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Above seen the arrival of the brandnew Tokyo Marine chemical tanker AMAGI GALAXY in Rotterdam-Botlek, in the background is visible the new VTS Traffic Center Rotterdam - Photo : Hans Hoffmann ©

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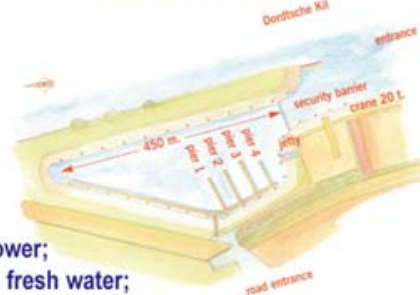
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Cobelfret's **MAZARINE** seen moored in Rotterdam-Brittanieharbour – Photo : Clemens Smits ©

DFDS are to abandon Dutch crews and Dutch flags aboard the former Norfolkline vessels.

60 officers are affected.

28 Dutch officers aboard the **FLANDRIA SEAWAYS** and **ANGLIA SEAWAYS** are losing their jobs. **FLANDRIA SEAWAYS** crew may lose their jobs from 31 March and **ANGLIA SEAWAYS** from 31 January when the Dublin - Heysham route closes. The **SCOTIA SEAWAYS** and **HIBERNIA SEAWAYS** Dutch crew will eventually transfer to Stena's Dutch management. DFDS blames the move on being able to justify the expense of having separate administration to look after the Dutch staff. Source : schuttevaer.nl



The **FLANDRIA SEAWAYS** seen arriving stern first in the Vulcaan harbour (Vlaardingen) Photo : [Stephan Grol \(c\)](#)

Dry bulk market takes yet another nosedive, Capesizes look rather unattractive at the moment

The downturn of the dry bulk market sees no boundaries, disproving even those who thought that at least for the capesize market, the worst had passed. As it turned out, it hadn't. The industry's benchmark, the Baltic Dry Index lost another 3.94% to reach 1,292 points, with the Capesize segment losing 3.05%.

But, it was the Panamax market that tumbled the most yesterday, by a whopping 5.08% on a daily basis. According to a report from BIMCO's shipping analyst Peter Sand, the current weakness in the Capesize won't go away anytime soon. "Capesize rates have defied gravity on the back of strong demand for particularly coal but also for iron ore during 2010. This has neutralized some of the downside effects from the heavy inflow of new tonnage into the market. Last year alone, the Capesize fleet grew in numbers by 200 and tonnage wise by 22% and the forecast for this year is an equally challenging supply side growth. With dry bulk demand in 2011 expected to be a little less strong than in 2010 – the freight rate outlook for the Capesize segment is a bit bleak. 20 new Capesize vessels have already joined the fleet in 2011 and with ongoing weather related disruptions not only in Australia – volumes and shipments will be too few to support a significant rate rebound over the coming months" said Sand.

In a separate note, Paris-based shipbroker Barry Rogliano Salles said that "there are some hopes for an increase in activity following the gradual resumption of coal exports in Australia. At the moment Aussie-China rates appeared to have plateaued around US\$6.75. Monday saw another small drop in the BCI, while in the FFA market all periods came off with declines greatest for February and March prices". BIMCO's analysis indicated that there are currently 110 Capesize vessels sitting outside the Australian east coast, something which in any other normal case, would be regarded as a healthy picture in terms of freight rates, as actual supply is receded. "But this time around it merely spells out the trouble and indicates what's in sight for the large vessels in 2011. Orderings of new Capesize vessels have come relatively down as only 31% of all dry bulk orderings were Capesizes last year. This compares to a relative portion of 50% in the year 2006-2009. Since Capesize freight rates fell below USD 13,000 per day the daily negative change has slowed down and Capesize rates might rest within the interval of USD 7,000-13,000 per day in coming months. As a clear illustration of how bad the situation for the Capesize vessels is, all of the smaller dry bulk segments currently obtain better freight rates than Capesizes. As per 24 January, Capesize average time charter rates were as low as USD 8,665 per day. Meanwhile Panamax earned USD 12,725 per day, Supramax USD 14,789 per day and

Handysize USD 11,232 per day. Even though selected back-haul routes have slipped into negative territory, the time charter averages have not gone that sour. In December 2008 when demand evaporated due to the letters-of-credit issues (and the overall crisis – of course) average T/C rates were as low as USD 2,316 per day. This time around demand is strong as indicated by rising commodity prices – so you should not expect rates to dig that deep” said Peter Sand. He went on to conclude that such low freight rates are disastrous for ship owners, especially those who are trading in the spot market. According to him, ways out of this would probably be massive demolition of older tonnage, vessels being laid-up like back in the 80’s, postponements of newbuild deliveries to an even larger extent than what we saw in 2010 and hesitation about signing new contracts for vessels. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Above seen the 1999 built ITA flag and owned high speed ferry **ISOLA DI VULCANO** berthed at Mgarr Harbour, Gozo back on the 14th October, 2001.

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



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Maersk: A good year

2010 was a good year for Maersk Line. The Group results are fairly strong with a full year estimate now of somewhere around \$2.2 billion of profit after a loss of \$2.5 billion last year. “You can imagine that the atmosphere is positive” says Regional Chief Executive, Mr. Marc Gijsbrechts “But I would like to say cautiously positive. Because we’ve gone through a fairly strong 2010. We don’t want to be over optimistic or get complacent after what we’ve seen in 2010”. Maersk’s results were outstanding in compare with other ocean carriers. “The reason for the strong figures, is the fact that in 2007, when we noticed that while a lot of the other carriers were turning in fairly good results, we were struggling to bring in good results. And then we introduced what we call our streamline strategy. And I believe that

has helped us a lot, because that was in end 2007-2008, actually well before the major crisis. And we were already a year into changing the organization, taking out a lot of costs, when the crisis hit us. We've taken out somewhere between \$2-3 billion in costs. We've taken out huge amounts in the fuel consumption. Slow steaming, of course, has helped us to reduce our costs." says Gijsbrechts.

