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**The LADY VALISIA seen anchored at the Selat Pauh anchorage off Singapore
Photo : Piet Sinke ©**

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The brandnew **STENA TRANSPORTER** seen departing from the builders Samsung Heavy Industry in Korea bound for Europe – **Photo : Crew Stena Transporter ©**

Warning: "Citadels" no absolute guarantee of crew security against pirates

The German Federal Police is warning that strong rooms or "citadels" may not provide absolute protection for crews against Somali pirates, reports North German broadcaster NDR. The warning comes as more facts emerge about a failed attempt last Wednesday to rescue the crew of the **Beluga Nomination**, which was hijacked January 24.

According to the NDR report, after the crew had been barricaded in a strong room for two and a half days, the pirates managed to cut their way into it using welding equipment and took the 12 crew members hostage. The rescue attempt reportedly involved a Seychelles patrol craft and a Danish frigate and resulted in at least two deaths and left two members of the **Beluga Nomination** crew missing. One pirate was shot by the would be rescuers. The pirates then reportedly shot and killed the boatswain of the **Beluga Nomination** in revenge. In the confusion during the shooting, the Second Officer got in a lifeboat and launched it while three other crew members jumped overboard, according to the Weser Kurier newspaper. Two crew members were then rescued from the lifeboat by the Danish

warship. Niels Stolberg, head of the Bremen based Beluga Group spoke to the newspaper Sunday and was sharply critical of naval forces for not responding earlier. Mr. Stolberg, according to some reports, first learned of the rescue attempt from a NATO press release, dated January 28, that said only that two men had been rescued from the lifeboat.

The shipowner told the Weser Kurier that information flow from the naval forces was "a disaster." The **Beluga Nomination** was last reported headed for the Somali coast with the seven remaining crew members held hostage.

Source : marine log



The **CIREMAI** seen in Tanjung Priok (Jakarta) – Photo : Capt. Jelle de Vries ©

Ship owners unfazed by market tumble, keep placing newbuilding orders

With the dry bulk market at a two-year low at just 1,107 points, after losing an additional 2.64% at the beginning of the new week, one would expect that ship owners would have scaled back on their new building investment programmes. But, as one can clearly see by checking the latest ship brokers' reports, this isn't the case, not even by miles. According to Golden Destiny, just last week, with the dry bulk market losing ground consistently, an impressive 60 new building orders were reported, equalling a total invested capital of more than 2.8 billion dollars.

"Bulkcarriers are grasping the lion's share of the total activity in terms of number of orders, with 29 new orders representing a 48% of the total volume of vessels but only a 13.4% of the total invested capital. Investments were also noticeable in the wet sector, with 16 orders in total, including also the gas tankers, while the invested capital is calculated to be in the region of \$ 250mil, with 5 orders to be reported for an undisclosed price. Lastly, the special projects sector has been quite active with 6 new orders appearing in the frontline and a total invested capital of \$ 1.9 bill. The Greek presence has been noticed only in the bulkcarrier sector, with 8 orders and all of them reported for an undisclosed price" said the Piraeus-based shipbroker.

Commenting on the general state of the newbuilding market, Clarksons said that with the Lunar New Year nearly upon us, "the market has remained quiet this week and has seen little in the way of new enquiries as much of the Far East winds down for the holiday period. In addition to this, the freight markets have been a little quiet and in combination with the difficulties being reported for certain charterers in renegotiating expensive long term charter contracts we have seen this being a quieter than usual lead into the lunar holidays. As discussed previously however, with the yards beginning to face rising costs both through currency appreciations as well as rising commodity prices there will be a limit to the amount of movement in pricing that can be made possible and as such even if there are those who expect values to soften somewhat in light of recent events, these thoughts should be reconsidered against the backdrop of these cost factors. With this in mind it will be an interesting story to follow once the holiday period is over as to how the market begins to move forward with these pressures from external factors. Whilst demand may soften somewhat in the Dry sector due to these challenging conditions there should remain enough demand in the Container

sectors as well as in Tankers that will allow the yards to maintain their pricing margins and hopefully we will continue to see a healthy level of business being concluded" said Clarksons.

