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The 190 ton ton BP **SUBHADRA** seen in Rotterdam-Europoort – **Photo : Harry van den Berg ©**

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Mammoet's **ZEPHYRUS** seen arriving with a Gotwald crane on barge in IJmuiden last week

Photo : Joop Marechal ©

## Arms more common in piracy waters

Although a vast majority still believes that arming civilian seafarers is a bad idea, acceptance of armed security personnel on ships transiting pirate infested waters has increased. Stena Bulk is one of the owners that recently has



announced its decision to provide armed guards after incidents involving two of the company's tankers. Also in political quarters, there is a growing sympathy for shipowners hiring armed guards or using privately owned armed escort vessel services, albeit with mixed feelings. "In a perfect world we wouldn't dream of having armed security people on board ships, but we do not live in a perfect world" the UK shipping minister Mike Penning recently said in a speech. He stressed that piracy must be combated and he understood owners taking this step. "I cannot ignore that, and I cannot just say "ok, it will be alright", because that would allow the cowboys to come in", he is quoted as saying by Lloyd's List.

Piracy is spreading and violence is escalating. Somali pirates have extended their operational area and activity has also increased in other hot spots. The dry-cargo vessel [Perseas](#) was recently violently attacked off Nigeria. In an armed assault, pirates wounded two seafarers and kidnapped the master and the chief engineer. This followed attacks on two anchor handling tugs, the [Melody](#) and the [Kendrick](#). In the first case, the pirates kidnapped the chief engineer. Also in the waters off Singapore, criminal gangs have increased their activities. At least one bunker tanker and four tugs have reportedly been boarded by armed and masked gangs of up to 10 persons. **Source : ShipGaz**



The tug [MARSS-I](#) seen icebreaking near the [SOLITAIRE](#) – Photo : Crew Solitaire ©

## Shipping Lines Drop the Most in Five Months After Rates Slump

Stocks of dry bulk shipping lines headed for their biggest weekly drop since August after charter rates slumped to their lowest in almost two years and Korea Line Corp. filed for receivership.

The Bloomberg Dry Ships Index of 12 stocks fell 3.5 percent, the most since the week ended Aug. 27, led by declines in Genco Shipping & Trading Ltd., Eagle Bulk Shipping Inc. and Golden Ocean Group Ltd. The Baltic Dry Index of shipping costs fell 17 percent this week, retreating to the lowest level since February 2009 because of a surplus of carriers. "We might move further down before leveling out and people getting to grips with taking vessels out" of the market, Erik Nikolai Stavseth, an analyst with Arctic Securities ASA in Oslo, said by phone today. Leasing costs for capesizes, 1,000-foot-long ships hauling iron ore and coal, slumped 87 percent since October because of a glut of vessels. About 200 capesizes, spanning some 35 miles end-to-end, will leave shipyards this year, expanding the fleet by 18 percent, a Bloomberg survey of eight fund managers and analysts earlier this month showed. There was an average of 246 capesizes anchored worldwide in the week ended Jan. 23, compared with 142 at the end of October, based on data collected by AISLive and compiled by Bloomberg. The average speed of the bulk carrier fleet fell to 8.84

knots, from 9.56 knots, over the same period, the data show. Both measures indicate that owners are allowing ships to idle and cutting speeds to conserve fuel.

Shares of New York-based Genco Shipping & Trading fell 15 percent to \$11.30 so far this week, heading for the steepest drop since May. Eagle Bulk, based in the same city, retreated 11 percent, the most since July. Golden Ocean, the commodities shipping line led by Norwegian billionaire John Fredriksen, declined 12 percent in Oslo trading. Returns to owners in the spot market for capesizes now stand at \$6,177, the lowest since December 2008. Daily operating costs are probably about \$6,000 to \$7,000 a day, Stavseth estimated. Korea Line, South Korea's second-largest operator of dry-bulk ships, filed for receivership after being unprofitable in six of the past seven quarters. The company operated 51 vessels at the end of September. **Source: Bloomberg**



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## Single-hull tankers still active, but exodus could be on the cards pretty soon

The phase-out of single-hull tankers under the IMO accelerated scheme was to be completed by the end of 2010, although certain exemptions has allowed some of the older tankers to trade up until 2015. As a result, the latest weekly report from Gibson estimates that as of today approximately 26 million dwt of single-hull tankers are still active (ships of over 10,000 dwt).

"Last year, it was anticipated that there would be a mass exodus of single-hull tankers out of the market, as trading opportunities continued to evaporate. The final demolition total for 2010 reached 12.3M dwt, up by 5.3M dwt over the figure achieved in the previous year. Additional support for the tanker market came with the removal of a further 6.6M dwt through various conversion projects mainly to dry bulk and offshore" said the London-based shipbroker.

Meanwhile, according to data compiled by N.Cotzias Shipping Group, the average age of all tankers scrapped in 2010 stood at almost 27 years old, versus just 18 years in 2009. This means that the phase out period which expired in 2010, brought a lot of older tankers out of the market. In total, Cotzias estimated that 338 tankers were scrapped last year, but this wasn't enough to limit the tanker fleet growth. As a result, the world tanker fleet has increased its carrying capacity on a year to year comparison by 6% percent and had in December 2010 a total accumulated dwt capacity of 514 million tons compared to 485 million tons of last January 2010. According to Gibson, almost 8 million dwt of all tanker tonnage sold for demolition was committed in the first half of the year, ironically while the tanker market was performing well. "However, the malaise, in some product tanker sectors over much of 2010, was also believed to be responsible for many of the removals. At the same time demolition prices have remained comparatively firm throughout 2010 and are currently very strong. In the main, international tanker trades have seen the last of the single-hulls. As long as tanker freight rates remain under pressure coupled with rising bunker costs and the attraction of good lwt prices, there will be a rapid exit of the remaining single-hulls" said the report.