Maersk Israel CEO, Mr. Steve Felder, had to cope with the financial recession when he entered the position in 2009. Felder is very impressed with the growth of the Israeli economy and Israel joining the OECD. "I think Israel's always been quite an interesting growth market, because it's somewhere in between a developed market and an emerging market. What was very interesting, and I think encouraging about the Israeli market is the strength that it showed during the crisis. Because with only two consecutive quarters of negative growth, the turnaround was much quicker than the rest of the world." This is something that the Maersk Line takes under consideration when it comes to investing more services agrees Gijsbrechts: "During the crisis, when most of the carriers were struggling and where you saw little or no investments, we actually introduced three new services on the Israeli market: the EuroMed service, the ALEX services into the Adriatic, and we introduced the Russia service into Novorossiysk. Why? Because we saw a very interesting market that was growing and where Israel is an important player." "But we're always looking at different combinations and so forth" adds Felder "Can I say for sure that we're going to give new products next year? No. Are we looking at some interesting opportunities? Absolutely. On the reefers, globally we have an advantage, because we have a longstanding history and expertise in reefers. We're also at the leading edge of innovation in reefers. And then I think in Israel, we've proven to reefer customers that we deliver a good, reliable and a consistent service. So we will continue to look for new opportunities, new ideas to serve our customers better and at the same time be profitable.

The new Carmel Terminal in Haifa that will be able to handle additional 1 million TEU's per year, allowing serving above 8000 TEU ships is another opportunity for investment says Felder "I think it's as great development. I think the piers that we're currently using in Haifa, there's going to be benefits. In terms of TOS and the system itself, I think that it's a very good step forward. It will help us with much better planning and communication, information flow for sure. And of course, we'll be able to hopefully, even improve the service that we provide to customers".

Source: Port2port



Above seen van Oord's Waterinjection vessel **SAGAR MANTHAN** operating in Kattupalli , India .

Photo : Hans Boeschoten ©

**Due to travelling abroad the newsclippings
may reach you irregularly**

South Koreans Approve of Navy's Anti-Pirate Attack

Last week was not the first time a South Korean cargo ship had been captured by Somali pirates, but it was the first time Seoul decided to take military action to do something about it.

Before the *Samho Jewelry* was hijacked in the waters off the Somalia coast on Jan. 15, eight other Korean vessels had been taken by pirates off the coast of Africa since 2006, including another of Samho Shipping Company's freighters, the *Samho Dream*. When the *Samho Dream*, carrying oil from Iraq to the U.S., was captured last April, the South Korean government decided not to negotiate directly with the pirates, leaving the shipping company to pay a record \$9 million ransom to free the 24 hostages. On Friday, Seoul took a different tactic with the *Samho Jewelry*, deploying the South Korean navy, with some background help from the U.S. and an Oman patrol ship, in a daring mission to free the freighter's 21 crew members. It was South Korea's first-ever military operation in international waters; in the end, the navy killed eight Somali pirates, captured five and freed all the hostages on board.

Yoo Ho Yeol, a professor at Korea University in Seoul, says that the reaction from the South Korean public to the anti-pirate operation has been overwhelmingly positive. "Our military succeeded in rescuing our people," Yoo says. "This was a good occasion to show off the military's capability and willingness." Yoo says that last year's *Samho Dream* debacle — along with the more recent lax response to North Korea's latest provocations, which included deadly attacks on a South Korean warship and island — had created a perception in South Korea that the government seemed unprepared, or unwilling, to react aggressively when faced with threats. That last week's action was calculated to help counter these sentiments was reinforced by President Lee Myung Bak in a televised statement on Jan. 21: "We will not tolerate any behavior that threatens the lives and safety of our people in the future."

The South Korean media has also won presidential approval in the affair after universally abiding by a Ministry of National Defense news embargo on the attacks until Jan. 21. Information had leaked to the press early last week that the mission had begun and that three South Korean navy Seals had been injured in a firefight with the pirates on Jan. 18. Jang Gwang Il, head of defense policy at the Defense Ministry, met with reporters last Monday to ask them to wait to report the story. "The safety of our sailors should come first," Jang told reporters. "We could run into problems saving the sailors if military operation plans are leaked to Somali pirates through media reports." Just hours after the South Korean mission to save the *Samho Jewelry* on Friday, the Malaysian navy conducted its own mission to take back a chemical tanker shortly after it was captured by Somali pirates in the Gulf of Aden. In a strikingly similar fashion, all 23 crew members of the MT *Bunga Laurel* were freed and seven pirates were detained. The latest moves by South Korea and Malaysia are part of an international effort to combat Somali pirates, who have reportedly made millions of dollars hijacking ships in the past few years. They are currently holding at least 25 ships with more than 600 hostages, according to the E.U. **Source: Time Inc.**



Above seen the **SEA AGILITY** under tow of the **SALVISCOUNT** in a NE'ly gale off Taiwan 26-01-2011
Photo's : Capt. Neil Johnston – Master Salviscount ©

Van der Veekenpenning voor Theo Schut

Zaterdag 22 januari kreeg de heer **M. (Theo) Schut** de Van der Veekenpenning uit handen van havenwethouder **Jeannette Baljeu**. Theo Schut maakt zich al jaren bijzonder verdienstelijk voor de economische ontwikkeling van stad en haven en is voor heel veel mensen in Rotterdam en (ver) daar buiten een goede bekende. Op 3 januari is hij 60 jaar geworden. Om dit samen met het Rotterdamse bedrijfsleven te vieren hadden zijn drie dochters een bijzondere bijeenkomst georganiseerd in Restaurant Old Dutch aan de Rochussenstraat 20.

In de jaren 80 was Theo Schut hoofd van de afdeling Havens en Transport binnen de Directie Economische Zaken van de gemeente. Daarnaast was hij jarenlang secretaris van de raadscommissie Haven- en Economische Zaken. Hij heeft zich vanaf januari 2002 met grote toewijding ingezet voor de belangen van het bedrijfsleven bij de Kamer van Koophandel, in het bijzonder voor het bedrijfsleven in de Mainport Rotterdam. Theo Schut is nog steeds lid van het dagelijks bestuur en sinds 2009 plaatsvervangend voorzitter van de Kamer. Ook werkt hij voor de Hogeschool Rotterdam.

Naast zijn reguliere werkzaamheden heeft hij zich ook altijd buitengewoon verdienstelijk gemaakt voor zaken als de **Stichting Schepen uit Verre Landen** en de **Stichting De Delft**. Zijn vele activiteiten voor de Marine Club Rotterdam zijn van grote betekenis. Al jaren vervult hij enthousiast de rol van voorzitter voor de bijna driehonderd leden, die allen werkzaam zijn in de Rotterdamse haven.