As for the second hand market, the last week of the month ended with 32 sales reported (including demolition). Golden Destiny said that "in the secondhand market, 20 vessels reported to have changed hands this week equalling a total amount of money invested in the region of US\$ 290 million, with just 1 transaction reported for an undisclosed price. In terms of reported number of transactions, the S&P activity has been on similar levels as last week (17% positive w-o-w change) however the invested capital has been increased by 88%. The sector which attracted most attention were the bulkcarriers, with 7 sales and an invested capital of \$ 119 mil, representing a 40% share of the total invested capital in the S&P secondhand market. In the demolition market, 12 vessels reported to have been headed to the scrap yards of total deadweight just 710,976, with India being almost the sole active player. The demolition activity presented a 40% w-o-w negative change, despite the increased

deadweight that went for scrap. The price levels although continue to remain attractive; there are rumours that the market might be softening. The Greek presence has been noticed this week in 4 transactions reported in the secondhand and 6 in the newbuilding market. The preference in the secondhand market was towards bulkcarriers, tankers and containers, while the total invested capital was region \$ 69 mil. In the newbuilding market the Greek presence was noticed in the bulkcarrier sector, with kamsarmaxes being most popular candidates, however the invested capital remains undisclosed" concluded Golden Destiny. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Above seen the 2010 built MLT flag and IRISL owned container ship **VALILI** entering Marsaxlokk Harbour, Malta for the first time on Monday 24th January 2011. She was built as **IRAN ARAK**.

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

Februari-lezing 2011 van de "Nederlandse Kaap Hoorn-vaarders"

De lezing dit jaar vindt plaats op **12 februari** a.s. in het evenementen-complex van de Koninklijke Marine, Kattenburgerstraat 7 in Amsterdam (naast het Nederlands Scheepvaartmuseum). Voor programma en aanmelden, zie website (evenementen) van de Nederlandse Kaap Hoorn-vaarders: www.kaaphoornvaarders.nl

Maersk declares Port Said a no-go area as Egyptian riots rage

DENMARK's Maersk Line has declared Egypt's Port Said as closed to operations because of rioting afflicting much of North Africa, but most seriously in Egypt. In an advisory to customers entitled, "Egypt Situation", Maersk said: "Due to the situation in Egypt, Port Said Terminal is closed for operations at the moment. Operational prospects are not yet

clear and we will currently ask our export customers not to gate-in to Haifa Port containers to or via Port Said." Maersk added: "We will send updates about the situation as the situation unfolds."

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

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

Falmouth Harbour dredging project runs into problems

BBC News Online reports that a £20 million plan to dredge the entrance to Falmouth harbour in the southwest of the UK has been blocked over fears for the marine environment. The government's Marine Management Organisation said dredging could harm maerl [algae] beds which act as a nursery for commercial fish stocks. Falmouth's harbour commissioners said dredging was needed so bigger ships could use the port. The ruling has been welcomed by local groups including the area's oyster protection association. The harbour's commissioners said in 2009 they were

committed to plans to dredge the harbour and remove tonnes of silt from the seabed. Their chairman, Dave Ellis, said the harbour's future could be at stake if the work was not carried out.

He said: "The port won't stop overnight, but I think everybody would recognise that the long-term prospects for it are not going to be good. Falmouth has always been a commercial working port, as well as a port for the sailing fraternity. As its harbour commissioners, we are committed to keeping this as a mixed-use port."

The ruling has been welcomed by Tim Vinnicombe, chairman of the oyster protection association. He said: "All the fishermen have great concern for anything that may pollute the fishery. If we disturb all the sediment in the lower reaches, and if we have a strong flood that comes towards the oysters - or any other shellfish - it can have a detrimental effect." **Source : Dredging News Online**



The **BINTANG JASA 25** seen in Tanjung Priok after "some kissing" – **Photo : Capt. Jelle de Vries ©**

Gold 'from sunken British ship' found in Mumbai

Indian labourers have unearthed gold bars from a British cargo ship that blew up killing hundreds of people while docked in Mumbai during World War II, a report said on Tuesday. The Mumbai Mirror newspaper said that workers discovered gold bars from the **SS Fort Stikine** late on Monday while digging a new dock in the port city. Further dredging would now be conducted to see if more can be found, it added.

Preliminary examinations suggested that the gold -- in two bars weighing 100 grams and 50 grams (three and a half ounces and one and three quarter ounces) -- was from the stricken ship, a senior police officer was quoted as saying.

"The contractors have told us about having found gold and the bars belonging to the lot that had sunk with (the) **Fort Stikine**," said senior officer Quaisar Khalid. The **Fort Stikine** was carrying a cargo of cotton bales, gold, explosives and munitions and had not been unloaded when it caught fire at Victoria Docks in the city then known as Bombay on April 14, 1944.