It also mentioned that traditionally around 80% of tanker demolition takes place in Bangladesh, offering higher lwt prices and not requiring gas-free certification. However, tougher environmental clearance certificates introduced by the Bangladeshi High Court in May, resulted in the withdrawal of Bangladesh shipbreakers from the market in protest against the new regulations. Nonetheless, Indian and Pakistan breakers picked up the sales which in all probability would have been destined for Bangladesh. Despite the politics, Bangladesh remained in pole position, even though very little sales activity was recorded after May. Looking back at last year's statistics, 14 VLCCs (average age 19.5 years) were sold for demolition, with 11 of the sales concluded in the 1st half of the year. The largest tanker being the **FRONT SABANG** (285,715 dwt) which fetched \$415/ldt. The highest price paid for a VLCC was for the **AEGIALI** (254,601 dwt) at a reported \$464/ldt, achieved in December on the back of rising lwt prices. There were 12 Suezmax

sales, while Aframaxes accounted for a further 20, with 24 Panamax and 78 MRs (average age 26.3 years) also removed" said Gibson.

In trade news, this week saw good levels of VLCC enquiry in the Middle East Gulf, but Owners still found themselves hitting against a sponge, and then engaged in enough in-fighting to prevent the activity converting into rate gain. In fact, as low as WS 41 was seen for a movement to South Korea, though the average had then resettled once again in the mid high WS 40's East, and low WS 30's West. Some rays of hope were seen late week, however, as replacement deals proved more problematic for which up to WS 52.5 East was payable. Chinese holidays will keep that sector slow next week, but there may now be slightly more ambition shown, nonetheless, and some modest gain is possible. Suezmax interest gently ebbed and flowed with a net effect of little rate change, though erring slightly to the upside. Levels currently stand at 130,000 by around WS 70 East and WS 55 West for now. Aframaxes thinned sufficiently on prompt positions to push rates to 80,000 by WS 107.5 for Singapore, but those wishing to hunt on forward positions would be able to secure at around 10 pct less. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **ANTEA** seen outbound from IJmuiden Locks – **Photo : H. Blomvliet ©**

## Britain faces EU court action over ship pay discrimination

Britannia will no longer rule the waves, if a European Union warning of court action over discriminatory pay for British and overseas workers on ships is followed through.

Britain faces a fight in the European Court of Justice if it does not end the discrimination against workers from the likes of the Philippines or India, Brussels warned. Failure to bring new British equality legislation fully into line with EU law, where the free movement of workers is a defining principle, risks court action unless convincing arguments are provided within two months, the European Commission said.

Britain is "in breach of the obligation to treat EU migrant workers in the same way as national workers in employment-related aspects such as pay," it said in a statement. Britain's 1976 Race Relations Act allowed shipping companies to treat people from former territories of its empire, or Commonwealth, and elsewhere, differently from UK seafarers. It "explicitly allows for direct and indirect pay discrimination on the basis of nationality of non-UK seafarers hired abroad to work on UK ships, or working on UK ships outside the UK," Brussels said. Last year's British Equality Act still gives "special treatment" to shipping, a UK Department of Transport paper acknowledged in May last year. The commission said that while it "prohibits pay discrimination, the UK government has not yet adopted the further provisions that are necessary to extend this prohibition of pay discrimination to seafarers and work on ships." The commission maintains that the Court of Justice "has clarified that EU law on free movement of workers fully applies in shipping, and applies also to work that takes place outside the territory of the EU" in most cases. About 28,000 British national work in the



UK shipping industry, which boasts annual turnover running at more than 8.0 billion pounds (9.3 billion euros or 12.8 billion dollars). Another almost 13,000 come from elsewhere -- well over half from the Philippines, Ukraine, Russia and India.

Less than 2,500 of those come from other EU countries, such as Poland and Bulgaria. Shipping owners in London argued during the bill's passage through parliament that more than 40 per cent of British-flagged shipping capacity could move to rival maritime centres such as Singapore to escape the extra costs. The Department of Transport estimated the bill at some 200 million pounds a year. **Source: AFP**



A **REDWISE** crew delivered the tug **SIXAOLA** safely in Balbao (Panama) – **Photo : Jacob Versteeg ©**

## **New liner to be named in Hamburg**

Celebrity Cruises has announced that the naming ceremony for its new ship **Silhouette** will be held in the booming German port of Hamburg. The ceremony, which is scheduled for July 21, is the first time that one of Celebrity's 122,000 ton Solstice-class ships has been named outside of the United States or United Kingdom and reflects the European character of Silhouette.

As well as being made in Germany by the Meyer Werft shipyard, **Celebrity Silhouette** will sail its summer and autumn seasons from Europe, offering 12- and 13-night Holy Land sailing from Rome.