Johan van der Veekenpenning

Deze penning werd in 1993 ingesteld en is vernoemd naar Johan van der Veeken (1549-1616). De uit Antwerpen afkomstige Van der Veeken vestigde zich in 1583 in Rotterdam. Hij was in hoge mate actief in handel en scheepvaart en adviseerde het toenmalige gemeentebestuur. De penning is bedoeld voor mensen die zich bijzonder verdienstelijk hebben gemaakt voor de economische ontwikkeling van Rotterdam.



The **TAIKO** arriving Melbourne, 26-1-2011, with mast lowered to get under the Westgate Bridge, being assisted by Svitzer tug **Keera** just back from huge refit in Adelaide.

Photo's : Andrew Mackinnon - www.aquamanships.com ©

Pirates hit two vessels in Singapore Strait

Pirates hit two vessels in waters off southern Malaysia in the early hours of Wednesday morning, Seatrade-asia reports. Two pirates boarded the tanker **Healthy** 0325hrs on Wednesday morning, but left the vessel after the crew raised the alarm ReCAAP Information Sharing Centre reported. Less than two hours later at 0445hrs seven pirates armed with knives boarded a Singapore-registered **Crest Atlas** and stole cash, mobile phones, other valuables and bridge equipment. Both incidents were close to Tanjung Piai in Malaysian waters **Source : PortNews**



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The **P-TRAP system** seen deployed on a vessel which passed the Gulf of Aden – Photo : www.P-Trap.eu

See also : <http://www.youtube.com/watch?v=BvbwkOTr9-c>

And

<http://www.youtube.com/watch?v=2yeoKVdOfhA>

Pirated MV BELUGA NOMINATION awaits help

After 4 days of uncertainty regarding the exact status of the crew, MV **BELUGA NOMINATION** is now believed to be pirated, EU NAVFOR press release said. On the afternoon of 22 January 2011, the MV **BELUGA NOMINATION** was attacked by a skiff, with an unknown number of suspected pirates on board. Small arms were used against the vessel during the attack.

The attack took place in the Indian Ocean, 390 nautical miles north of the Seychelles. The MV **BELUGA NOMINATION** is an Antiguan and Barbudan flagged, German owned, general cargo vessel which was on passage to Port Victoria in the Seychelles at the time of the attack. There is no information on the condition of the mixed crew of

12 (Polish, Filipino, Russian and Ukrainian) at this time. EUNAVFOR are monitoring the situation. When the pirates boarded the vessel the crew went into a citadel which the pirates were eventually able to enter. It should be stressed that the use of a citadel by crew members does not guarantee a military response. Detailed guidance on the utilisation of citadels can be obtained from the Maritime Security Centre (Horn of Africa) MSC(HOA).

The nearest EU NAVFOR warship at the time of the attack was over 1000 Nm away. The warship was waiting to escort a World Food Programme (WFP) vessel delivering vital humanitarian aid to Somalia, which is EUNAVFOR's primary task within its mandated mission. The remainder of the EUNAVFORs warships was even further away carrying out tasks in the IRTC (Internationally Recognized Transit Corridor), which is their secondary task within the mandated mission. **Source: eunavfor**

CASUALTY REPORTING



NEPTUNUS AGROUND NEAR HANSWEERT



The 110 mtr long inland water tanker **NEPTUNUS** ran aground last Tuesday at the OUDE PUNT in Hansweert, the tanker, owned by Bruinsma Company, was refloated later with another Bruinsma owned inland water vessel **VITALITE**, the **NEPTUNUS** was towed to the port of Hansweert - **Photo : Jaap Janse ©**

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NAVY NEWS

INS Sudarshini joins the Indian Navy



Ready to sail: **INS Sudarshini**, a sail training ship built by Goa Shipyard Ltd. for Indian Navy, is launched by Letha Sushil, wife of Vice-Admiral

The Goa-based Goa Shipyard Limited (GSL) is being modernised in a phased manner, said its Chairman and Managing Director Vineet Bakhshi here on Tuesday. Mr. Bakshi was at the launch ceremony of **INS Sudarshini**, the second sail training ship built by GSL for the Indian Navy. Letha Sushil, wife of Vice-Admiral K.N. Sushil, Flag Officer Commander-in-Chief, Southern Naval Command, ceremoniously launched the ship on Tuesday.

Vice-Admiral K.N. Sushil was the chief guest. Rear Admiral Prem Kumar Nair, Assistant Controller Warship Production and Acquisition, and Rear Admiral Sudhir Pillai, Flag Officer Commanding Goa Area, were present. Mr.


Bakhshi said that Rs. 800 crore had been invested to make the GSL ready for adopting cutting edge technology to meet the requirements of the country's Naval defence.

The first two phases of modernisation of GSL was expected to be completed shortly, he said. He said about Rs. 400 crore would be spent on third and fourth stages of modernisation of the GSL.

INS Tarangini, Navy's first Sail Training Ship, was constructed by GSL. Sail Training Ships were used as basic seamanship and character building platforms by Navies the world over. Built for worldwide operations, **INS Sudarshini** was a steel-hulled, round bilged, three-mast sailing ship, square rigged on the forward with its main mast and fore and aft rigged on the mizzen mast and with eighteen sails having a sail area of approximately 1,035 square metres. With a very high endurance, it could be deployed in sea continuously for 20 days. The vessel could accommodate 61 persons and be under sail or propulsion power or a combination of both, said officials of the GSL.

GSL had built 188 ships since 1964, including Offshore Patrol Vessels, Missile Craft, Survey Vessels, Sail Training Ship, Fast Patrol Vessels, Extra Fast Attack Craft, Landing Craft, Offshore Supply Vessels and over 100 Glass Reinforced Plastic Fast Interceptor Boats.

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France Signs Contested Russia Warship Deal

France on Jan. 25 inked a lucrative agreement to sell four Mistral-class warships to Moscow, with two to be built in Russia, a move bitterly opposed by former Soviet states in the Baltics. The deal for the amphibious assault ships will be the first sale to Russia of such technology by a NATO country. France's NATO allies - in particular Lithuania, Latvia and Estonia - have expressed concern about arming Russia with modern Western weaponry.

