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**The SD JACOBA seen near the Splitsingsdam (Rotterdam-Europoort)
Photo : Marijn van Hoorn ©**

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The **MSC ARMONIA** seen at anchor in Buzios – Rio Janeiro (Brazil) - Photo: **Laire José Giraud – Santos ©**

SKorea to prosecute 5 captured Somali pirates

South Korea said Tuesday it plans to prosecute five Somali pirates captured by South Korean commandos during a raid on a hijacked cargo ship in the Arabian sea. The navy commandos rescued all 21 crew members during the daring raid Friday. Five pirates were detained and eight killed in the rescue. "The government's stance is to prosecute pirates

rather than swapping them" for other fishermen being held by pirates in a separate hijacking case, Defense Ministry Kim Min-seok said in a briefing Tuesday. He did not elaborate on what charges the detainees would face.

In October, Somali pirates hijacked a South Korean-operated fishing boat with 43 sailors -- two South Korean, two Chinese and 39 Kenyans. They still haven't been released. It wasn't immediately known if the captured Somalis had any information on the October hijacking. On Monday, South Korea's defense minister warned that its intelligence indicated Somali pirates may attack South Korean ships in retaliation for the killing last week of the eight pirates by Korean commandos.

Defense Minister Kim Kwan-jin told reporters that South Korean ships sailing in the Gulf of Aden must strengthen safety measures to prevent such an attack. He didn't elaborate on the intelligence. After the operation, some experts said retaliation seemed unlikely, since the pirates' business model is predicated on keeping crews unhurt to extract ransoms.

On Monday, the chief of staff of the anti-piracy force that patrols the waters off Somalia urged countries to do just that, welcoming a move by the Philippines to consider bringing pirates to the country to try them. U.S. Navy Capt. Chris Chambers was speaking at a briefing on piracy for diplomats, maritime industry members and media in the Philippines, the leading supplier of seafarers globally. Chambers said finding countries willing to prosecute pirates arrested off the East African coast has been a problem and many captured assailants are simply let go after being disarmed. **Source : businessweek.com**



The **BOURBON OCEANTEAM 101** seen moored in Cape Town – **Photo : Aad Noorland ©**

Greenpeace activist arrested in Taiwan demo

Taiwan police arrested a Greenpeace member Monday as the environmental organisation launched its first ever protest on the island, trying to stop a tuna carrier from leaving port, the group said. Tipsuda Atichakaro, a Thai citizen, climbed onto an anchor cable dangling from the **Lung Yuin**, a refrigerated tuna transporter, shortly before it was to leave the city of Kaohsiung in Taiwan's south, according to Greenpeace.

She took turns with another activist chaining herself to the cable, sparking a three-hour standoff with police which ended when officers arrested her on charges of endangering public safety. The other protester was not detained. "She will be transferred to prosecutors," said an officer with the Kaohsiung harbour police. The **Lung Yuin**, a 3,431-tonne vessel that is Taiwanese owned but registered in Vanuatu and used to store and transport tuna catch, has "a history of involvement in illegal fishing operations," Greenpeace said in a statement.

"Reefers like the **Lung Yuin** facilitate the large-scale tuna plunder of the Pacific region," said Kao Yu-fen, a Greenpeace East Asia Oceans campaigner. "It should not be allowed to use Taiwanese ports unless it can at least comply to simple requirements that it register its operations with Taiwan's Fisheries Agency." It demanded Taiwanese authorities immediately investigate what it referred to as the vessel's "illegal practices".

Shipowner Wang Shung-lung denied the accusations, saying the vessel was registered with international bodies such as the Inter-American Tropical Tuna Commission, which manages the tuna resources in the Eastern Pacific region. "We also reported to Taiwan's Fisheries Agency in advance of the scheduled journey to Fiji this time," he told AFP.

Wang, whose family operates the ship along with 12 other tuna fishing vessels, was unhappy with the methods chosen by the Greenpeace activists. "I respect their appeal calling for preserving marine reserves. Would that be good to me if the fish resources became depleted?" He said. "But they shouldn't take such irrational action. It isn't helpful for their cause at all." Taiwan's Fisheries Agency echoed Wang's argument, saying Lung Yuin had not broken the island's law as claimed by Greenpeace. The Greenpeace flagship **Rainbow Warrior** is currently in Taiwan on a tour of East Asia. It is campaigning for the protection of oceans and an end to the depletion of marine species such as tuna.

Source : [google.com](#)

Connecting the "Future"

Young Maritime International and **Young Executive Recruitment** joined by their network in the maritime industry initiated a traineeship for students. This cooperation will be operated under the name of **Young Maritime Academy**. The aim is to offer young high potentials a platform to boost their careers.



The YMA program will take two years and offers a mix of practical experience and theoretical knowledge, intensive guidance, additional education through courses and masterclasses provided by renowned players in the market. The program is an excellent way to start an interesting and successful career in the maritime sector. It will be possible to combine the traineeship with an internship or a graduation project. The trainee path could run for example on- or offshore, on the engineering department, or on a shipyard. Young academics suitable to participate in the traineeship will be selected by **Young Executive Recruitment (YER)**.

Employers include shipping companies, offshore companies, and shipyards. YER will place each trainee on different projects during the two years. During that time the trainee will work in different departments within the company, so that he or she will get to know the company inside out within a short period. The traineeship is meant for young high potentials passionate about the maritime sector. Consequently the program is interesting for young academics as well as for the organisations looking for these professionals.

Maritime official urges Philippines to prosecute Somali pirates

The chief of a multinational task force on Monday urged the Philippines to prosecute Somali sea pirates who attack Philippine sailors. Combined Maritime Forces chief of staff Captain Chris Chambers also called on Manila to ban Philippine sailors from working on ships that do not take enough safeguards against piracy.