The resulting blast scattered debris for miles (kilometres), fires raged for days and dozens of other vessels in port were destroyed. Between 200 and 800 people were reported to have been killed. The gold, with an estimated worth of

between one and two million pounds at the time, was destined for a city bank to offset the impact of the war on Indian exchange rates. Some of the gold was found up to the 1970s and returned to the British government but none has been found since then, the daily tabloid said. Source : google.com



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Rescued S. Korea crew slam pirate brutality

South Korean sailors from a cargo ship that was rescued in a dramatic commando raid said Wednesday the Somali pirates who hijacked their ship had behaved brutally. One of the seven crew members said he lost several teeth after being attacked by his captors. "I got trampled and beaten... just for talking with our captain," chief officer Kim Doo-Chan told Yonhap news agency, adding the captain was shot at point-blank range. Pirates hijacked the chemical carrier **Samho Jewelry** in the Arabian Sea on January 15, and held it until South Korean naval commandos stormed

the ship six days later. Eight pirates were killed while all 21 crew were rescued -- eight South Koreans, two Indonesians and 11 from Myanmar. Police say the pirates shot and critically wounded captain Seok Hae-Kyun. Third officer Choi Jin-Kyong told investigators the pirates treated Seok and some other senior crew members violently, beating or threatening to kill them, Yonhap said. Local media have hailed Seok as one of the heroes of the operation. Officials said the captain stalled for time as a South Korean destroyer pursued his ship by steering it in a zigzag course despite constant threats from his captors. Yonhap quoted chief engineer Chung Mann-Ki as saying his colleagues had secretly sabotaged the rudder and other vital systems. Most crew members were on the bridge when commandos stormed the ship, he said, adding two of the most vicious pirates were killed at that time. After tearful reunions with families at an airport in the southern port of Busan, the crew were taken to a coastguard office to help with the country's first legal bid to punish foreign pirates. Five Somalis were flown to Busan on Sunday and arrested on charges of maritime robbery, attempted murder and ship hijacking. They could face life in prison if convicted of shooting Seok. If the captain were to die, they could theoretically be sentenced to death, although South Korea has carried out no executions since 1997. Investigators are also looking into whether the pirates targeted the **Samho Jewelry** after learning that a South Korean supertanker owned by the same firm was freed after a large ransom was paid. The 300,000-tonne **Samho Dream** and its 24 crew were released last year after a reported \$9 million payment. The case is being closely watched by other countries tackling piracy, as is a case in Malaysia, where seven alleged pirates captured in a raid to free a hijacked oil tanker in the Gulf of Aden arrived Monday for possible prosecution. Piracy has surged in recent years off Somalia, a lawless, war-torn country that sits alongside one of the world's most important shipping routes. But many of those caught by an international fleet of warships are freed because there is nowhere to try them.

CASUALTY REPORTING



Antarctica cruise ship runs aground



EIGHT Australians are among 115 people on a cruise ship that has run aground on its way back to Argentina from a visit to Antarctica, without causing injuries, officials said. Rescue workers based at the Chilean port of Punto Arenas were evacuating the ship, which left the southern Argentine port of Ushuaia last week with 80 passengers and 35 crew members, the Argentine Army said today.

The **Polar Star**, which flies the Bahamas flag, was not significantly damaged when it ran aground in the Matha Strait, and its 86-metre hull was not breached, officials said. The Matha Strait is between islands just to the north of the Antarctic continent.

The passengers included 32 Americans, nine Canadians, 14 Britons and eight Australians, and the majority of the crew was Filipino, according to the International Association of Antarctica Tour Operators (IAATO). Interest in Antarctic tours has soared over the past decade, with the number of visitors doubling in five years, with as many as 46,000 tourists in 2008, though the number dropped in the past two years due to the economic crisis.

The frequency of accidents in the chilly waters has also increased, with at least one ship stuck in ice or otherwise stranded on average each year. **Source : The Australian**

Zanzibar ship sinks near Seychelles

The combined passenger and cargo ship **RAS KIGOMASHA** (3,999-gt, built 1974, IMO 7355234) sank in heavy seas near the Seychelles on 28 January 2011, reports Maritime Bulletin (Voytenko Mikhail). The crew of 13, all Pakistanis, were saved.

The ship was sailing from Zanzibar to Dubai for maintenance and refitting. Although still flying the flag of Tanzania the ship is reported to have been recently sold by the Zanzibar Shipping Corp, a government-owned company. Capable of carrying 750 passengers and 1,500 tonnes of cargo, Ras Kigomasha acted as a ferry between the Tanzanian ports and carrying the name **MAPINDUZI**. – source : **Maritime Bureau - ports.co.za**

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INS Vindhyagiri lists, touches seabed due to flooding

Collision with merchant vessel caused fire and ingress of water



INS Vindhyagiri settled on the seabed at the naval dockyard here on Monday due to flooding in some of its compartments. No casualties have been reported. The Defence Ministry has ordered an inquiry into the incident.