Leaked diplomatic cables showed that U.S. Defense Secretary Robert Gates also raised Washington's concerns while on a visit to Paris last year. The deal was announced while President Nicolas Sarkozy was visiting the STX naval shipyards in the western port of Saint-Nazaire, where the vessels will be built in partnership with France's state-owned military contractor DCNS.

"The governments of the two countries agree to give their full support to the construction of two [warships] in France and two in Russia," said a joint French-Russian statement released by the French presidency. Sarkozy told shipworkers in Saint-Nazaire that the deal represented 6 million hours of work and 1,500 jobs over four years. A previous deal announced late last month concerned the construction of two Mistral-class ships in Saint-Nazaire and mentioned the possibility of building two more.

The deal unveiled Jan. 25 did not mention how much technology France would transfer to the Russians to enable them to build the ships, nor did it mention how much the ships were being sold for. France has been negotiating with Russia since 2009 on the deal to sell Moscow the Mistral-class ships, which is priced at around 500 million euros (\$680 million).

Russian state shipbuilder OSK boss Roman Trotsenko told Interfax news agency that the unit price agreed was "less than 600 million euros." STX said the first Mistral would be delivered in December 2013, and would be 80 percent built in France and 20 percent in Russia. A Mistral-class ship can carry up to 16 helicopters, four landing craft, 13 battle tanks, about 100 other vehicles and a 450-strong force. It has facilities for a full command staff and is equipped with a 69-bed hospital. The Russian army has said such a ship would have helped it win its August 2008 war with ex-Soviet neighbor Georgia within hours rather than days.

Lithuania, Latvia and Estonia - states ruled by Moscow until 1991 - have repeatedly criticized France's plans since Paris began negotiating the warship sale. The Kremlin only withdrew its troops from their territory in 1994, three years after they won independence when the communist bloc collapsed.

The three states, with a combined population of 6.8 million, still have rocky relations with Russia, notably since they joined NATO and the European Union in 2004. U.S. Senator John McCain, R-Ariz., sharply condemned the sale of the four warships, calling it "a threat to some of America's friends and NATO allies." "I strongly oppose France's sale of the Mistral to Russia," he said. "This ship is a threat to some of America's friends and NATO allies, and I worry that this decision could set a troubling precedent within NATO of advanced weapons sales to the Russian government."

Source : [defensenews](#)

ANOTHER VICTIM OF DEFENCE CUTS



Having crossed the front of **Plymouth Hoe** firing a gun salute **HMS Chatham** enters Devonport Dockyard flying her paying off pennant for the last time.

Photo : [Ian Denton](#) ©

**Due to travelling abroad the newscippings
may reach you irregularly**

Taiwan Coast Guard fleet expanded by two new vessels

Two new locally designed and built vessels were commissioned into service Wednesday by the Coast Guard Administration (CGA) as part of Taiwan's efforts to beef up its coastal patrol and maritime search and rescue capabilities.



"The induction of the two ultra-modern, high performance ships has substantially enhanced our deep-sea patrol capacity and underscores our determination to protect our maritime sovereignty and fishing rights and better contribute to law enforcement at sea," President Ma Ying-jeou said while presiding over the commissioning ceremony for the two ships at a CGA wharf in southern Taiwan's Kaohsiung City.

Last September, coast guard personnel from Taiwan and China conducted a joint maritime search and rescue training exercise in waters between Taiwan-held Kinmen Island and the southeastern Chinese coastal city of Xiamen, Ma noted.

In the future, he continued, Taiwan looks forward to reinforcing similar exchanges and cooperation with the United States, Japan and the Philippines. The CGA also cooperates with the Fisheries Administration by deploying three patrols in the Pacific Ocean each year, during which Coast Guard officers conduct regular shipboard inspections of fishing boats in the open sea through arrangements by the Western and Central Pacific Fisheries Commission.

"These operations indicate international recognition of our maritime policing abilities," Ma said, adding that the commissioning of the two new vessels further upgrades Taiwan's open sea law enforcement operations and better protects the rights and safety of Taiwanese fishermen and fishing boats.

One of the two new vessels, christened **Tainan**, is a 2,000-ton multifunctional ship that has a range that encompasses the Dongsha Islands and the Spratlys in the South China Sea, with a maximum navigation distance of 7,500 nautical miles. The other, named **Hsunhu No. 7**, is a 1,000-ton deep-sea patrol vessel, with a range of 15,000 nautical miles.

Source : Focus Taiwan

Ten in Portuguese submarine fraud case to stand trial

Three German and seven Portuguese nationals are to be tried for alleged fraud related to the purchase of two German submarines by Portugal in 2004, a judicial source said Tuesday.

The ten people, who were not named, face allegations of forging invoices related to the sales contract by the German Submarine Consortium (GSC), the company making the submarines. Among the accused are two executives of German industrial services company MAN Ferrostaal, part of the consortium.

However a trial date has yet to be announced, the court official said. A probe was launched last April at the request of the accused. Portuguese and German authorities are also investigating whether Ferrostaal paid bribes during the sale of its submarines. The first was delivered last June. Source : Expatica

SHIPYARD NEWS



SCHEEPSBOUW POSITIEF OVER EXPORT

Exportenquête toont toenemend belang BRIC-landen aan

Bijna 60% van de Nederlandse scheepsbouwsector verwacht in 2011 een sterke groei van de export. Die groei komt naar verwachting voornamelijk uit opkomende landen zoals China, Brazilië, India en Rusland. Grote Europese markten zoals Duitsland blijven belangrijk, maar dragen relatief minder bij aan de groei. Als meest kansrijke sectoren worden genoemd de offshore, baggersector en werkschepen. Deze conclusies komen uit de exportenquête 2011 van Scheepsbouw Nederland.

De enquête is gehouden onder 480 werven en toeleveranciers. De respons was met 53% hoog. Internationaal zakendoen is voor ondernemers in de scheepsbouwcluster dan ook van groot belang. Bijna driekwart van de bedrijven is internationaal actief. Export is bij deze bedrijven goed voor bijna twee derde van de omzet.