In a statement January 26, Royal Caribbean's Tom Fecke said that the selection of Hamburg was a "clear commitment to the German cruise market." Celebrity Cruises' decision comes in the wake of a record 2010 for the Port of Hamburg, which saw 104 ships dock last year, up from 87 in 2009 and the first time ever that more than 100 ships have made a port call in a year.

That 18 percent growth in ships was somewhat dwarfed, however, by the surge in passenger numbers - which were up nearly 85 percent in a single year. Port authorities attributed this to the growth in capacity of cruise ships, with the largest ship to dock at Hamburg, the Queen Mary 2, able to hold over 3,000 passengers, and the second largest, the Celebrity Eclipse, able to hold 2,852 passengers. **Celebrity Silhouette**, which is the same class of ship as the **Celebrity Eclipse**, will be able to carry 2,886 guests. **Source : the Independent**

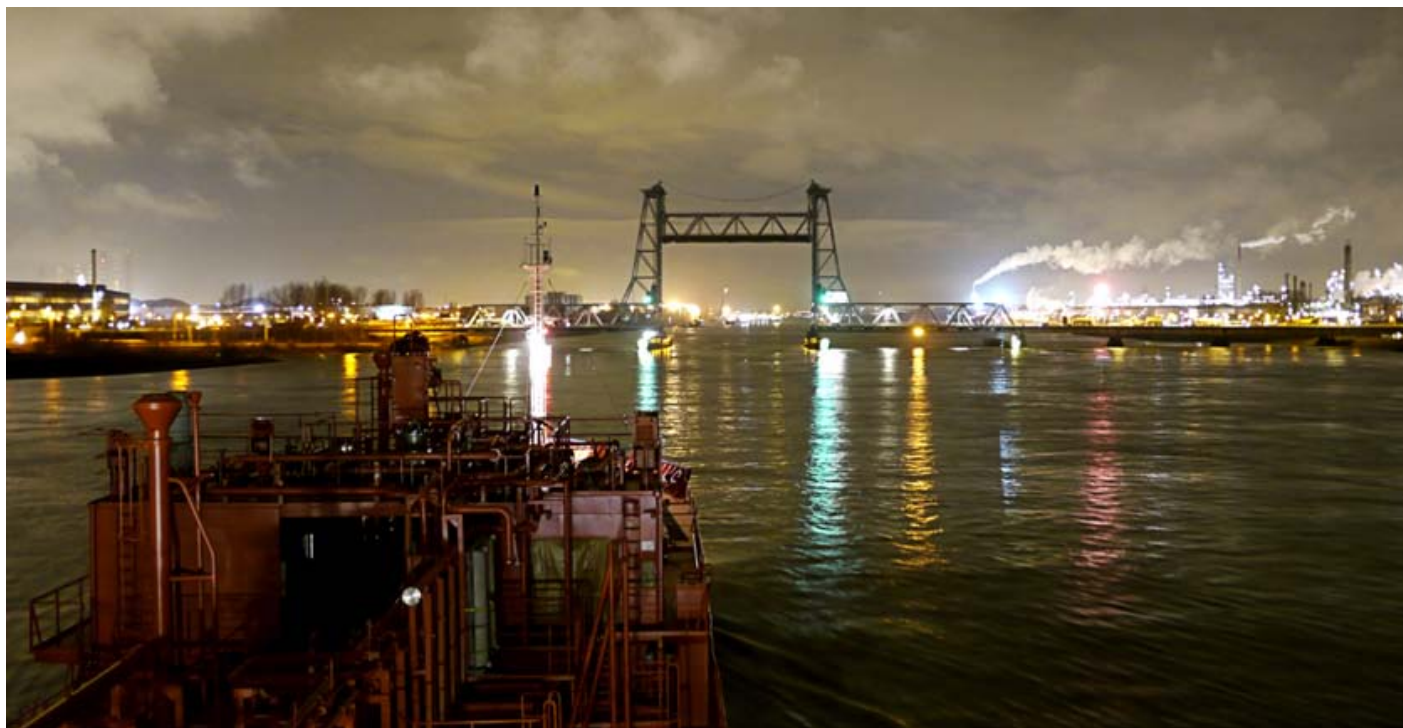


Photo made from the wheelhouse of the **DANUBEGAS** whilst approaching the Botlek bridge in Rotterdam-Botlek  
Photo : Marijn van Hoorn ©

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## **Collisions and near misses increase on harbour**

The spate of collisions and near-misses includes small craft near swimmer-only areas and speeding vessels too close to shore, or in narrow waterways. At least one collision is being investigated by police and could lead to prosecution. Others will be given infringement notices by the harbourmaster, who wants people to understand the rules better before they go on the water. "A lot of different varieties of water craft all mixing in the same space ... as time goes on we're getting more and more craft out there and the margins between the two are slimming down," Auckland Council Harbourmaster John Lee-Richards said.

Also of concern was the time it took to patrol the area with limited resources. He said the size of modern boats was also a problem because it was not just the classic "tinny" or yacht on the water any more. When swimmers and divers were added to the mix, the chance of collisions grew much higher - particularly when boats came too close to shore.