Defence personnel denied the ship had sunk. "The place where the ship is berthed hardly has enough water. It is just seven metres deep. The ship touched the bottom because of flooding in some compartments. She is on the seabed. Of course, she can be recovered," Chief Public Relations Officer (Defence) Captain M. Nambiar told The Hindu.

A press release issued by the Ministry said that a First Information Report had been lodged at the Yellow Gate police station and the extent of damage was being ascertained. The Ministry also denied reports of oil spill from the ship. On Sunday, there was a collision between merchant vessel mv **Nordlake** and **INS Vindhyagiri** in the Mumbai port channel. Though the merchant vessel is not reported to have suffered much damage, some damage was reported on the naval ship.

See also : <http://www.zeenews.com/video/showvideo10116.html>

"Consequently, there was a fire on board and ingress of water in some compartments. The water in the compartments resulted in the ship listing to one side. There was excessive smoke caused probably due to burning of lagging (insulation material) in the ships compartment," the press note stated. It said that several fire tenders were pressed into service to contain the fire. "Tugs from the naval dockyard and Mumbai Port Trust were also deployed for fire fighting." The fire was brought under control at 1.30 p.m. on Monday. "The ship is presently listing to the port and has touched the bottom. There is no oil spill inside the harbour. However, the Coast Guard is on standby. There is no disruption to the shipping traffic in the channel," it said. **Source : The Hindu**

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The Los Angeles-class fast-attack submarine **USS La Jolla (SSN 701)** departed Joint Base Pearl Harbor-Hickam Jan. 27, for a scheduled six-month deployment to the U.S. Central Command area of responsibility (AOR) and the Western Pacific region. - **Photo : US Navy**

Indian navy investigating into warship collision

Indian defence officials began a probe into a collision between a warship and a merchant vessel near Mumbai, in the latest incident in the busy waters outside the city, an officer said. The **INS Vindhyagiri** suffered damage and a fire

broke out near the engine room as she returned to the city's naval dockyard on Sunday with the families of navy personnel on board. "The cause of the accident is yet to be ascertained. That will only happen subsequent to the naval board of inquiry that will be set up," defence ministry spokesman Captain M Nambiar told AFP.

Firefighters and military personnel battled thick smoke to bring the fire on the Leander class frigate under control as she was towed back to the dockyard from the busy shipping channel off India's financial capital. Nambiar said the ship, which was commissioned in 1981, was listing in the dock's shallow waters because of damage to her hull but would right herself once pumping began.

Defence officials in New Delhi said ammunition on board was cleared and that "all efforts" were made to contain the fire and flooding. "Necessary measures have also been taken to prevent any spillage of oil from the ship," a statement said. About 150 people were on board the vessel and had been on a short excursion when the collision happened with the Cyprus-flagged **MV Nordlake**, which was leaving Mumbai's Jawaharlal Nehru Port Trust. No one was injured, said Nambiar.

Six months ago, two cargo vessels collided off Mumbai, sending containers spilling into the sea, grounding one of the ships and causing it to list badly. Shipping traffic into and out of Jawaharlal Nehru Port Trust and the Mumbai Port Trust — which together handle about 40 per cent of India's maritime cargo — was severely disrupted after the waterway was closed due to the hazard. **Source : The Himalayan**

New attack sub starts sea trail as ice goes

After near 20 years of construction, the first of Russia's 4th generation multi-purpose submarine will sail out in the White Sea in May. The submarine, named "**Severodvinsk**" after the city where it is built, is currently undergoing harbour trails at the construction yard Sevmash.

"**Severodvinsk**" is said to be the most silent submarine ever built, making it difficult to detect by other naval vessels or other states subsea detection systems. Construction of "**Severodvinsk**" started back in 1993, but was halted due to financial setbacks. The last nuclear powered attack submarine launched from Sevmash naval yard was in December 2001, when "**Gepard**" – a Akula-class submarine - was delivered to the Northern fleet.

The new submarine will undergo sea trails during the summer, and will enter service with the Russian Navy by the end of the year, reports RIA Novosti. Most likely, "**Severodvinsk**" will be based on the Kola Peninsula and operate in the Barents Sea and North-Atlantic. **Severodvinsk** is the first of the new Graney-class submarines. Construction of the second vessel of the class, named "**Kazan**", started in 2009.