De meeste bedrijven exporteren direct vanuit Nederland of via een agent. Ruim een derde van de bedrijven heeft een eigen vestiging in het buitenland en bijna een kwart heeft een strategische samenwerking met een buitenlandse partner. Internationaal ondernemen betekent voor ruim 40% van de bedrijven ook het inkopen van onderdelen uit het buitenland.

In het onderzoek worden de volgende groeilanden en -segmenten geïdentificeerd:

- Segmenten met de grootste groeipotentie zijn de offshore, baggersector en de markt voor werkschepen en superjachtbouw. Dit zijn ook nu al de markten waarin veel Nederlandse bedrijven zijn gespecialiseerd en een concurrentievoordeel hebben ten opzichte van buitenlandse firma's. De strategie van veel bedrijven is om zich nog sterker te gaan richten op innovaties en het bieden van totaaloplossingen voor de klant.
- De lijst met landen waarnaar de export de komende jaren kan groeien, wordt sterk gedomineerd door de zogeheten BRIC-landen (Brazilië, Rusland, India, China). Toch staat Duitsland op de lijst met groeilanden nog steeds op een prominente derde plaats. Duitsland is niet alleen één van de grotere scheepsbouwlanden in Europa, het heeft ook een grote vloot en kent veel maritieme toeleveranciers aan welke Nederlandse bedrijven op hun beurt weer toeleveren.
- Andere landen die door maritieme exporteurs als groeilanden worden gezien, zijn Noorwegen, de VS, Singapore, Turkije en Denemarken.

Veel van de internationaal actieve bedrijven uit de Nederlandse maritieme sector voeren een behoedzame expansiestrategie. Bedrijven zeggen verder te willen focussen op de huidige exportmarkten en bestaande buitenlandse klanten, maar combineren dit met het betreden van veelbelovende nieuwe buitenlandse markten. Veel van de opkomende maritieme markten zijn voor specialistische scheepsbouwkennis, geavanceerde schepen en apparatuur afhankelijk van import uit het Westen. Dit biedt kansen voor Nederlandse leveranciers.

In de als groeiland aangeduide bestemmingen is het niet altijd makkelijk zaken doen. Zo worden in de BRIC-landen nationale bedrijven veelal bevoordeeld boven buitenlandse bedrijven, en is de veilige transfer van technologie, met respect voor (intellectuele) eigendomsrechten, niet altijd gewaarborgd.

In zijn algemeenheid lijkt te gelden: het zakelijk potentieel van de BRIC-landen voor Nederlandse maritieme exporteurs is groot, maar moet door de landen zelf én de bedrijven nog grotendeels worden gerealiseerd.

Van de overheid verwachten bedrijven dan ook een verbetering van de Nederlandse concurrentiepositie en het bewerkstelligen van een Level Playing Field. Daarnaast hebben maritieme ondernemingen behoefte aan (markt)informatie en zouden ze graag zien dat buitenlandse posten meer functionele informatie en netwerkgelegenheden aanbieden.

De uitkomsten van de enquête worden door Scheepsbouw Nederland gebruikt voor de vormgeving van het exportbeleid voor de komende jaren



Two Odebrecht drillships (left **NORBE IX** and on the right **NORBE VIII**) seen fitting out at the DSME yard in Korea
Photo : Carel Kruizinga

Hyundai Heavy Industries to Hit 100 Million Gross Tons

Hyundai Heavy Industries is set to be the first shipyard to hit 100 million gross tons in April with regard to combined newbuild output of commercial ships. The company completed its first shipbuilding contract for a 260,000t vessel in 1997 and has delivered 1,590 ships of 96.737 million gross tons as of November 2010.

The company reached 100 million deadweight tons in 2006 and is expected to hit a record 150 million tons this year, according to asiasis.com. Hyundai has delivered 471 boxships, 336 oil tankers, 319 bulkers, 111 product carriers, 97 LNG carriers, 43 multi-purpose cargo carriers, 39 mineral, bulk and oil carriers, 18 ro-ro ships, seven drillships, four FPSOs and 59 other vessels. Source: **Ship Technology**

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The **CREST NAUTILUS 2** seen in Singapore Southern Tuas basin last Tuesday – Photo : Piet Sinke (c)

Gladstone 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. "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: Reuters



The **POSH VANTAGE** seen anchored at Selat Pauh (Singapore) anchorage Wednesday – Photo : Piet Sinke (c)

Minder gebunkerd maar meer gasolie in Rotterdam

In Rotterdam, de grootste bunkerhaven van Europa, werd het afgelopen jaar aanzienlijk meer lichte gasolie 'getankt'; van 300.000 ton naar 520.000 ton. Per 1 januari 2010 mogen in de havens van de EU schepen die afgemeerd zijn geen zware stookolie of dieselolie meer voor hun hulpmotoren gebruiken. In totaal werd er een fractie minder gebunkerd dan in 2009; een daling van 12,17 naar 11,9 mln ton.

De afname in 2010 is een stuk minder dramatisch dan in de jaren daarvoor. Topjaren waren 2006 en 2007. Daarna volgde in 2008 een afname van 600.000 en in 2009 een afname van 800.000 ton. De terugloop is voor een belangrijk deel te wijten aan de recessie. Daardoor werden schepen opgelegd en ontstond minder de vaart. Bovendien zijn grote containerschepen langzamer gaan varen ('slow steaming'). Ook in de scheepvaart betekent minder snelheid minder brandstofverbruik. Tien procent minder dienstnelheid bespaart 21 procent brandstof en 20 procent bespaart zelfs 36%. Bij een verbruik van 250 tot 300 ton per etmaal scheelt dat heel wat.

Overzicht met de meest recente bunkeroverslagcijfers van Rotterdam (tussen haakjes de stookolie hoeveelheden):

2002 bunkervolume 10,6 (10,0)
2003 bunkervolume 11,4 (10,8)
2004 bunkervolume 12,9 (12,2)
2005 bunkervolume 13,10 (12,55)
2006 bunkervolume 13,61 (13,10)

2007 bunkervolume 13,58 (13,07)
2008 bunkervolume 12,97 (12,49)
2009 bunkervolume 12,17 (11,73)
2010 bunkervolume 11,90 (11,26)

DP World handled 50 million TEU in 2010; 14% ahead of prior year

Global marine terminal operator DP World today announced it handled 49.6 million TEU (twenty-foot equivalent container units) across its portfolio of 50 operating terminals in 28 countries in 2010, an increase of 14% against the prior year. Like for like volume growth was 10%.