"We need the maritime industry to protect themselves through best management practices. Your citizens should not board ships not following best management practices," he said. Chambers told Philippine officials that the danger in the seas off the coast of Somalia would not go away soon. He said the Philippines could also contribute in resolving the problem if it could prosecute Somali pirates who attack Filipino sailors.

"Your justice department is looking at the possibility of prosecuting pirates here, that's a great way for the Philippines to help," he said. "Right now there are very few places where we could turn over pirates once we catch them. It's very frustrating for the industry, it's very frustrating for us to catch them, very frustrating for governments." Chambers said there was no central government in Somalia since the United Nations forces withdrew in 1995. Philippine government data showed there are currently 119 Filipino sailors held captive by Somali pirates aboard 11 cargo vessels. The Philippines is the world's leading supplier of ship crew with more than 350,000 sailors manning oil tankers, luxury liners and passenger vessels worldwide. Source: **DPA**



Allseas **LORELAY** completed the maintenance period at Keppel-Verolme and is seen outward bound from the Botlek
Photo : Frits Janse ©

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

Shipping industry reacts to successful action against pirate hijackers.

BIMCO, the International Chamber of Shipping, INTERCARGO and INTERTANKO congratulate the governments of the Republic of Korea and of Malaysia, and their naval and joint action forces, on repossessing from Somali pirate gangs the hijacked chemical tankers Samho Jewelry and Bunga Laurel and freeing their crews from captivity. We respect and value the bravery of the special operations teams involved and the risks they took. We are very pleased that the tankers' seafarers are safe having incurred minimum casualties and we hope that the **Samho Jewelry's** Master makes quick and full recovery. The situation in recent weeks though has changed radically. Not only are there now 30 ships and more than 700 seafarers in captivity for as long as seven months on average, but also the pirates are

employing new tactics. They make greater use of so-called mother ships, some of them large hijacked vessels, which has vastly expanded their range of operation to encompass much of the Arabian Sea between the Gulf of Aden, Somalia and India. They make use of increased firepower to attack, and there are reports of worsening conditions for captured seafarers. This situation calls for immediate action by governments before these tactics make trading in the area almost impossible. Over 40% of the world's seaborne oil supply now passes through waters at high risk from pirate attack at a time when studies are indicating that piracy is costing the global economy \$7-12 billion per year*. We call on the world's governments to note the extent to which additional international naval assets in this region are desperately needed, and how they should be empowered to enforce a truly robust response against the pirates before ships are successfully hijacked.

In A Citadel

Crewmen of the **Beluga Nomination** ship seized by Somali pirates in the Indian Ocean are hiding in the ship's "citadel," a bullet-proof anti-piracy muster zone, Russian maritime rescuers report. The crew of 12 consists of nationals of Russia, the Philippines and Poland. The vessel was attacked on January 22 and was out of communication coverage till January 24. The then captain contacted the coast guard saying that the crew is in the citadel resisting 4 pirates on board. The Seychelles have sent a coast guard boat to rescue the vessel. **Source : ShipTalk**

NAVY NEWS



Crew of the Ukrainian submarine **Zaporizhia** celebrated 40th anniversary of submarine being in service, Early last year Russia announced that they will help Ukraine to ensure the technical maintenance of the **Zaporizhia** submarine, The **Zaporizhia** diesel electric submarine is the only submarine possessed by the Ukrainian Navy. It was built in 1971 under Project No. 641 (Foxtrot, under the NATO classification). Its surface speed is 16.4 knots, and the submerged speed is 16 knots. The length of the hull is 91 metres. Previously the submarine was part of the USSR Northern Fleet, and its tactical number was **B-435**.

In 1990 the submarine was turned over to the Black Sea Fleet. It was adopted by the Ukrainian Navy in 1997.

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LUNAR NEW YEAR CELEBRATIONS OFF SOMALIA



A Chinese singer performs on the Type 054A frigate **529 ZHOUSHAN** to celebrate together with the crew the upcoming Lunar New Year (Year of the Rabbit)



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Germans reveal more newbuild orders

Two of Germany's most prominent shipyard groups - P&S Yards and Meyer Werft - have announced new orders for ship types seen as crucial for the future survival of specialist European shipbuilding, writes Tom Todd.



P&S Yards, grouping Volkswerft in Stralsund and Peene-Werft in Wolgast, revealed a € multi-million contract to build a 180m long, 32m wide offshore construction vessel for delivery in 2012. The owner was not identified and the yard would say only that the value of the contract was "a three digit figure in the millions of Euros". Reports said the KfW IpeX Bank was lending finance of about €120 million.

Observers said the job reflected growing German business in the north European offshore wind energy sector. Yard and owners described it as "a pioneering project" and yard head Dieter Brammertz spoke of "a milestone in specialist German shipbuilding". The order brought to 20 the number of newbuilds on the books at P&S.

Meyer Werft meanwhile reported an order from Dutch shipowner **Anthony Veder** in Rotterdam for its first LNG tanker. The newbuild will be a medium-sized 156m long, 22.7m wide ship of 15,600m³ for delivery at the end of 2012. Meyer, better known as a builder of cruise ships, has already built 55 gas carriers. It said subsidiary Neptun Werft would be involved in the building of the latest ship and yard chief Bernard Meyer said he saw "continued great potential in this market segment". **Source : The Motorship**

AHL tanker project assets go on auction block

An ambitious attempt to build Jones Act products tankers using a "virtual shipyard" approach is drawing to a sad conclusion. By order of the U.S. Bankruptcy Court, Eastern District of Louisiana, Myron Bowling Auctioneers will auction off on February 15, 16 and 17 what it calls an "Accumulation of Components to Construct (2) 49,000-dwt Jones Act Tankers."