"Getting excited and carried away by the day and ripping in too close to shore, and then you get people who are swimming being suddenly confronted by a jetski ... "There's a lot more activity out there and because of that the margins are getting slimmer, and therefore much more caution is required," Mr Lee-Richards said. The officer in charge of the police maritime unit, Senior Sergeant Martin Paget, told the Herald there was "no question" there were

more collisions. "There are more and more people using boats. It could be weather related - and probably is in some cases - but the problem is the area in which they are going boating isn't getting any bigger, so we are getting more congestion."

With that in mind, Mr Paget said the requirement for boaties to be competent had become more important. "Unfortunately we not seeing an increase in level of competence across all sectors in recreational boating ... We are seeing complacent people who are lulled by the nice weather and not complying with their legal responsibilities to have a proper lookout."

There were others who were "simply incompetent and shouldn't be out on a boat anyway". The water could be just as dangerous as the roads, he said. "If you have slow collision in your car you can usually stop and sort it out." But even a low-speed collision between boats could prove fatal if one of them sank. Meanwhile, Maritime New Zealand is still investigating the collision of the Waiheke ferry and a 7.5m launch last September which injured two boaties.

Source : NZHerald



The **MSC PILAR** is the former **MAGLEBY MAERSK** and above seen moored in the port of Antwerp

Photo : Leon de Hoop ©

## Last ice-bound ship rescued by Russian icebreakers

RUSSIAN icebreaker **Krasin** has towed out fishery factory ship **Sodruzhestvo**, and its 400 crew - from the Sea of Okhotsk in Russia's Far East by using a second icebreaker, the **Admiral Makarov**, to break ice ahead of the convoy.

Through the co-ordination of the rescue team, in the Sakhalin Bay area renowned for its treacherous ice floes, a broad canal was cleared to tow the wide-bodied reefer factory ship into open water, said Far Eastern Shipping Company (FESCO), reported RIA Novosti.

Movement through two-metre thick ice was painfully slow taking 24 hours to cover a mere 1.8 miles.

The icebreaker **Admiral Makarov** has now saved two of three vessels stranded in two metre thick ice by towing the **Bereg Nadezhdy** and releasing research vessel **Professor Kizevetter**.



## CASUALTY REPORTING



### Indonesian ferry fire, passenger train collision kill 16, injure dozens

Two Indonesian passenger trains collided and a crowded ferry burst into flames Friday, killing 16 people and sending hundreds to the hospital, many in critical condition, officials said. The accidents occurred 30 minutes apart on the main island of Java.



At 2:30 a.m., an eastbound train stopped on a track outside Banjar, a village in West Java province, and was hit head-on by another slow-moving train that was trying to switch lanes. "We're still investigating," said Bambang Ervan, a spokesman for the Transportation Ministry, as rescuers shuttled dozens of injured to nearby hospitals.

Three people died, he said, revising the toll downwards after two other victims — wedged between the wreckage and previously thought dead — turned out to be alive.

Thirty minutes later and 225 miles (360 kilometers) to the west, a ferry carrying more than 400 people caught fire in waters just off Java, sending panicked passengers jumping into the water. Ervan said 13 people were killed in the blaze, which broke out just 40 minutes after the ship left Merak port for neighboring Sumatra island.

Billowing clouds of black smoke could be seen from the shore, just a few hundred yards (meters) away, and five rescue ships rushed to the scene to bring frightened survivors to shore. Nearly 200 were injured, some seriously, hospital officials said. Rescue workers lifted victims onto stretchers and placed them into the backs of a pickup trucks. Elsewhere, a man was seen carrying a young child's covered body.

Ervan said the cause of the accident was still being investigated. It appears the fire broke out on the deck used by cars and trucks loaded with cargo, he said. Witnesses on MetroTV blamed one of the drivers, saying he had thrown down a lit cigarette butt.



Indonesia, an archipelago nation with more than 17,000 islands and 235 million people, has been plagued by a string of transportation accidents in recent years, from plane and train crashes to ferry sinkings. Overcrowding, aging infrastructure and poor safety standards are often to blame. **Source : The China Post**

## NAVY NEWS



Photo : Willem Kruit ©

Zie de sleepreis van de **BRENT** met de **Hr Ms EVERTSEN** van Den Helder naar Vlissingen op :

<http://www.youtube.com/watch?v=pr2JIOpl0UM> ( 7 mins)

## U.S. Pledges Help For Philippine Navy

The United States said Jan. 27 it would help boost the Philippines' capacity to patrol its waters as part of a larger goal of keeping vital Asian sea lanes open amid the rise of China. The pledge came from U.S. Assistant Secretary of State for East Asian and Pacific Affairs Kurt Campbell on the first day of an inaugural security dialogue between the two allies. "One of the subjects for discussions tomorrow will be the bilateral steps that (we) can take to increase the Philippines' maritime capacity," Assistant Secretary of State for East Asian and Pacific Affairs Kurt Campbell said. This would enhance the Philippine navy's capacity to police its waters, he told a joint news conference.

"We think this is a critical component of our partnership. Much of this work is already underway, and we seek to intensify it in the months and years ahead," he said without giving details. The U.S. had key air and naval bases in the Philippines until 1992, when the Philippine senate rejected a new treaty.

The U.S. ruled the Philippines as colonial power from 1901 to 1946 and the two countries remain linked by a 1951 mutual defense pact. In recent years, as China's economic influence grew in the region, its new-found political assertiveness saw it come in dispute with its neighbors over claims to areas of the South China Sea.