Volumes for our consolidated terminals grew 9% to 27.8 million in 2010 including 7.3 million TEU handled in the fourth quarter, 12% ahead of the same quarter last year. Like for like volume growth for our consolidated terminals for the fourth quarter 2010 was 9%. The UAE handled 11.6 million TEU in 2010, 4% ahead of 2009 with the fourth quarter delivering growth of 7% handling over 3 million TEU. The performance of the region in the second half of 2010 sees a return to peak levels previously seen in 2008 with 6.1 million TEU handled in the 6 month period. Non-container volumes in the UAE have shown improvement in second half of the year but remain at slightly lower levels for the full year when compared to the same period last year.

Excluding the contribution from new terminal volumes in Qingdao, China and Callao, Peru both of which became operational in 2010, volume growth was driven by strong performance in Australia, America and Asia Pacific Regions as well as the continuing return of volumes to the European region. During 2010 and into the early part of 2011 we have successfully delivered two major new capacity additions; the new terminal in Callao, Peru and the major expansion of our existing terminal in Port Qasim, Karachi. In addition we announced a strategic partnership for DP World Australia which will see us retaining 25% ownership and a management contract once the transaction completes at the end of the first quarter 2011.

Chief Executive Officer, Mohammed Sharaf commented: "Handling 50 million TEU across our global portfolio is a major milestone for DP World and puts our annual throughput for 2010 well ahead of historic peak levels seen in 2008 reflecting the faster growing emerging market focus of our portfolio. "The UAE region has gone from strength to strength during 2010 ending the year with a record second half performance. We are delighted to see the region back at 2008 levels reflecting the strong growth in both the UAE and the broader Middle East economies which our terminals support. These results reflect the continued position of Jebel Ali as the premier gateway for cargo into the Middle East." "This excellent performance in the second half of the year will lead to a stronger financial performance and we expect to report full year financial results in line with expectations and well ahead of the prior year.

"As we enter 2011, we expect to see our terminal operations build on the operational and financial performance of 2010 reflecting our unique portfolio which focuses on both faster growing emerging markets and origin and destination cargo. We remain confident about the long term outlook for the container terminal industry and our strong competitive position within it." **Source: DP World**

Deep Sea Supply moves into Malaysian offshore service market

Oslo-listed Deep Sea Supply plc is moving to get access to the growing offshore supply market in Malaysia, which is protected by strong cabotage regulations. Today it announced it has entered into an exclusive partnership agreement with two Malaysian partners, Efogen Sdn Bhd and a Malaysian government owned investment fund. It says that through Efogen Sdn Bhd it has secured a reputable industrial partner with established customer relations in the local Malaysian market.

The new partnership, indirectly controlled 25 percent by Deep Sea Supply, has purchased the AHTS vessel "[Sea Weasel](#)" from Deep Sea Supply at market terms. The vessel is currently on a charter to Petronas and will be put under the Malaysian flag and managed by Deep Sea Supply.

The ship is a 63.4 m Seatech P-729 design AHTS delivered from ABG Shipyard, India, in 2009.

Deep Sea Supply says that together with its new partners, it has been able to attract favorable local financing, minimizing the equity injected in the new partnership. It says it is confident that this structure is a solid fundament for building up the preferred offshore supply vessel operator in the interesting Malaysian market.

Finn Amund Nordby, CEO of Deep Sea Supply, elaborates: "The new partnership will enable Deep Sea Supply to expand into the exciting Malaysian offshore supply market. A local presence is a prerequisite in order to succeed, and we are confident that this agreement will lead to attractive opportunities for Deep Sea Supply. The partnership further demonstrates Deep Sea Supply's strategy to take a more active approach in securing attractive positions in prioritized growth markets." **Source : MarineLog**

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Offshore permitting delays threaten 125,000 Gulf jobs

The U.S. is set to pay a very stiff price for Department of the Interior efforts to enhance offshore drilling safety in the aftermath of the Deepwater Horizon disaster. The resulting delays in Gulf of Mexico drilling has already cost jobs and will reduce Gulf oil and natural gas production and government revenue this year. Unless policymakers reverse course, 2011 could be the first year without a lease sale in the Gulf of Mexico since 1964.

A new analysis by energy consultancy Wood Mackenzie, prepared for API, warns that deepwater development could be seriously jeopardized if permitting timelines are extended, according to a new analysis. The study projects nearly one-third of U.S. deepwater production could be rendered uneconomic, which could significantly impact deepwater production, resulting in less energy production, less investment and less revenue to government.

"The potential harm is alarming," said Kyle Isakower, API's Vice President of Economic and Regulatory Policy. "We are talking about a transformation of the future relevance of deepwater Gulf development to U.S. domestic energy production - and a major threat to Gulf region jobs and to the nation's energy security. Based on the development impacts outlined by Wood Mackenzie, we believe as many as 125,000 jobs could be lost in 2015."

As much as 680,000 barrels of oil equivalent Gulf production a day could be at risk in 2019, according to the study, which was sponsored by API. That's approximately equal to total current Alaska oil production, 12 percent of total current U.S. oil production, or about 34 percent of total current Gulf deepwater oil production.

On top of the production impacts, the Wood Mackenzie study projects as much as \$70 billion in investment and \$18 billion in revenue to government could be at risk (cumulatively from 2011 to 2022). **Source : MarineLog**

MaK power for Scandlines car ferries

Two Scandlines car ferry newbuilds from P+S Werften's Volkswerft Stralsund shipyard in Germany will each be equipped with five MaK 9 M 32 C engines with Cat Common Rail. Each M 32 C engine produces 4,500 kW at 600 rpm for 22,500 kW of total power per vessel. The engines are optimized for smokeless operation and reduced nitrogen emission levels, which fulfill IMO II requirements.