The assets to be sold off are those of Keet Seel Tankships, Llc & First Mesa Tankships, the entities set up by AHL Shipping for the tanker building project. According to the auctioneer, there are "over \$200,000,000 of available assets" including over 10,000 tons of unused steel (plate, bulb flats, structural, tube) and three MaK Marine Diesel Engines.

This being a "virtual shipyard" attempt, the assets are at multiple locations that were involved in the project. However, they will only be auctioned from two locations. **Source : MarineLog**



Van Oord's **HAM 250** seen in Port Shuwaik (Kuwait) preparing for 5 year survey / docking & repairs.

Photo : Nico Vos ©

Dockyard's ship building orders full for two more years; more focus on ship repairs in 2011

Despite the start of another challenging year for the global shipping industry with the recession still intact, Colombo Dockyard PLC (CDPLC), says its ship building order book is full for the next two years.

"This has given us more breathing space to secure orders for the ensuing years (for ship building) and concentrate more on the ship repair sector, whose performance has slowed," Mangala Yapa, Managing Director/CEO CDPLC, told the Business Times. He said during the first half of last year the ship repairs sector has seen a dip, but in the second half it has turned around slightly. He said the company will be scouting markets in the Far East and Europe for this sector during this year.

He said for 2011 CDPLC has targeted to build the company's brand around ship repairs and ship building. "In this regard we want to highlight our strengths in safety and productivity improvement," he added. On this note, he said last year CDPLC's Accident Frequency Rate (AFR) was at 0.84, which is low compared to regional figures (in the shipping industry). AFR calculates a company's safety record. "This is an all time low figure for the company, which we plan to brand ourselves around," he noted. He added that CDPLC's total waste generation last year was 16,000 metric tones and 64% of this was re-used. He also pointed out that albeit the many economic depressants locally and globally, the company has had 100% employee retention. "Since 2003, employee retention has not dropped below 94% and last year not a single skilled employee resigned (non-executives) while there was only one executive resignation," Mr. Yapa noted.

He said that CDPLC is transforming into an export oriented unique firm, able to harness people's skills. "CDPLC doesn't have a single raw material. We import all raw materials, convert them into high-value products and export them. So, apart from expertise and skills we're not exporting anything. We believe that this is the future and the strength of the people," he added. He said that for the first time in one year, CDPLC has built and delivered 5-brand new vessels last year. "All these were for foreign ship owners," he said, adding that 4-new ship building contracts were secured last year to the tune of Rs 9 billion. He said that CDPLC's subsidiary, Dockyard General Engineering services has performed extremely well during 2010 and is gearing itself to go into major infrastructure engineering projects such petrochemicals pipelines in the North and East and also the South. When asked about CDPLC venturing to the new port at Hambantota, he said, "We recognize that it is a pivotal and enviably positioned port, which will be a major hub.

CDPLC will rationally look at this opportunity outlining the greater interest of the country and also the company.”
Source: Sunday Times



The **PACIFIC MISTRAL** (PACIFIC DRILLING) seen fitted out in Korea - Photo : Kevin Lutter ©

Incat Crowther reports successes in China

Chinese shipbuilder Afai Ships, which builds aluminum vessels up to 120 m at its shipyard in Panzu, has recently awarded two design contracts to Australia's Incat Crowther. One covers two 35 m catamaran ferries for Zhuhai High Speed Ferry Co. The other covers two 34 m catamaran ferries for Shenzhen Xunlong Passenger Ferries.



The two ferries for Zhuhai will each accommodate 198 passengers, all on the main deck. A large bar is situated amidships, and there are two VIP rooms. Crew accommodations, pantry and electrical rooms are located aft on the main deck. The vessels will each be powered by a pair of MTU 16V2000 M70 main engines.

The 34 m cats for Shenzhen Xunlong will each carry 188 passengers. Each of these vessels will have 152 economy class seats on the main deck with a kiosk forward. The upper deck will have 20 seats located at tables, a 10-passenger lounge and a 6-

passenger VIP lounge. Like the 35m ferries, each will be powered by a pair of MTU 16V2000 M70 main engines. The vessels will be fitted with a pair of MJP 550DD water jets.

Meanwhile, Cheoy Lee Shipyards in Doumen, China has recently launched two 28 m Incat Crowther design composite catamaran ferries.

Sea Serene and **Sea Superb** are the fourth and fifth Incat Crowther catamarans for the operator, Hong Kong and Kowloon Ferry Holdings. The vessels were made in a female mold that has an interchangeable center module. This allows a range of lengths for the design from 24 to 32 m.

Sea Serene and **Sea Superb** are configured to carry 425 passengers at a service speed of 25 knots. Incat Crowther also has a 28 m version of this design under construction in Russia, proving the versatility of the design. Source : MarineLog



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Robert Allan Ltd.'s Turkish Tug Connection Comes Home to Vancouver



For more than fifteen years Robert Allan Ltd. has enjoyed remarkable success having tugs built to their designs by a cadre of very capable Turkish shipyards. In that 15 years there have been almost one new tug delivery every month to a Robert Allan Ltd. design in Turkey. To date more than 150 tugs have been Turkish-built, and even in a slightly reduced market this year, compared to the heady days of 2008–2009, there are at least 15 Robert Allan Ltd. designs under construction there today. Our first Turkish Client was the very successful tug-Owner/Shipbuilder Sanmar

Denizcilik Ltd. and they lead the pack with 80 RAL tugs built to date, a significant milestone serendipitously achieved during the celebration of Robert Allan Ltd.'s 80th year of business in 2010.

These Turkish-built tugs have been delivered to Owners around the world, but the majority of these now operate in the Mediterranean, Western Europe, the Middle East, and in the Black Sea. It is noteworthy therefore that on January 4th the first Turkish-built tug for Canada arrived in Vancouver, the birthplace of its design. Seaspan International Ltd., of North Vancouver took delivery of the new RAstar 2800 Class tug **Seaspan Raven**, the first of four powerful new tugs destined to reshape harbour towage and tanker escort operations in the environs of the largest port in Western North America.

