron Marine & Land Systems General Manager Tom Walmsley. "The MLB has proven invaluable to the U.S. Coast Guard for more than 20 years with its unsurpassed rough sea search and rescue capabilities." Source : Textron

## Keppel Delivers Second KFELS N-Class Jack-up to Rowan

Keppel FELS Limited has delivered the KFELS N-Class jack-up rig, the Rowan Stavanger, to Rowan Companies, Inc. safely, on time and within budget. The second of three KFELS N-Class rigs being built for Rowan, this high-specification jack-up design is a product of Keppel's rich experience in constructing rigs for the North Sea region since 1985. The rig was named the [Rowan Stavanger](#) at Keppel FELS by Lady Sponsor, Mrs. Amy Ralls, spouse of Mr. Matt Ralls, President and Chief Executive Officer of Rowan. Rowan President and CEO Matt Ralls, said, "Our acquisition of Skeie Drilling and Production and three high-specification KFELS N-Class rigs in the third quarter of 2010 has strengthened Rowan's market-leading position worldwide for jack-ups with hook-load capacities of two million pounds or more while providing us with the additional capacity to meet our customers' stringent operating requirements for their most challenging wells."

"Our first KFELS N-Class jack-up, the **Rowan Viking**, is expected to commence a 19-month assignment in the UK sector of the North Sea with Total UK in March 2011. The Rowan Stavanger is yet another outstanding product of the talent and hard work demonstrated by the Keppel FELS and Rowan project teams. The high-spec KFELS N-Class rigs are among the most capable jack-ups in the world and we are very pleased to add them to the Rowan fleet."

The KFELS N-Class jack-up has been designed and equipped for demanding drilling requirements in harsh weather environments, including the Norwegian market. The proprietary design of Offshore Technology Development (OTD), Keppel's R&D arm, the robust KFELS N-Class rig is able to operate efficiently in some of the harshest offshore environments in the world. The KFELS N-Class design is in full compliance with the demanding and technically challenging requirements of rigs operating in the Norwegian sector of the North Sea. At 568 ft (extendable to 598 ft) or about 56 stories tall, this jack-up unit can operate in severe weather conditions in water depths of 400 to 500 feet, which are 40% deeper than traditional units in benign waters. It is also able to drill to depths of 35,000 feet, which is 15% deeper compared to existing harsh environment jack-up rigs.

Wong Kok Seng, Managing Director of Keppel FELS, said, "In recent times, Norwegian oil companies have expressed their intent to drill additional exploration wells in 2011. Some 60 wells have been identified and 23 are located in the North Sea. "In addition to the growing high-specification jack-up market, this bodes well for companies with ready-to-drill premium jack-ups in hand. We trust that the N-Class jack-ups will prove to be valuable assets to Rowan as it answers the call for demanding drilling services."

Equipped to provide customers with the flexibility of undertaking drilling and production concurrently, the high-specification KFELS N-Class rig has features that allow drilling to take place at two positions 26 feet apart. This special design allows the jack-up to accept process modules for production activities while having concurrent drilling activities at the secondary cantilever position. The two cantilever drilling positions also provide an exceptionally wide drilling envelope. Construction of the third KFELS N-Class rig at Keppel FELS, which is to be named the Rowan Norway, is on schedule with expected delivery in the second quarter of 2011. Over in the US, Keppel AmFELS has successfully delivered three of four Rowan EXL-Class jack-up rigs (Enhanced Super 116E) to Rowan safely, on time and within budget. The fourth EXL-Class rig is presently under construction with expected delivery in the first quarter of 2012.

Source : MarineLink

## **ROUTE, PORTS & SERVICES**



**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.

**Redwise**  
GLOBAL SHIP DELIVERY & CREWING

[www.redwise.com](http://www.redwise.com) [info@redwise.nl](mailto:info@redwise.nl)

## **Costamare Inc. Announces Completion of Financing for Three Newbuild Containership Vessels**

Costamare Inc., one of the world's leading owners and providers of containerships for charter, announced that it has finalized the financing arrangements for the three newbuilding contracts which were identified in its initial public offering ("IPO") prospectus in November 2010.