China, Taiwan and Association of Southeast Asian Nations (ASEAN) members Brunei, Malaysia, the Philippines and Vietnam all claim the potentially oil-rich Spratly chain of islands in the South China Sea. The area is also one of the world's most important shipping lanes.

Left : The USS **MCM 7 PATRIOT** seen moored in the port of Puerto Princesa  
**Photo : Elizabeth Sinke ©**

asserted that the disputes must be settled directly between itself and rival claimants, Campbell repeated the U.S. position that a broader framework was better. "We think maritime issues should be addressed in larger settings as well, and we think that's important in order to develop confidence on these issues and the larger Asia-Pacific region," he said. **Source : Defense News**

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## **Lawmakers in new effort to save Avondale**

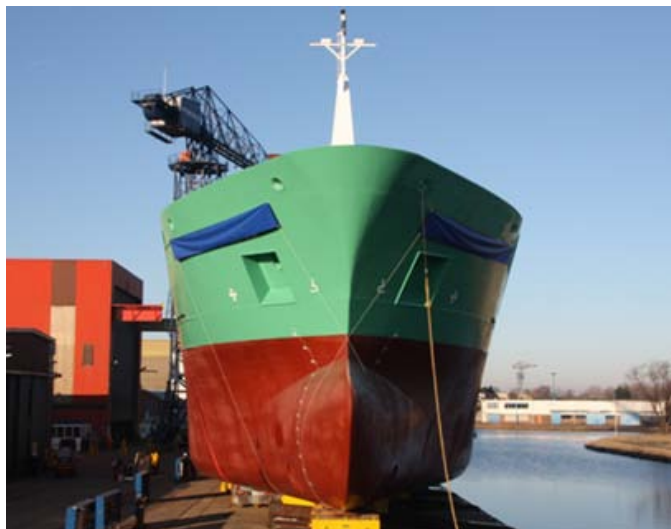
The Metal Trades Department of the AFL-CIO and Louisiana legislators are continuing efforts to keep Avondale Shipyards alive. Northrop Grumman is preparing to spin off its shipbuilding business and closing Avondale by 2013 is part of that plan. At a New Orleans press conference today held in conjunction with a Metal Trades meeting, Rep. Cedric Richmond (D.-La.) released a joint letter he sent along with Sen. Mary Landrieu (D.-La.) to U.S. Labor Secretary Hilda Solis.

The letter calls on Secretary Solis for an expedited assessment of the economic impact of the closing that would measure the total loss of income for the Avondale workers, the availability of jobs requiring similar skills and the cost to retrain workers unable to find jobs that require similar skills. Union officials are quoted by local media as saying that



options include identifying local, state, or federal money that could be used to buy more time and keep Avondale open, or following up with investors who, they say, have expressed interest in buying the shipyard.

## BODEWES LAUNCHED ARKLOW BRIDGE



Friday, January 28th., 2011 Bodewes Shipyards Hoogezand, the Netherlands successfully launched Yard number 775. The ship is complete constructed at the location of Yard Jachtwijk for Arklow Shipping Ltd. and will be named **"ARKLOW BRIDGE"** (IMO 9433389). It is the sixth of the Ice Class 1A type Bodewes Trader 7575.

Main particulars: Length over all 116,08 metres; Length between perpendiculars 109,78 metres; Breadth 15,80 metres; Depth 8,90 metre; 4.723 GT; 2.493 NT; 7.575 DWT; Hold capacity 335.000 cuft.; MaK type 6M32 main engine with 2.999 kW output; service speed 14 knots.

Source / Photo's : Marius Esman ©



## China retains No 1 place for shipbuilding

According to the latest figures from the China Association of the National Shipbuilding Industry the country's many shipyards completed a record volume of vessels during 2010. John Goss writes: The shipyards delivered 65.6 million dwt to maintain the country's position as the world's No 1 shipbuilding nation. However, China's ship builders have remained heavily dependent upon bulk vessels which could be facing a glut within the next couple of years.

Despite the association urging the Chinese shipyards to diversify their vessel's 'product mix' towards offshore vessels and other product types, bulk vessels accounted for 74% of the nation's construction of vessels in 2010. In contrast to this high figure, container vessels, which have encountered a rebound in global demand since the third quarter of last year, have accounted for only 4% of China's shipbuilding volume, according to the association's figures for shipbuilding volumes in China. **Source : The Motorship**



The **MAERSK REACHER** seen at Keppel-Verolme in Rotterdam-Botlek  
Photo : Joris Gribnau ©

## Gov't sells remaining stake in Subic shipyard for P584M

**Keppel Marine acquires 89.6 million shares**

THE PHILLIPINE GOVERNMENT has sold its 8.87-percent stake in the country's largest ship maintenance facility to Keppel Marine Philippines Inc., a firm backed by Singaporean investors. In a disclosure, Keppel Marine said it had executed the Deed of Absolute Sale for the purchase of the government's 89.6 million shares in Subic Shipyard Engineering Inc. (SSEI) for a total of P584.7 million—the floor price set by the finance department.