Particulars of this RAstar 2800 Class tug, illustrated on the accompanying General Arrangement drawing and photographs, are as follows:

· Length Overall	- 28.20 m
· Beam, Moulded	- 12.60 m
· Depth, Moulded	- 5.30 m
· Operating Draft, Maximum	- 5.10 m
· Fuel Capacity	- 119.3 m3
· Potable water capacity	- 12.9 m3



The **Seaspan Raven** is classed for both harbour and coastal towing, and escort duties. The tug was built to ABS Class notation X A1, E, AMS, ABCU, Towing Vessel, Escort Support, Fi-Fi 1.

Propulsion comprises a pair of CAT 3516B marine diesel engines, each rated 1840 kW at 1600 rpm, and each driving a Rolls-Royce model US 205 CP azimuthing Z-drive unit with a 2400 mm diameter propeller, through a Cardan shafting system. This combination delivered a Bollard Pull of 71.2 tonnes on trials conducted in late October, 2010. A free running speed of 13 knots was recorded.

In common with all the RAstar series designs, this new tug will out-perform its typical wall-sided competition, offering far superior escort towing performance, and reducing roll motions by at least 50%. The RAstar hull form is also far more energy-efficient, as the reduced waterline beam reduces free-running resistance considerably in comparison to old style tugs of similar overall proportions. The **Seaspan Raven** is outfitted for a crew of six (6) persons, in modern and well-equipped, air-conditioned accommodations. The main hawser winch is a single drum, hydraulic winch supplied by Rolls-Royce. The aft deck is equipped for harbour towage with a Rolls-Royce towing winch.

Electrical power is provided by a pair of MAN gen-sets, each rated 120 eKW. The tug has a full Fi-Fi 1 rating of 2,400 m3/hour in accordance with the ABS Class notation requirements. The fire pumps are driven from the front end of the main engines through a Kumera gearbox, which also drives the main hydraulic pumps, powering the winches. The second tug of this class is expected to arrive in BC within a few months.

Chinese contractor wins bid for construction project

International engineering contractor China Harbour Engineering Co Ltd (CHEC) has announced that it has won the bid for the port foundation and breakwater construction project for Qatar's New Doha Port.

According to CHEC, the project includes construction of a container wharf, general cargo wharf, naval forces wharf, and breakwater, to name a few. CHEC says that the wharf will be a gravity type block with a waterline of 7,845m. The value of the contract is around \$880 million, and the construction project will take approximately four and a half years to complete. Construction of the project began today. **Source : PortWorld**



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Amsterdam Transshipment And RoRo Traffic Up But Container Shipping Down



The **BRO GAZELLE** seen enroute Amsterdam – Photo : H. Blomvliet ©

This month saw the Port of Amsterdam present freight tonnage figures for 2010 and to use a paraphrase of a football analogy it was very much a year of two halves. The Amsterdam port is part of the North Sea Canal region along with the ports of IJmuiden, Beverwijk and Zaanstad. In Amsterdam port transshipments were down 1% to around 72.5 million tonnes, after dropping 7.1% in the first six months, the second half of the year showing a strong 5% recovery. In IJmuiden, mainly due to a strong demand for steel, transshipment increased by 30% reaching 17 million tonnes, Beverwijk witnessed an increase and Zaanstad held its own. Overall this meant that the four Amsterdam Seaports ended the year 2010 with a 4% transshipment increase, the port region ending the year with transshipments of approximately 90 million tonnes. Recovery is also visible in the rising tonnage levels of ore transhipped with same applying to agricultural bulk, sand, gravel and minerals. Roll-on/Roll-off transshipment recovered strongly this year, while general cargo and container transshipment declined. In total the Amsterdam port processed no more than 1 million tonnes of container cargo in 2010 but of the 200,000 square metres of logistics sites currently being developed in the country, half of it is for the Port of Amsterdam.



The **ORIENTAL GOLD** seen enroute Amsterdam – Photo : Marcel Coster ©

The Port of Amsterdam is the fourth largest port in Europe and aims to be a smart port with sustainable growth being the key objective. The management intend that growth should ensure job opportunities and income whilst the Port makes clever use of the available space. They wish for the port to grow in conjunction with partners within the regions business community without damaging the environment so as to make the area both attractive and interesting to the people of Amsterdam. Practical evidence of the intent to work toward less pollution can be seen by a recent decision by the port authorities. As of the 1st January Amsterdam joined with some other Dutch ports to reward clean ocean going vessels with discounts on their port dues. Vessels which score better than the legal norm on the Environmental Ship Index (ESI), the new international standard for ships' emissions into the atmosphere, will be rewarded. **Source: Handy Shipping Guide**

DP World downplays sale of Australian terminals

Dubai World has downplayed the sale of 75% of its Australian businesses, saying that this is not an indication that the company is in trouble or needs to raise cash urgently. Rumours have mounted about DP World ever since its associate and parent companies revealed huge debt problems. This was at the height of the economic downturn and some thought the entire company might have to go into bankruptcy.

In the event DP World has gone to great lengths to distance itself from problems within the group, stressing that it remains independent and viable and that there is no pressure on it to raise cash or to refinance its debt. "We're not compelled into a position or being pushed into a corner due to any circumstance," Anil Wats, executive vice-president and chief operating officer, told journalists. "If at all we decide to do anything, it would be in line with the strategy or the philosophy of the organization." His statement comes after DP World sold 75% of its Australian companies for US\$1.5 billion. DP World continues to have extensive interests in Australia and still manages container terminals in Brisbane, Sydney, Melbourne, Adelaide and Fremantle.