The containerships, each with a capacity of about 9,000 TEU, will be constructed by Shanghai Jiangnan Changxing Heavy Industry Co., Ltd. for a contract price of \$95,080,000 per vessel and are scheduled to be delivered between



November 2013 and January 2014. The Company has entered into time charter agreements with MSC for the employment of each vessel immediately upon delivery, for duration of ten years at a daily charter rate of \$43,000.

The Company also announced the following acquisitions:

(a) The purchase of a 2,020 TEU vessel, built in 1991, which was acquired for a price of \$7,500,000. The vessel was delivered on January 7, 2011 and after its scheduled dry-docking is expected to be available to commence service in February 2011.

(b) The purchase of a 1,162 TEU vessel, built in 1995, which was acquired for a price of \$8,300,000. The vessel is expected to be delivered by the end of January 2011.

(c) The purchase of a 1,504 TEU vessel, built in 1996, which was acquired for a price of \$9,500,000. The vessel is expected to be delivered before the end of March 2011.

All three second hand vessels have been acquired with own funds.

Konstantinos Konstantakopoulos, Chairman and Chief Executive Officer of the Company said: "We are pleased to announce the conclusion of the financing arrangements for the three new building contracts with the participation of some of the most respected Chinese and European financial institutions. These vessels are expected to contribute approximately \$460 million of contracted revenues." "At the same time we are expanding our fleet with acquisitions of second hand assets, which, based on the vessels' technical specifications and our operational track record, we expect to charter at rates comparable to those offered for younger tonnage. Over the last four months we have acquired a total of 10 vessels, with a total TEU capacity in excess of 45,000 TEUs. Our balance sheet, together with cash flow from operations and access to undrawn credit lines and bank debt, will allow us to grow significantly on a prudent basis." Costamare Inc. is one of the world's leading owners and providers of containerships for charter. Costamare Inc. has 35 years of history in the international shipping industry and a fleet of 51 containerships, with a total capacity of 256,972 TEU. Costamare Inc.'s common shares trade on The New York Stock Exchange under the symbol "CMRE."

Source: Costamare Inc.



Above seen the 1973 built MLT flag and owned landing craft type ferry **CMS SEAHORSE** entering Mgarr Harbour, Gozo on Thursday 13th January 2011. This vessel is for sale/charter from Malta Maritime Services

[maltamaritimeservices@gmail.com](mailto:maltamaritimeservices@gmail.com)

Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)

## MSC plans to sell 49% of terminal business

The world's third biggest shipping line, Mediterranean Shipping Company (MSC), is willing to sell 49 percent of its port operations, valued at up to US\$2 billion. MSC is seeking an external investor but intends to keep its majority ownership in the segment as it will shore up the company's container business, Lloyd's List reported.

The Swiss player geared up for the divestment in 2009 but the market was struck by recession at that time and the company could not undertake any serious actions. MSC is the world's sixth largest container port operator and has a market share of 1.7 percent, according to UK shipping advisor Drewry. [Source: cargonewsasia](#)

## **Aries Marine fleet now totals 30 vessels**



Lafayette, La., based Aries Marine Corporation is set to celebrate its 30th anniversary on February 11 with the addition of two new platform supply vessels from Eastern Shipbuilding. Both are 292 ft Tiger Shark Class vessels of STX US Marine Design.

The first, Dwight S. Ramsay, named for the company's founder, is now in service. The second, Betty Pfankuch, will shortly join the fleet. These technically advanced 292 ft diesel electric vessels feature Tier II Low Emissions, ABS DP 2, FiFi 1 Classed, Butterworth tank cleaning system and extra-large capacities. You can see the specs [HERE](#)

The addition of these two vessels brings the total number of liftboats and supply boats in the Aries Marine fleet to thirty. [Source : MarineLog](#)

## **Drydocks World secures \$200m in loans for operations**

Drydocks World, the ship repair business owned by Dubai World, has secured US\$200 million (Dh734.5m) in loans to cover working capital over the next three months, The National reports. The agreement, announced by WAM, the state news agency, has been signed with seven of Drydocks World's existing creditors and is on a secured basis.