Keppel Marine already holds a majority stake in SSEI. Last year, Keppel told the Philippine Stock Exchange it had entered into a share purchase agreement with SSEI shareholders to raise its stake in the facility to 79.1 percent from 37.5 percent. Aside from the government, other sellers involved in the agreement were Magsaysay Shipping Corp., which has an 11.18-percent stake; International Container Terminal Services Inc., with 9.54 percent; SM Development Corp., with 6.11 percent; and Insular Life Assurance Co., with 5.99 percent. The sellers said they had opted to focus on their core businesses. The approved price of the transaction of just under P2.8 billion is equivalent to about 58 percent of Keppel Marine's total book value and about 48 percent of the firm's total assets. "This is in line with Keppel Marine's confidence with the long-term attractiveness of the marine industry and to increase its ship repair and shipbuilding capacities," the firm said in an earlier disclosure.

As a unit of Singaporean conglomerate Keppel Corp. Ltd., Keppel Marine is part of an international network of 20 shipyards. The company's two wholly owned subsidiaries are Keppel Cebu Shipyard Inc. and Keppel Batangas Shipyard Inc. It also has a 40-percent interest in Goodstart Properties Inc., which is involved in property development. Keppel Marine posted an operating profit of P109.7 million in the third quarter of last year, declining by 2.2-percent from the



same period the previous year due to higher operating expenses. The earnings contributions from Subic Shipyard Engineering Inc., which became a subsidiary last October, should help prop up the company's profits for the whole of 2010. Source : inquirer

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## Diana Shipping Inc. Announces Time Charter Contract for M/V Thetis

Diana Shipping Inc., a global shipping company specializing in the transportation of dry bulk cargoes, Friday announced that it has entered into a time charter contract with Cargill International S.A., Geneva, for one of its Panamax dry bulk carriers, the m/v **Thetis**, at a gross charter rate of US\$13,750 per day, minus 5% commission paid to third parties, for a period of minimum eleven months (11) to maximum fourteen (14) months. The charter is expected to commence mid-February 2011. This employment is anticipated to generate approximately US\$4.5 million of gross revenue for the minimum scheduled period of the charter. The m/v **Thetis** is a 73,583 dwt Panamax dry bulk carrier built in 2004. Diana Shipping Inc. is a global provider of shipping transportation services. The Company specializes in transporting dry bulk cargoes, including such commodities as iron ore, coal, grain and other materials along worldwide shipping routes. Source: Diana Shipping Inc.



An un-expected caller at Cape Town last Friday was the 150.269 grt **CMA CGM MAGELLAN** which was commissioned into service on September 17 , 2010. The 365m vessel is the largest container ship to call at a South African port today. She entered Table Bay at 11.30am and remained at anchor for about 90 minutes to land her master who was ill and then departed for Port Klang, in no hurry at a constant speed of 11.3 knots. The sailing schedule shows these ships normally sailing via Suez and I guess they are diverting via the Cape as a result of increased piracy.

Photo : Ian Shiffman ©



## Cruise ships canceling Mazatlan stop, citing crime

SOME cruise ship companies are canceling stops in the Mexican Pacific port of Mazatlan and others are considering it due to crime. **Disney Wonder** has dropped calls to Mazatlan from its seven-night Mexican Riviera tour and replaced them with an additional stop in Cabo San Lucas on the Baja California peninsula.

Company spokeswoman Christi Erwin Donnan said Wednesday that "safety is very important to us and we believe this change is necessary." Holland America Line said in a statement it replaced a January 26 Mazatlan port call with one in the Pacific port of Manzanillo. It cited "recent incidents of violence." Carnival Cruise spokesman Tim Gallagher said the company is deciding whether its ship the **Spirit** will make a February 2 stop in Mazatlan. **Source :**

[Jamaicaobserver.com](http://Jamaicaobserver.com)



The **OLYMPIC ZEUS** seen passing Hoek van Holland during sunset enroute to Rotterdam

**Photo : Frans de Lijster ©**

## Fast ferry engine problems head to court

A lawsuit over the fast ferries engines is expected to be heard by a Juneau jury in March of next year. Meanwhile, state officials continue to seek a technical solution that might take them to Spain. The Alaska Marine Highway System filed suit last March against Robert Derecktor, Incorporated – the east coast shipyard that built the **Fairweather** and **Chenega** – and MTU Friedrichshafen – the German manufacturer of the engines.

Ferry officials believe the engines were flawed. They allege defects and deficiencies in the engine blocks, cylinder liners, excessive engine vibration, damaged gear reduction units, and prematurely spent components. Production of the Model 595 engine has also been discontinued and ferry officials say they're not getting enough parts.

They accuse the ferries' builders of not fulfilling the contract, warranty, and service obligations. MTU denies the allegations while Derecktor has also filed a counter-claim against the State. The shipyard claims that the Marine Highway System is refusing to release the warranty bond on the **Chenega** and still owes them over \$820,000 for contract retentions and repair work. Both plaintiffs and defendants in the case are in the midst of setting production deadlines for documents as part of the discovery process. Previous pre-trial benchmarks were postponed in anticipation of a negotiated settlement in the case.



The **Fairweather** at port in Skagway, Alaska.

The technical solution to fast ferry engine problems might lie near the mouth of the Mediterranean. State officials say a ship is having the same problems as the fast ferries Fairweather and Chenega. All the ships use the same engines.

Marine Highway General Manager John Falvey says the Spanish ferry is testing a modified engine. They've run that boat now for a few years and they continue to adjust the cylinders, modify the cylinders. And at some point we hope to get to Spain and take a look at that test engine, to open the engine up and see what the German engineers think could possibly might solve the problem, he says.