The ferries will be deployed on the Rostock, Germany, to Gedser, Denmark, service and have the following main particulars:

Length: 169 m Breadth, molded: 24.80 m Design draft: 5.50 m Capacity: 1,500 passengers 460 cars or 90 trucks (approximately 1,600 lane m) Main engines: 15,800 kW Speed: 20.5 knots

"Based on the success of the retrofitted M 32 C engines on container vessels, Scandlines asked Caterpillar to deliver the engines for a unique combined propulsion system for two new single-end car ferries," said Andreas Banck, Caterpillar Motoren GmbH & Co.KG Senior Test Engineer. "The MaK engines will power both the main propulsion engines and the alternators enabling Scandlines to reduce maintenance costs and operate the ferries in a safe, environmentally-friendly manner." Caterpillar initially developed the Cat Common Rail system for the M 32 C engine series in 2006. The Edith Maersk, owned by A.P. Moeller - Maersk A/S, utilized the first M 32 C auxiliary engine retrofitted with Cat Common Rail. Cat Common Rail features electronically controlled, fully flexible injectors capable of injecting all fuels standardized according to ISO 8217 requirements, enabling optimal combustion and low emissions at all levels. Cat Common Rail can be retrofitted on the M 32 C.

"Another remarkable aspect of the M 32 C engine is the option to retrofit the engines to Dual Fuel operation at a later stage if necessary," said Frank Kircher, Division Manager, Caterpillar Marine Systems Integration. "This gives Scandlines the freedom to decide how they would like to operate the vessels in 2015 when more stringent rules for the Sulfur Emission Controlled Area (SECA) become effective." Both vessels will be delivered to Scandlines in 2012. While the engines will be manufactured at the Caterpillar factory in Kiel, Germany, a collaboration between European Cat Dealers Zeppelin Power Systems and Pon Power Scandinavia will provide Scandlines with sales and installation support, as well as product support and service.

"We're pleased to be able to provide Scandlines with a tailor-made solution that covers the power requirement throughout all operating conditions," noted Territory Sales Manager Ulf Hannemann. "Our customers have been pleased with the reliability of our engines, the reduced soot emission levels provided by Flexible Camshaft Technology (FCT) and the operational flexibility Cat Common Rail offers." **Source : MarineLog**

Van Oord awarded Iraqi dredging contract

Van Oord has been awarded a dredging contract a crude oil export expansion project off the coast of Iraq. The client is the South Oil Company of Iraq. Van Oord will be working for main contractor Leighton, who are based in Australia.

The value of the contract awarded to Van Oord is US\$100 million.

Work will start immediately and continue until the end of 2011. Van Oord will be dredging a 43km long trench and the turning basins around three oil loading buoys. The site is at the mouth of the Euphrates river.

Left : the HAM 318
Photo : Piet Sinke (c)

Van Oord will be deploying its largest trailing suction hopper dredger, **HAM 318**, and two cutter suction dredgers.

HAM 318 will be working at a distance of approximately 40km from the shore. The cutter suction dredgers will be working closer to the coast. During the execution of the project all of the



company's employees will remain offshore. **Source : Dredging News Online**



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Van der Velden delivers biggest Barke rudders thus far

Two flap-type rudders installed on the 30,000 cu.m trailing suction hopper dredge **Congo River** are the largest in-house designed BARKE rudders thus far delivered by Van der Velden Marine Systems.



Built for the DEME Group, the dredge was launched on January 21 at the IHC Merwede shipyard in Krimpen aan den IJssel, Netherlands.

Its two BARKE rudders were designed by the Product Design Department of Van der Velden Barkemeyer GmbH.

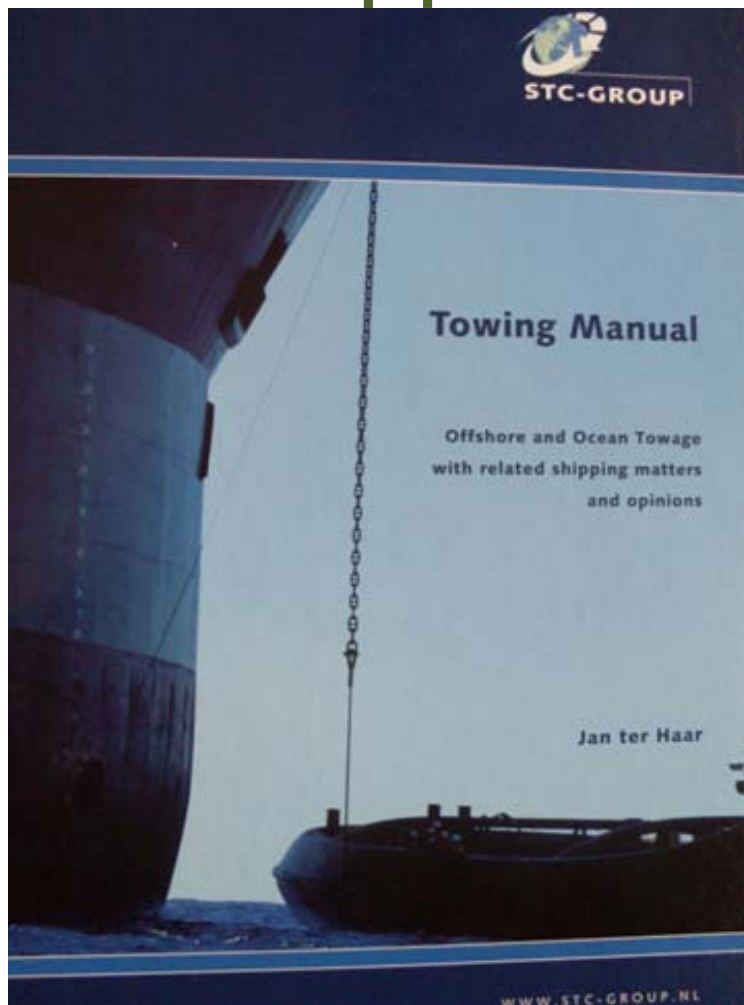
Each has a rudder area of 30 sq.m while each flap has an area of 7.5 sq.m. Each rudder

weighs about 75 tons..Both rudders can work at an angle of 45 degrees. The dredge is driven by two propellers with a 5.4 m diameter and can reach a speed of 16.6 knots.

The high level of wear and tear, caused by maneuvering in sandy waters, is a key issue for hopper dredges. The fully enclosed housing of the original BARKE rudders reduces wear on the linkage components to a minimum while eliminating the risk of sand entry. The innovative and advanced high-lift design offers unsurpassed maneuvering and course keeping performance. Other features are a long lifespan, a reduction of cavitation to an absolute minimum, noise and vibration-free operation, high propulsion efficiency and low fuel consumption.