The announcement also confirmed the company was in talks with creditors to restructure the rest of its liabilities.

Drydocks World is among several businesses excluded from the restructuring of \$24.9 billion of debts held by Dubai World. The conglomerate is in the final stages of completing a deal to extend repayment terms on lower interest rates with more than 90 regional and international banks.

JP Morgan, the US investment bank, recently calculated Drydocks World had outstanding near-term liabilities of \$1.7bn, due to repaid in November. The Dubai Government statement said the \$200m facility "is available for drawing to provide working capital instruments [for example, refund guarantees and performance bonds] to [Drydocks World's] trading counter-parties in relation to new and existing contracts". "This facility is an important demonstration of the ongoing support for [Drydocks World] from our key banks," said Khamis Juma Bu Amim, the chairman of Drydocks World and its sister company, Maritime World.

"It will enable the company to continue to provide high-quality services to its customers from its yards in Dubai, Singapore and Indonesia. "[Drydocks World] is about to enter into discussions with representatives of its lenders to amend the terms of its core syndicated debt facility as well as for the provision of new long-term working capital facilities. This process is likely to be concluded in the coming months." Other parts of Dubai World outside the restructuring include the property company Limitless, the utility business Palm District Cooling, and Port and Free Zone World (PFZW). Combined, these three entities have debts of \$2.7bn maturing between March and September this year. Limitless is already in discussion with creditors over its \$1.2bn debts. The status of discussions over Palm District Cooling's \$500m liability is unknown. PFZW is the intermediate holding company between Dubai World and DP World, the international logistics business quoted on Nasdaq Dubai and planning to list on the London Stock Exchange this year. JP Morgan said dividends from DP World (\$110m in 2009) appeared to be the only source of cash flow for PZWF, which also owns the Jebel Ali Free Zone Authority. [Source : PortNews](#)





The 4 elements of the new 2nd Coentunnel, last fittings, before filling the building dock at Barendrecht. Transport from Barendrecht to Amsterdam via North Sea, is scheduled in March/April

Photo : Peter van der Wiel (c)

Worldwide liquid cargo services 24 hours per day, 365 days per year!



**MariFlex Pump Services B.V.**

Professionals in liquid cargo handling

Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650. The Netherlands. Telephone (24h) +31(0)10-434 44 45  
www.mariflex.net info@mariflex.net

## Fairstar Heavy Transport awarded new contract for the FJORD

Fairstar Heavy Transport NV (FAIR) has been awarded a contract by Grinaker - LTA Construction Nigeria Ltd., Nigeria, a member of the Worley Parsons Group. The Fairstar semi-submersible vessel **FJORD** departed from its home port in Rotterdam on January 21 and is now sailing to a rendezvous point in the vicinity of the Chevron EGTL facility in Escravos Nigeria. The total contract value is approximately USD 900 thousand and requires approximately six transportation/project days.

Chris Muilwijk, Sales Team Leader of the Fairstar Client Services Group, pointed out "The FJORD and her crew have a unique reputation in the marine heavy transport industry. No other vessel in the world can match the **FJORD's** combination of shallow draft and huge deck space. The sandbar at the entrance of the Escravos River continues to thwart the efforts of our competitors to provide transportation and support solutions for activities in and around the EGTL Project. We are pleased to be involved with Grinaker in this important assignment and we are well aware of who will be watching us perform" .