All have sustained engine damage state officials say is inherent in the design. The **Fairweather**, built in 2004, could be sidelined soon if a solution is not found. The **Chenega**, built later, has a little more time. Options include replacing the engines with newer models or boring out cylinders and inserting custom-made sleeves.

Alaska's ferry system has been working with MTU, which has paid for the work so far. Falvey says the system is also looking elsewhere. We do have a project underway right now to look at other engine options. There may be other engines besides MTU's that may be more suitable, he says.

The Juneau-based **Fairweather** is undergoing short-term engine repairs this winter in Ketchikan. It's tied up through April. The Cordova-based **Chenega** is operating in Prince William Sound. The state is also seeking a legal solution to fast ferry problems. A trial, involving M-T-U and Connecticut's Derecktor Shipyard, is scheduled for March of 2012.

The **Fairweather** and **Chenega** were delivered in 2004 and 2005 as part of a \$68 million contract with Derecktor. They are both 235-foot long aluminum-hulled catamarans, each can carry 250 passengers and 35 vehicles, and have a standard service speed of 32-knots. The **Fairweather** normally operates between Sitka, Petersburg, Juneau, Haines, and Skagway. The **Chenega** usually operates between Cordova, Valdez, and Whittier. Source : [kfsk.org](http://kfsk.org)

## Navios Maritime Acquisition Corporation Announces Delivery of New Building Chemical Tanker

Navios Maritime Acquisition Corporation, an owner and operator of tanker vessels, announced that the chemical tanker vessel **Nave Polaris** of 25,145 dwt was delivered today from a South Korean shipyard to Navios Acquisitions' owned fleet. The vessel is chartered out for 6 months at a net rate of \$10,238 per day for the first three months and at a net rate of \$11,213 per day for the remaining of the charter out period.

Currently Navios Acquisition has contracted 91.1%, and 57.4% of its available days on a charter-out basis for 2011 and 2012, respectively.



The **GRAND VIEW** seen arriving in Singapore (Jurong) – Photo : Piet Sinke ©



## OOCL's revenue up 46.1pc to US\$5.6 billion in 2010

HONG KONG's Orient Overseas (International) Limited (OOIL), reported that its carrier Orient Overseas Container Line (OOCL) had a 2010 revenue increase of 46.1 per cent year on year to US\$5.6 billion while cargo volume rose 14.6 per cent to reach 4.76 million TEU, according to its filing with the Hong Kong stock exchange. Loadable capacity grew 4.5 per cent, while the overall load factor was 7.2 per cent higher than the same period in 2009. Average revenue per TEU was up 27.5 per cent year on year, according to its operational update.

For the fourth quarter of 2010, volume was up 18.9 per cent over the same period in 2009. Revenue soared 41.9 per cent to \$1.5 billion. The loadable capacity came to a 22 per cent increase, while the overall load factor was two per cent less than in the same period in 2009. Overall average revenue per TEU rose 19.4 per cent against the fourth quarter of 2009. Its annual liftings in the intra-Asia and Australasia market saw the largest growth of 21.2 per cent to 2.39 million TEU, followed by the Asia-Europe service with a leap of 16.9 per cent to 793,315 TEU. The transpacific trade lane recorded a 5.8 per cent increase to 1.22 million TEU.

But the transpacific service was still a cash cow, making an annual revenue of \$2.03 billion, up 36.3 per cent year on year. Asia-Europe trade lane was the fast growing market with a surge of 86.5 per cent year on year with \$1.28 billion revenue. Intra Asia and Australasia market also contributed \$1.71 billion in revenue, up 45.5 per cent. **Source :** Schednet





Dockwise **TRIUMPH** loaded in Halifax, Nova Scotia, Canada and above seen just after discharging in Corpus Christi, Texas, US.

Photo : Pascal Minjon ©

## Record number of passengers in Ports of Stockholm

More than 12 million passengers travelled via Port of Stockholm's three ports in Stockholm, Kapellskär and Nynäshamn in 2010 – a new record. The passengers travelled across the Baltic Sea to Finland, Estonia, Latvia, Poland, Gotland and on international cruises. Riga and Tallinn were the destinations that grew most, by 16 and seven per cent respectively.

Source : ShipGaz



The harbour of Port Hedland seen operational again after discontinuing port operations because of typhoon Bianca.

Photo : Sander Jongenelen ©

## Eerste uitgave Maritime by Holland een feit

Vakblad **Holland Shipbuilding Magazine** is geheel omgevormd tot een nieuw clusterbreed magazine: **Maritime by Holland Magazine**. Navingo BV heeft met trots de eerste editie overhandigd aan prof. dr. ing. Niko Wijnolst (voorzitter Stichting Nederland Maritiem Land). Het Engelstalige magazine verschijnt 8 keer per jaar en wordt (inter-)nationaal verspreid in een oplage van 6.000 exemplaren. Het Maritime by Holland concept heeft als doel het kwaliteitsimago van de Nederlandse maritieme cluster in het buitenland verder te versterken en wordt gedragen door de maritieme brancheverenigingen.