DP World manages a total of 49 cargo terminals in various ports across the world. The port company is owned by government-owned Dubai World, around which most of the financial rumour-mongering extends – much of it justified considering the size of the parent company's debt. In 2010 the group managed to talk lenders to agree to new terms on \$25 billion of debt. The port company DP World and one or two other subsidiaries are however separate from this process. One of the companies involved with debt challenges, Nakheel, holds the majority interest in Cape Town's V&A Waterfront and is in talks with creditors to restructure at least \$10.5 billion in debt. **Source JOC online**

DEME dredging Congo River on behalf of RVM

DEME Group dredging company Dredging International has signed a contract with Régie des Voies Maritimes (RVM) in the Congo and shipping company Maersk for deepening works on the Congo river between Malela and Boma, in the downstream reach some 60 km from the port of Matadi.

The works call for the deepening of this section of the river from the present level of -18ft to approximately 26ft. The work will be executed with the trailing suction hopper dredger Orwell, which has mobilized from Antwerp in Belgium. The work has just started and will cover a period of approximately two months.

The objective of the project is to offer to the container vessels of Maersk sufficient depth to be able to reach the port of Matadi safely. Within the framework of an arrangement between Antwerp and Matadi, the port of Antwerp is supporting the dredging campaign. Before the start of the works, they have surveyed and mapped the critical spots of the river. During the execution of the works a number of their experts are supervising the dredging works. As part of the contract, Dredging International is also responsible for training hydrographers and dredging crews at RVM. The project manager of at Dredging International and the captain of the trailer Orwell are both former RVM employees.

In the years 1989–1990 Dredging International carried out deepening works on this stretch of the river to achieve a depth of –32ft, and thus has an in-depth understanding of the river and its complex hydrography that requires very specific 'directed dredging.' **Source : Dredging News Online**



The tug **IKAR** arrived with the newbuilding hull of an AMELS 177LE widebody with yard number 461 in Vlissingen, upon arrival the transport was assisted by the **HENDRIK 3** as can be seen above

Photo : Wim Kosten - <http://www.maritimephoto.com> ©

Tankers booked to store distillates in Europe

At least 240,000 tonnes of clean fuel products were booked for storage in Europe beginning in late January, likely distillates, traders and shipbrokers said yesterday.

Geneva-based Taurus Petroleum fixed two 80,000 tonne clean tankers for storage between 30 and 60 days, traders said. Morgan Stanley also booked a tanker for storage between 30 and 90 days. 'The products are likely distillates rather than gasoline, because I cannot see why anyone would want to store gasoline when demand in the East remains well-supported,' said a Singapore-based trader.

A shipbroker added that there could be as many as four 80,000 tonne tankers being booked to store the clean fuels at US\$15,000 a day for each tanker. 'These are most likely to be diesel,' he added. Asian diesel cracks at US\$16.75 a barrel last Friday were still some 40 per cent higher than 2010's average, but Asian demand is comparatively lower recently. 'Traders might be seizing the opportunity to store distillates ahead of maintenance refineries in Europe,' said

another Singapore-based trader. 'The East-West arbitrage window could soon open. But even if it is closed, or just marginally opened, some traders would still move their distillates to Europe as it really depends on their hedging positions.' **Source : Reuters**

Hanjin terminal at Jacksonville delayed by dredging

Jacksonville Business journal reports that Jacksonville Port Authority board chairman David Kulik has that the opening of the US\$300 million Hanjin Shipping Co Ltd terminal at Dames Point could be delayed 2.5 years until April 2016 because the St Johns River channel is not deep enough to handle larger ships.

The US Army Corps of Engineers has the St Johns River dredging project scheduled for completion in 2017, but Kulik told the board this morning he's trying to get the project expedited to 2016. Kulik said that Hanjin does not think its terminal is economically feasible until after the river channel is dredged, which brought about the decision to delay construction.

A design contract with Halcrow for the Hanjin terminal is off the table, due to the construction delay. The port authority has been trying for years to get the Army Corps to approve a major dredging project in the St Johns River that would take the channel depth to 50ft. A deeper channel is needed to accommodate the larger ships from Asia that will be coming through a widened Panama Canal in 2014. The dredging project could cost US\$500 million or more, and a source of funding has not been identified. **Source : Dredging News Online**



Above seen last Monday the arrival of the tanker **GENMAR HERCULES** in Rotterdam-Europoort where the 332 mtr long tanker piloted by newsclippings reader / contributor **Luuk Silvius**, headed for the 7th Petroleumhaven

Photo : Henk Meijer ©

Norden to sell up to six Handysize vessels

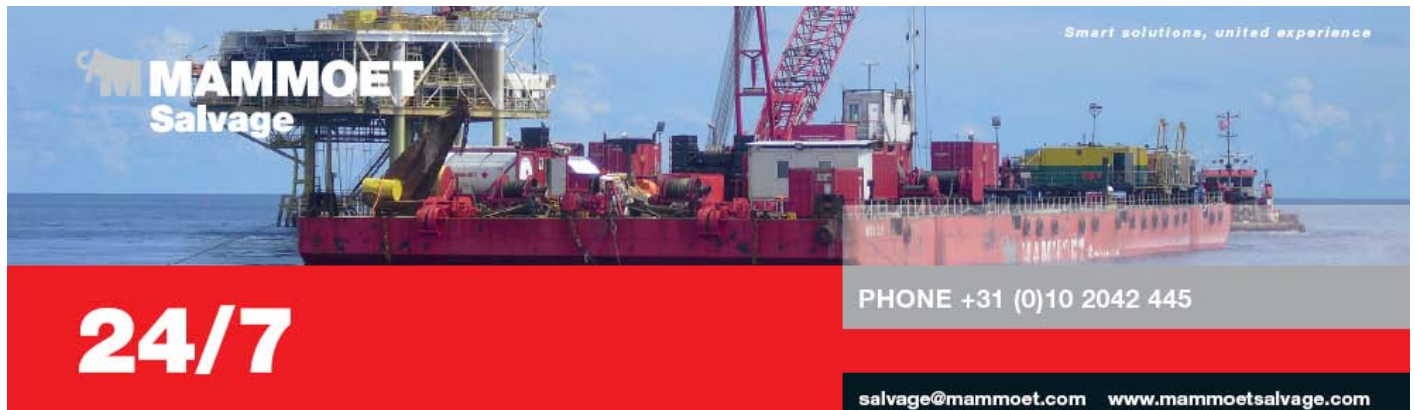
Norden has entered into an agreement for the sale of up to six Handysize dry cargo vessels to Greek interests. The agreement comprises six newly built sister vessels of 32,700DWT from a Chinese shipyard, five of which are to be delivered in 2011 and one in 2012. The agreement remains subject to the buyer's final board of directors approval, and the sale price remains unknown. Norden has an additional 13 Handysize vessels on order for delivery between 2011 and 2013, and its active fleet consists of 19 Handysize vessels. **Source : Baird Maritime**