Philip Adkins the Fairstar Chief Executive Officer added, "Fairstar has strived to establish a reputation in the energy industry as a provider of marine heavy transportation solutions beyond the scope and imagination of our competitors. Our work for Northern Off-Shore above the Arctic Circle in the middle of a harsh Norwegian winter and the innovative launching of the Marettimo M in Sicily by the **FJELL** underscore the complexity of our products and highlight the value of our ships and the people who operate them. This new assignment is not especially significant in revenue terms.



However, it is critical in extending our reputation within our key client base. Leadership in our industry will be determined by commitment, innovation and performance, not by size."



The 1240 grt barge **STEMAT 79** seen shifting from Church wharf to Palumbo Shipyard, No 6 dock, Malta.

The 60 mtr long **Stemat 79** was assisted by the tugs, **SEA SALVOR** & **MARI**, of Tug Malta.

**Photo : Gejtu Spiteri (c)**

## **Widespread says Belgian company studies Chatham Rise**

Widespread Energy said Belgian dredging company Jan de Nul will undertake a mining concept study of the Chatham Rise rock phosphate project. Widespread has previously said that three dredging companies - Royal Boskalis, IHC Merwede and DEME - will carry out two jointly funded mining concept studies on the project.

Today it said a further jointly funded mining concept study will be carried out by Jan de Nul. Jan De Nul had already provided a preliminary mining report for Chatham Rise phosphate, and will now provide a more detailed study of the mining and riser systems based on its earlier engineering for similar projects and additional studies on the most critical items. The work will be performed around the use of Jan De Nul's large DP2 vessel **Simon Stevin**. When all the studies have been completed it will select an exclusive partner for a detailed concept design. Detailed concept design and production testing is expected to take at least 12 to 18 months. Widespread is operator of the project. Analysts have said that extracting rock phosphate from under 400 metres of water on the Chathams Rise is an ambitious project from both a mining and funding perspective. The mineral is used as a fertiliser. Local development of the resource would reduce imports.

Widespread Energy shares last traded at 10 cents each, down from 16 cents in November last year. **Source : Sharechat**



The **YEW CHOON 3** seen in Southern Tuas Basin in Singapore yesterday – Photo : Piet Sinke (c)

## Australia's Gladstone Port coal exports up to nearly 50 pct capacity this week

Australia's Gladstone Ports Corporation said on Tuesday it will export 500,000 tonnes of coal this week, nearly half of its usual capacity, after weeks of operating well below capacity due to flooding in Queensland, Reuters reports.

"By the end of next week we expect our stockpile to be over the million tonne mark and increasing," Leo Zussino, Gladstone Ports' Chief Executive said. The port, the third-largest coal port in Australia, has been operating at reduced levels for weeks as flooding hit northeastern Queensland state.

Queensland's coal export ports have been operating well below capacity so far this year as the impact of flooding in Australia's biggest coal-producing state takes its toll. "We forecast that the ports are operating at 55 percent, down from 85 percent in 2010," Australia and New Zealand Bank analyst Mark Pervan said in a client note on Tuesday.

A three-month period at those reduced rates would result in an 18.5 million tonne drop in export volumes-- 6 million tonnes thermal coal and 12.5 million tonnes coking coal. Dalrymple Bay Coal Terminal, Queensland largest coal terminal, said on Tuesday week that it is operating at about 70 percent of normal capacity to date this year.

Australia is the world's largest exporter of coking coal, used for steelmaking, and the world's second largest exporter of thermal coal after Indonesia. Utilities use thermal coal for power generation.

Disruptions in rail transport from inland mines to ports have played a major role in reducing exports. Australian coal freight operator QR National re-opened all its coal haulage lines as of last week, but is still at reduced capacity, with ANZ estimating QR National's coal rails are operating at 55 percent of capacity.

The company's Goonyella system, which rails coal into Dalrymple Bay Coal terminal is operating at 60 percent, while the Blackwater and Moura, which both transport coal into Gladstone Port, are operating at 40 percent capacity, ANZ said.