Holland Shipbuilding magazine is in 2010 overgenomen door het Rotterdamse maritieme multimediabedrijf Navingo BV. Sindsdien is hard gewerkt aan de nieuwe vormgeving en de uitgebreidere inhoud, een mix van human interest, techniek en business. Maritime by Holland Magazine biedt lezers interviews, specials over diverse thema's, nieuws- en achtergrondartikelen over ontwikkelingen, producten en projecten uit de maritieme industrie en laat politici aan het woord. Daarnaast promoot het magazine de Nederlandse maritieme sector in binnen- en buitenland, informeert het over het belang van de maritieme cluster voor Nederland en biedt het een platform voor bedrijven en

brancheverenigingen om hun doelgroepen te bereiken. Binnenkort is **Maritime by Holland Magazine** ook online te vinden: [www.maritimeholland.com](http://www.maritimeholland.com)



The **ATLAS LEADER** seen moored in Singapore Pasir Panjang car terminal yesterday – Photo : Piet Sinke ©

## Vasan thanked for port renaming

Following the approval of the proposal to soon rechristen Tuticorin Port Trust after freedom fighter V.O. Chidambaram by the Cabinet on Thursday, trade union bodies, exporters and shipping agents here thanked the efforts of Union Shipping Minister G.K. Vasan.

The Tuticorin Port Trust will be rechristened as V.O. Chidambaranar Port Trust. The residents of Tuticorin are delighted with the proposal. According to a statement from Mr. Vasan here on Thursday, it was a befitting tribute to Mr. Chidambaram's glorious deeds. The dream of Mr. Chidambaram, who established the first ferry service between

Tuticorin and Colombo, has come true. Due to the challenge he posed to the colonial rulers, Mr. Chidambaram was called " Kappalottiya Thamizhan". Besides contributing his financial wealth for the cause of liberating the nation, he also lost his son while he was mobilising funds for setting up a navigation company. Mr. Chidambaram was also incarcerated by the British Government during his involvement in freedom movement, Mr. Vasan stated.

R. Edwin Samuel, a shipping agent, said the government had honoured the yeoman services rendered by Mr. Chidambaram for the maritime industry. The government should also come forward to set up a museum at old Port in his name. Since the ferry service between Tuticorin and Colombo was expected to start soon, establishing a museum in his memory would also attract a large number of tourists.

He requested renaming the beach road, which connects the TPT, as V.O. Chidambaram Road. Joe Villavarayar, Vice-Chairman, Confederation of Indian Industry, Tuticorin, said that it was a welcome move by the government. Raja Sankaralingam, Secretary, All India Chamber of Commerce, also hailed the move. **Source : The Hindu**

## **Hanjin Shipping back in black as sales soar 44pc in 2010**

KOREA'S Hanjin Shipping posted 2010 net profit of US\$229 million, coming back into profitability after a 2009 loss of \$1.09 billion, the company announced. Revenues for 2010 were up 44.9 per cent to \$8.1 billion as containers leading with a 52.4 per cent year-on-year increase to \$6.7 billion, while bulk was up 17 per cent to \$1.3 billion.



The **HANJIN VIENNA** seen arriving at the Pasir Panjang container terminal in Singapore

**Photo : Piet Sinke ©**

Hanjin attributed the gain to the "recovery of the world's major economies resulting in increased cargo transport volume and freight rates". The container division's "operating profit was able to turn black, recording \$532 million as a result of the increased cargo volume caused by the expanded capacity in the transpacific and Asia-Europe trades, recovered rates and the company's various cost-cutting measures including vessel-idling and eco-steaming".

But the company said the gains are "merely recovering some of the larger losses of 2009".

Looking ahead, the company said: "For the container division, we expect oversupply to be the biggest challenge considering the continuous uncertainty of the world's major economies and the deployment of mega-sized vessels scheduled throughout the year. We will focus on efficient fleet/service operations and innovative cost-cutting to enhance profitability. We are also planning on expanding our presence in the emerging markets to secure steady profits." **Source : Schednet**



## Haifa container throughput up to 1,263mln TEU in 2010

The Israeli port of Haifa has announced that it recorded its best ever year with regards to container handling in 2010, Portworld reports. The Mediterranean hub handled 1,263,552 twenty-foot equivalent units (TEUs) over the calendar year.

The number of containers handled represented a 1% increase over the previous record achieved in 2008, and a monumental increase of 11% over 2009. In a press release issued last week, the port stated that it expects 2011 to be another record breaking year due to the integration of the Carmel terminal, and the introduction of new port equipment. The Carmel terminal has a 700 metre main quay and is expected to add additional capacity of approximately 600,000 box moves per year. The port also announced that alongside operation of the Carmel terminal, it will complete the integration of an advanced Terminal operating System (TOS) at all of the port's container terminals and gates. **Source : ShipGaz**

## OLDIE – FROM THE SHOEBOX



The 1975 built **Crocus** (5,595grt) of **Charters Maritime Corp, Monrovia** is seen approaching Grangemouth Lock (end of 1976), inward, assisted by the tugs **Dalgrain** [bow] & **Kerse**, ex **Carron**, ex **Flying Witch**, [on the stern], the **Dalgrain** is under the command of Iain's good friend Alex Gourlay Jnr.

**Photo : Iain Forsyth ©**

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



Just a case of trusting your equipment, above seen the **THIALF** launching her fast rescue craft at departure from Rotterdam – Photo : Roger van der Kraan - [www.rogervanderkraan.nl](http://www.rogervanderkraan.nl) ©

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