Charter market improves despite weakening freight rates

DESPITE weakening freight rates, 2011 has started well for containership owners as analysis of last week's charter market shows carriers moving to secure charters for 12-month fixtures or longer. There was a fall in demand for the 650- to 1,000-TEU ships, but increases for larger units prompted the Howe Robinson Containership Index (HRCI) to rise, adding 15.72 points, or 2.19 per cent, in the week up to January 19.

The charter market was busy ahead of Chinese New Year in the first week of February, and a number of fixtures for at least 12-month periods in China were concluded. Lines, expecting more cargo as the slack season ebbs, have been seeking tonnage at rates, which may rise as early as mid-February, says London's Containerisation International. But if oil prices increase, as many expect, today's bullish charter market may turn bearish as the industry enters the peak season period.

Fixtures reported were the 3,700-TEU **Clifton Bridge** to Hainan PO Shipping for 20 months at US\$10,000 a day and the 2,824-TEU **Annina Schulte** for 10 months at \$13,000 a day also to Hainan; the 2,824-TEU **Irenes Dream** to MSC for 12 months at \$11,500 a day; the 2,672-TEU **Bosun** to Cosco for 12 months at US\$12,500 a day; the 1,728-TEU **Wehr Blankenese** to Orient Express Line for three to four months at \$8,100 a day; 1,717-TEU **Port Said** to Hanjin for 12 months at \$9,750 a day and the 1,122-TEU **Manx Lion** to Safmarine for three to six months at \$8,500 a day. Source : Schednet



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Chinese contractor wins bid for Doha construction project

Port World reports that international engineering contractor China Harbour Engineering Co Ltd (CHEC) has announced that it has won the bid for the port foundation and breakwater construction project for Qatar's New Doha Port.

According to CHEC, the project includes construction of a container wharf, general cargo wharf, naval forces wharf, and breakwater, to name a few. CHEC says that the wharf will be a gravity type block with a waterline of 7,845m.

The value of the contract is around \$880 million, and the construction project will take approximately four and a half years to complete. Source : Dredging News Online

CHALLENGER ENROUTE SOUTHERN CHILE



Newsclippings readers **Dominique Smith** & **Rachel** on the morning the tow departed for Chile

TradeWinds Towing is pleased to announce the addition of the former Seabulk tug "**CHALLENGER**" to their fleet. This 3800 bhp tug with nozzles is presently on an endurance tow to southern Chile.



Challenger seen tailing **MARMAC 300** out of the Bayou

The **CHALLENGER** and 300' x 100' heavy deck barge "**MARMAC 300**" (in ballast) will come free in early February in southern Chile. This equipment is available to pick up cargo from the west coast of South, Central or North America. Tug **CHALLENGER** will then come free in US Gulf in first half of March Source : Maritime Executive

Bali's Benoa port to be developed

Indonesia's state-owned port company Pelindo III will develop Bali's provincial port of Benoa to upgrade it to international standards, a top Indonesian executive said here yesterday. Jarwo Suryanto, president director of Pelindo III, told a parliamentary hearing that in 2010, as many as 53 foreign cruise liners arrived in Bali, where half of them docked at Benoa port.

'That's why we want to develop the port by renovating its terminal to bring it up to international standards,' Mr Suryanto said. He added that synergy between state-owned enterprises is needed to attain the goal. 'We will cooperate with the toll road operator of Jasa Marga and the airport operator of Angkasa Pura, among several, to build access to the provincial capital city of Denpasar and Nusa Dua, one of the tourism destinations,' he said.

Mr Suryanto also unveiled the company's financial performance in 2010. 'Last year, we booked a declining net profit of 514 billion rupiah (\$72 million), down from 527 billion rupiah,' he said, without elaborating on the cause of the lower net profit. However, he said, the company's income increased to 2.76 trillion rupiah in 2010 from 2.5 trillion rupiah in 2009. **Source : Xinhua**

APL boxship to test LA-Long Beach dockside seawater scrubber

THE ports of Los Angeles and Long Beach will test a "seawater scrubber" on an APL containership in a US\$3.4 million project to study its filtering of emissions and particles. The 5,510-TEU **APL England** will be tested during its service on APL's Pacific Coast Express service during port calls in the San Pedro Bay over a one-year period.

How well the seawater scrubbing rids pollutants is measured by testing amounts of residue toxic air contaminants' sulphur oxides, volatile organic compounds (VOC) and nitrogen oxides - classed by the state of California as air pollutants.

It is expected to cut sulphur oxide emissions by 99.9 per cent, particle matter up to 80 to 85 per cent, more than 90 per cent in VOC and 10 per cent in nitrogen oxide pollutants, reports American Shipper. The seawater scrubber, supplied by partnership between US eco-bank Bluefield Holdings and UK-based manufacturer Krystallon Ltd, can be used at dock or at sea and at extreme temperatures.