The rail line into Xstrata's Rolleston could be out for up to three months due to the impact from heavy washouts and landslides, according to ANZ. QR National said Tuesday it does not have an estimate for when the line into Rolleston will re-open. **Source : PortNews**

### **LOOKING FOR AFFORDABLE TV AT SEA?**

- Fully Automated, All-in-one
- High Quality Antennas, dish from 28cm up to 1.2m
- Built-in GPS
- Unsurpassed Dynamic Tracking
- DVB Signal Identification
- Built-in Auto Skew Angle Control System (Larger Antenna's Only)
- Embedded HD module and TriSat function
- User-friendly Operation
- Tune in Your Favorite HDTV Channels

[deepsea@alphatronmarine.com](mailto:deepsea@alphatronmarine.com)

[www.alphatronmarine.com](http://www.alphatronmarine.com)

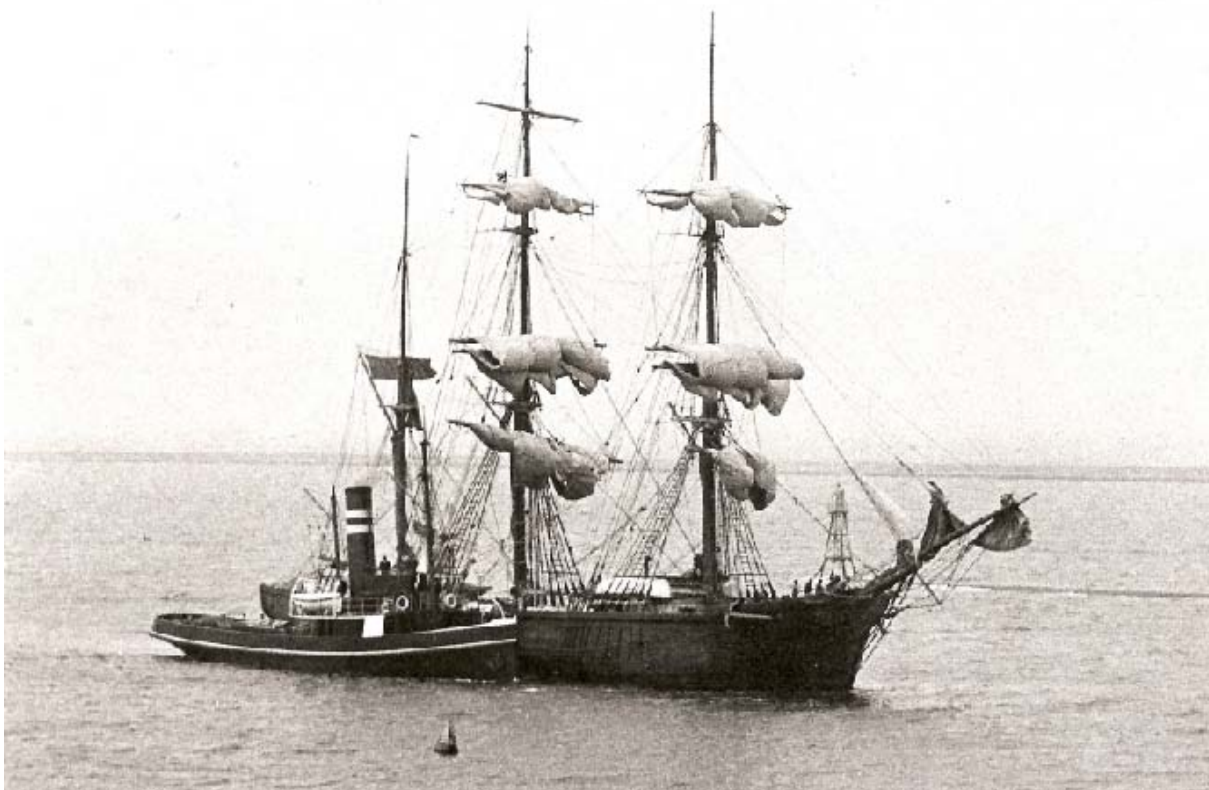


## **SAL launches world's largest heavy lift ship**

Germany-based Schifffahrtskontor Altes Land (SAL) has into service the world's largest heavy lift vessel and opened a new office in Singapore, Seatrade-asia reports. **Svenja**, which boasts a lifting capacity of 2,000 tonnes and speed of 20 knots, was built in six months at Siestas shipyard in Germany. SAL will be putting a sister ship into service in March this year.