Congo River will be commissioned in mid-2011. Due to her wide beam (38 m) and short length (168 m), this innovative and versatile vessel has excellent maneuverability and can be used for many purposes. When fully loaded, Congo River has a low draft (12 m), enhancing her working efficiently in harbors and fairways, on beach repletion and land reclamation projects, and with long-distance transportation. Fitted with a deep suction dredging installation, the vessel has a maximum dredging depth of over 100 meters. **Source : MarineLog**

STC-Group publishes ocean towage book



The STC-Group in Rotterdam published a new book on ocean towage. As there is a lack of practical literature on ocean towage for future seamen starting their careers, the STC-Group approached one of their visiting teachers. Captain Jan ter Haar is highly familiar in the field of ocean towing and salvage. This cooperation resulted in the now presented **"Towing Manual"**.

The content of the book is built up in different phases: first a general review is given, where after the oceangoing tug is thoroughly discussed per section. Moreover, as a paper exercise, a factual departure to sea and further away from the port of Rotterdam is explained in various stages. New developments in the field are presented in different individual chapters. These developments are interesting and innovative for the branch and for the execution of work on board, not only from an economical point of view but also from a safety perspective. Throughout the book a link is made with salvage and the offshore world. The emphasis however remains on ocean towing. Besides this, a chapter is included about ITB's and ATB's, as the author regards these as highly economical means of transport.

Being a seaman himself, the author freely files his opinion regarding the shipping industry, their institutions and the general regulations, as he deems necessary. Although the manual is written for students at nautical colleges, it is of great interest for the large family of tug lovers. The **"Towing Manual"**

can be purchased at the STC- Group in Rotterdam, the author, Maritime bookshops and the regular bookshops under the code ISBN/EAN 978-90-810900-2-5.

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Competition Boosts Efficiency at Dar es Salaam Port

DAR ES SALAAM Port container vessels turnaround time has improved significantly from 6.2 to four days as a result of the government scrapping exclusivity clause that gave Tanzania International Containers Terminal Service (TICTS) monopoly over the Dar es Salaam port business.

The exclusivity clause, scrapped about two years ago, that protected TICTS from competition is widely blamed for container congestion at the port, renowned as the gate way for East and Central Africa. The Port container ship turnaround time, according to Tanzania Port Authority (TPA) annual report, decreased from 6.2 days in 2009 to the current period of four days.

The achievement brings the Dar Port at par with Mombasa Port and well above South Africa's Durban Port rate of eight days. Mozambique's Beira Port has the highest ship turnaround time of 15 days. Tanzania Shipping Agents Association (TASAA) Chairman Emmanuel Mallya told the 'Daily News' on a tele-interview on Tuesday that the increased port efficiency was a result of competition.

"In the last two years, TPA has cut down TICTS market share to 20 per cent," Mr Mallya said, "to push up competition in favour of the port users." Dar Port container handling business is set to improve further once the second container project to construct two new berths 13 and 14 is completed in 2013.

The new berths will have handling capacity of 600,000 twenty-foot equivalent units (TEUs) to increase the overall handling capacity to over 1,000,000 TEUs annually. The TPA's 450 million- USD second container terminal project at the Dar Port is crucial to support the increase of Democratic Republic of Congo (DRC) cargo volume. "There are balances of import and export consignment from DRC," Mr Mallya said. "DRC will overtake Zambia as the main user of Dar Port soon." The trend indicates that DRC economy is picking up as export of minerals are on increase to match the volume of imports. **Source : [allafrica](#)**

Master's orders on pilot's advice

Why do so many accidents occur in pilotage waters, often with a pilot embarked? This is an age-old question that seems designed to raise the hackles of any pilot who might be in earshot. And of course in some respects it is as silly a question as "why are there so many groundings in coastal waters?" But in shallower seas and pilotage waters the risks are multiplied, and the pilot is hired to keep these risks manageable!

But it is probably true that the master-pilot relationship and the role of the pilot as part of the ship's bridge team can often be improved. The warning against instantly relaxing when the pilot is handling the ship may be an old one, but remains fresh and important. And while there may still be debate about whether passage plans should be berth to berth or interrupted at the pilot station, there needs to be mutual assurance about, on the one hand, the competence of the pilot and on the other, the ability of the bridge team (and the ship in general) to operate as might be expected.

It is sometimes said that the moment the pilot strides onto the bridge of an inbound ship at the pilot station is not the best time to become engaged in lengthy discussions about the passage plan and the ship's characteristics. The best modern pilot services will ensure that the pilot has prior knowledge about the ship he is boarding and that the master of the ship has at least been appraised of the passage to the berth. Good communications are there to be used for such a purpose, and trying to peer at a pilot card with the characteristics of the ship by the light of a torch with the ship crossing a crowded anchorage is second best and should not be necessary.

It is also important that the safe navigation of the ship is the priority of the moment and there is no distraction, on behalf of either the pilot or the bridge team, from mobile telephones or arrival paperwork. Both have contributed to accidents. The job of the bridge team is to monitor the position of the ship, ensure that the pilot's orders are obeyed correctly and promptly, and, if doubt arises, to politely question the pilot, which can be done without causing offence. The pilot, for his part, needs to keep the master and officer of the watch involved and constantly inform them of what he is doing.

There are, of course, certain "natural" obstacles to this efficient interchange. Language may be a problem, with the standards of English spoken varying widely, but it is still no reason to depart from the proper behaviour in which each knows what the other is doing. A pilot carrying out long conversations in his own language with the shore, or tugs, or other pilots in a traffic situation, needs to provide a clear summary in English to the master and the ship's team. The

pilot needs to know what conversations inside the wheelhouse, which might have some effect on the ongoing situation, are all about. It may be common courtesy, but also common sense, and could be crucial.

Problems arise when a pilot fails to communicate adequately operating, as it were, in isolation. Equally, pilots too often find that a ship's bridge is not adequately manned, and that he is faced with a master struggling with paperwork problems or some extraneous bureaucracy and left to handle the ship on his own. Most times they get away with it, but when accidents happen, the investigators discover it is the relationship between pilot and bridge team that is the main contributor. **Source: BIMCO**

.... PHOTO OF THE DAY



The **SKANDI ARCTIC** seen in Haugesund – **Photo : Capt. Jan Plug ©**

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