Exhaust gases pass through the scrubber where it is mixed with the natural alkalinity of seawater to absorb sulphur oxides until exiting the exhaust stack of a ship. It collects off solid contaminants for later disposal and pre-treats seawater before discharging.

"The seawater scrubbing technology shows tremendous long-term potential for reducing emissions at our ports and improving the environment," said Geraldine Knatz, the Port of Los Angeles executive director of a project funded in part by a \$1.65 million grant from the state's Technology Advancement Programme (TAP).

It is hoped in the future that the scrubbing technology will comply with California Air Resources Board (CARB) strict regulations for vessels docked at ports in the state. Operators turning off their engines and using shore-generated electric power, known as "cold ironing", currently meet this. The three-year long project data will be submitted to CARB after APL costs the one-off prototype in production.

Korea Line files for bankruptcy protection

Korea Line Corporation has filed for bankruptcy protection in the Seoul court, Seatrade-asia reports. The struggling South Korean dry bulk operator had been attempting to renegotiate long-term charters in recent weeks after dry bulk freight rates crumbled due to floods in Australia and large numbers of new ships entering the market. In a filing to the Korea Stock Exchange the company said it had filed to the Seoul Central District Court On Tuesday for debt rehabilitation and a relief restraining order. No details on the company's debts were given.



The **ARTISGRACHT** seen arriving in Willemstad (Curacao)

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

DP World denies debt restructuring talk

DP World officials defended the Dubai port operator's finances on Sunday, saying the company is under no pressure to raise cash even as a sister firm announced plans to seek new terms on its debt.

Executives at the cargo handler said last month's move to slash its stake in Australian ports was solely a strategic decision meant to shift more emphasis to fast-growing emerging markets. They dismissed suggestions that DP World might soon need to retool its own debt terms.

'We're not compelled into a position or being pushed into a corner due to any circumstance,' said Anil Wats, executive vice-president and chief operating officer, during a visit to DP World's sprawling home port in Dubai. 'If at all we decide to do anything, it would be in line with the strategy or the philosophy of the organisation.'

DP World sold the bulk of its Australian businesses to a Citi investment fund in late December for US\$1.5 billion. It continues to manage the ports in Brisbane, Sydney, Melbourne, Adelaide and Fremantle. The port firm plans to use the proceeds to pay down debt, which stood at just over US\$8 billion as of last June. Included in its liabilities is a US\$3 billion revolving credit line that must be paid off or refinanced by October 2012.

DP World is generally seen as one of Dubai's healthiest and best-run state-linked companies, with operations at 49 sea cargo terminals on six continents. But concerns about its finances continue to swirl in large part because of the weighty fiscal problems faced by its parent, government conglomerate Dubai World.

Dubai World persuaded lenders to agree to new terms on nearly US\$25 billion in debt last year. DP World and a handful of other Dubai World subsidiary companies were exempt from that process. Another Dubai World division, property developer Nakheel, is still in talks to convince a handful of holdout creditors to sign on to a separate plan to restructure at least US\$10.5 billion in debt. Nakheel is also busy fending off legal claims, including accusations that undeveloped manmade islands it created to resemble a map of the world are being eroded and silting up navigation channels, *Business Times* reports. Nakheel has denied the allegation.

On Saturday, Dubai World's shipbuilding and repair arm Drydocks World - which like DP World was excluded from its parent's restructuring - said it too plans to seek new debt repayment terms. The company has an outstanding US\$2.2 billion loan it took out in 2008.

It announced that it has secured US\$200 million in immediate financing to cover ongoing business costs from seven of its existing lenders. That financing is good through the end of April. The company says it hopes to complete the broader debt restructuring in the coming months. **Source : PortNews**

How Nigeria loses billions to wrong shipping policy

The Indigenous Ship owners Association (ISAN) and some other stakeholders in the maritime industry have urged the Federal Government to embrace Cost Insurance Freight (CIF) policy in the interest of the economy. Most of oil producing nations like Nigeria, sell their crude on CIF. ISAN said CIF is now widely and more frequently used than any other policy in sea trade.

Some oil and gas transactions, in value amounting to untold billions of dollars, local ship owners said, are carried out every year under CIF contracts and that Nigeria is losing out because of the no-involvement of local ship owners in crude oil lifting.

The body said, under a CIF contract, the seller of crude oil like Nigeria always undertakes to secure shipping space, make all the shipping arrangements, ship the goods and make the carriage contract as principal as well as secure insurance. The CIF price, they said, includes the cost of goods, insurance and carriage.

Speaking on behalf of other stakeholders, the President of the Indigenous Ship owners Association (ISAN), Chief Issac Jolapamo, said Nigeria is the only country that is still using the Free On Board (FOB) policy. The FOB policy, Jolapamo said, is being used to the detriment of the nation's economy. Another stakeholder and maritime lawyer, Mr Steve Aderibigbe, also told The Nation in Lagos that the adoption of either CIF or FOB policy by the Federal Government should be based on how any of the policy is of advantage to the parties involved in the shipping business.

For instance, he said, local ship owners have secured a \$1.8billion (N270billion) facility from Nationwide Finance Miami, Florida to purchase 20 new crude carriers. But accessing the funds would, however, depend on the ability of the Federal Government to change its FOB policy to CIF policy. The proposed 20 new crude carriers to freight 50 per cent of the nation's crude oil, he said, would provide about five million jobs in the oil, gas and maritime sector.

The CIF policy, Aderibigbe said, serves the interests of the seller because he is the shipper and the person to whom the bill of lading is issued. Thus, no question could arise as to his right to possession. CIF seller, Aderibigbe said, is also certain that insurance had been procured and is, therefore, less concerned than an FOB seller.

CIF seller, he said, could recover the value of goods in the event of loss or damage before payment and called for its adoption by the Federal Government. Finance and banking credit facilities, Aderibigbe said, are much easier to arrange under CIF policy and that buyers stand the chance of benefiting a lot from the easier finance and credit facilities.