The order for the two heavy lifters is worth 120m euros (\$163.8m). The 2000-tonne heavy lift capacity surpasses the 1,800 tonne capacity vessel owned by Dutch firm Jumbo Shipping. "We decided to stop at 2,000 tonnes but we might see vessels with higher lifting capacity in future," said Lars Rolner, managing director of SAL. **Svenja** can operate as an 'open-top' ship when transporting very large dimension cargoes, and it is equipped with a dynamic positioning system. The arrival of **Svenja** also marks SAL opening a sales office in Singapore, enabling the company to cover the Southeast Asian region such as markets in Indonesia, Malaysia and Indonesia. **Source : PortNews**

## **OLDIE – FROM THE SHOEBOX**



The **Cyclop**, brand-new when the picture was made in June 1898 in IJmuiden.

**Photo : coll Joop Marechal.**

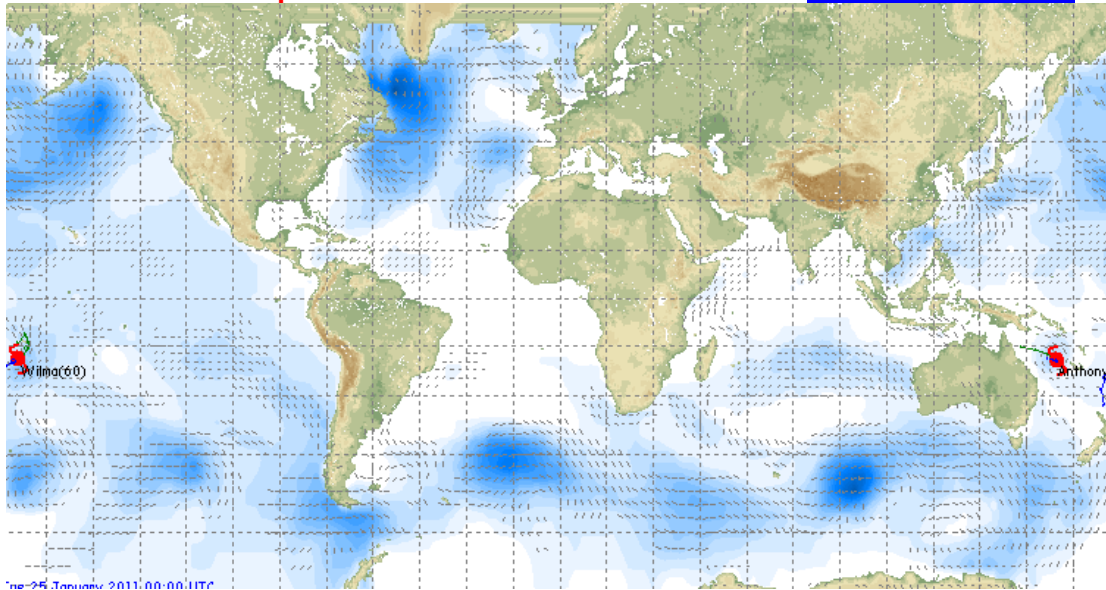


## MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: [www.spos.eu](http://www.spos.eu) Tel : +31 317 399800 E-mail : [sposinfo@meteo.nl](mailto:sposinfo@meteo.nl)



Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 2000 vessels today.

## .... PHOTO OF THE DAY ....



KOTUG's **SD STINGRAY** (Capt. Bas van Hoorn) seen holding the **OSPREY** in position during the de-ballasting operation - **Photo : Marijn van Hoorn ©**

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>