"To preserve foreign currency or support home industries, governments often limited the allocation of foreign currency to the FOB value of the goods at the foreign ports which sometimes force importers to procure carriage and insurance in the local market in local currency.

"But under CIF policy, the seller can charge a higher price taking into account the extra services such as obtaining shipping space and insurance. "His margin of profit could be substantially higher than in FOB contract, because he may be able to obtain reasonable rates for freight and insurance depending upon prevailing economic conditions of the country. "The sellers, for instance, get paid for the goods before their arrival at destination, because the payment for goods in CIF contracts often takes place when the documents are tendered to the buyer, or to the bank in the event of a documentary credit arrangement between the seller and the buyer.

"Under a CIF contract, the seller is not bound to put the goods on board, nor is the buyer bound to nominate an effective ship. If the contract is on FOB terms, a buyer who fails to nominate an effective ship is not bound to claim damages for non-delivery. "A CIF contract cannot be frustrated by an export ban . This, in turn, will help the seller to fulfil his contract to the buyer and this nature of CIF contract is advantageous to both buyer and seller. "Under CIF contracts, goods may be appropriated to the contract after shipment, but in the case of an FOB contract such appropriation must be made by (or before) shipment.

"CIF is more widely and more frequently in use than any other contract used for sea-borne commerce," Aderibigbe said. The lawyer explained that under a CIF contract, the seller is responsible for arranging the carriage of the goods and their insurance in transit, and that the cost of such arrangement is included in the contract price, so that the buyer is not concerned with fluctuations in freight rates or insurance premiums.

The seller, he said, obtains a bill of lading and a policy of insurance and forwards them to the buyer, together with an invoice for the price, and the buyer pays on receipt of the documents. "In a CIF contract, the seller makes a contract of carriage by sea, which is known as the contract of affreightment, under which the ship-owner signs a bill of lading on receipt of the goods.

Speaking at a meeting with the Director- General of the Nigerian Maritime Administration and Safety Agency (NIMASA) Mr Patrick Ziakede Akpobolokemi, the ISAN president had said the country is losing billion of dollars to foreigners as a result of the adoption of the FOB.

Chief Jolapamo said that more than 80 per cent of the proceeds from the oil, gas and maritime industries are freighted out of the country with little or no participation of local ship owners because of the adoption of the FOB shipping policy by the government. He saw such development as a capital flight.

His words: "The maritime industry can create more than five million jobs, when you talk of petroleum and shipping, how much the petroleum sector generates to the Federation Account depends on how much barrel we sell. But how much we retain in Nigeria is not up to 15 per cent and I can prove it, the chunk of it goes out through maritime as capital flight.

"If we just keep a little bit of it here and create employment for our people, then Nigeria will be a better place. "That is what we are after. We are not after making money. We are after developing the maritime industry." Worried over the plight of Nigeria's non-participation in the affreightment of its crude and refined petroleum products, members of the group have appealed to President Goodluck Jonathan to direct the Nigerian National Petroleum Corporation (NNPC) to give 50 per cent of the nation's crude to local shipping operators to carry. **Source : [thenationonline.ng](#)**

Disability Dispute

Three Filipino seafarers received a combined total of more than P10 million (USD\$224,000) in disability benefits after the Department of Labor and Employment (DOLE) settled their maritime disputes at three ship manning companies: Bahia Shipping Services, Ventis Maritime Corporation and Phoenix Maritime Corporation. According to DOLE news, 4th engineer Froilan S Vallano, oiler/fitter Rufino Boco Jr and Remo Jungco Jr were able to claim disability benefits with the assistance of the National Conciliation and Mediation Board (NCMB).

The settlement of Vallano and Boco's claims was facilitated by NCMB-National Capital Region (NCR) conciliator-mediator Angelita Narvaez, while Jungco's was facilitated by NCMB-NCR conciliator-mediator Jay Jasper Javines. Vallano suffered a multiple ribs fracture and eye hemorrhage on August 26, 2009, resulting in his repatriation and hospital confinement in the Philippines. He was employed on board **MS Braemar**, through Bahia Shipping Services Inc on behalf of Fred Olson Cruise Lines Ltd, for nine months.

Vallano filed with the NCMB-NCR a notice to arbitrate his claim for full disability benefits on February 12, 2010. The claim is in accordance with the collective bargaining agreement (CBA), illness allowances and reimbursement of medical expenses. After a series of conciliation-mediation, the parties mutually agreed to the payment of US\$95,000.00 on January 7, 2011, representing the full and complete payment of Vallano's claim.

Meanwhile, Boco suffered an injury on March 1, 2010 while on board **MV Triton Highway**, resulting in his repatriation and hospital confinement. He had been employed through Ventis Maritime Corporation. He filed a notice with NCMB-NCR to arbitrate his claim for full disability benefits on January 3, 2011. The initial conciliation-mediation meeting was held January 4, and the parties mutually agreed to the payment of P4,273,300.00 as full and complete settlement of Boco's claims.

Finally, the dispute at Phoenix Maritime Corporation was settled on December 22, 2010 after the company and Good Hope Management Inc paid \$55,000.00 or P2,388,540.00 in disability benefits to seaman Jungco through their legal counsel. The seaman suffered an injury resulting in disability while on board **MV Iris Sky**. He was discharged and repatriated on March 6, 2010. Through his legal counsel, Jungco filed with NCMB-NCR a notice to arbitrate his claim for disability benefits in accordance with CBA on October 18, 2010. **Source : ShipTalk**

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.... PHOTO OF THE DAY



M/S "**BUCENTAUR**" seen at the covered dock at Scheldepoort Vlissingen-Oost
Photo : Wouter Lok - Fugro Marine Services B.V. ©