The new submarine will be the most heavily armed multi-purpose submarine sailing in northern waters. Its armament includes 24 cruise missiles, eight torpedoes in addition to mines and anti-ship missiles. **Source : BarentsObserver**

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One of the latest **IHC 8527** named **HUA TAI LONG** seen at Rizhao port - **Photo : Cees de Vries ©**

Sungdong snares 8,800 teu ships

Korea's Sungdong Shipbuilding & Marine Engineering has signed two new order contracts to build four 8,800 teu boxships for MSC and another two for Greece's Costamare for a total cost of \$586m.

The units feature 300 meters in length, 48.2 meters in breadth and 24.6 meters in height and will be delivered from 2013 one by one. For Sungdong this is a massive deal, marking the largest boxships inked thus far and a major fillip in the yard's orderbook, which had come under pressure in the last two years. **Source : Seatrade Asia**



The **GEO CARRIBEAN** seen leaving the Durban Graving dock - **Photo : Willem Kruk ©**

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'K' profit soars 11 fold to US\$407.9 million, but sees a slowdown

JAPANESE shipping giant "K" Line net profit increased more than 11 fold year on year to US\$407.9 million for the nine months ending December 31, drawn on revenues, which also increased more than 11 fold, to \$9.3 billion - and this after a net profit loss of \$61.9 million in 2009.

The company declared that its containership business is expected to decline because of plant shutdowns during the lunar New Year holiday in China, the world's largest exporter. "In addition there is financial instability in Europe and depressed home sales and persistent high unemployment in the United States," said the company statement, adding that it would monitor supply and demand trends and impose reductions in sailings to match demand, as well as employing slow steaming.

"China, India and other developing countries maintained steady economic growth, and although the unemployment rate in the United States remained high, the economy began showing signs of a moderate recovery," said the company. "In Europe, despite persistent fiscal concerns in some areas and credit risk concern the real economy as a whole did not exhibit conspicuous detrimental effects and the moderate economic recovery continued," it said. "Cargo movement in the containership business, particularly outbound cargo from Asia remained steady. The freight rate market showed slight signs of softening in part because of seasonal factors but remained generally in line with expectations," said the statement. "Thanks to the modest recovery of the US economy cargo movement from Asia to North America eastbound was steady, but the company has continued to reduce tonnage since last year and as a result the company cargo volume was down three per cent year on year. The company's volume from North America to Asia fell by 16 per cent year on year because of the ongoing reduction in tonnage similar to that on eastbound routes as well as market softening in conjunction with a decline in cargo movement since the end of the second quarter. As a result the company cargo volume on the Asia-North American routes overall was down eight per cent," "K" Line said.

"On Asia-Europe routes, cargo movement is recovering steadily and the company's cargo volume from Asia to northern Europe and the Mediterranean was up 14 per cent year on year. In addition, the company's cargo volume from northern Europe and the Mediterranean to Asia increased one per cent year on year, and the company's cargo volume on Asia-Europe routes overall was up nine per cent year on year," said the "K" Line release. **Source : Schednet**

NAME CHANGES IN ROTTERDAM



In the port of Rotterdam the last few days 4 ships were renamed,

On Monday January 31st the **KEREM D.** was renamed in **BOMAR VENUS** and will be operated by North Sea Tankers, (left)

All photo's : Michel Kodde ©



The next day (Feb 1st) the **HELLESPONT Credo** was renamed in **HANNOVER TRADER**, the **HELLESPONT CREATION** was renamed in **LONDON TRADER** and as last the **PAYAL** (below) was renamed in **NORD HUMMOCK**



Uruguay to construct deepwater port

Uruguayan pulp mill Montes del Plata expects its deepwater port to begin partial operations during its third quarter, Port World reports. Quoting BNamericas, Port World said the port facility will serve the company's US\$1.9 billion pulp mill project, which will be located in Colonia department's Punta Pereira district.

According to BNamericas, the port will include a dock to receive riverboats carrying woodchips, another to handle maritime ships, a bulk cargo terminal to handle chemicals and a 700m waterway access to the Martín García canal. Erwin Kaufmann, the company's general manager said companies interested in building the port are expected to submit proposals by early February, in which the contract is expected to be signed the same month. Montes del Plata is a joint venture between Chile's Celulosa Arauco, a division of fuel distributor Copec, and Finland's Stora Enso. The project is expected to be completed in approximately 27 months. **Source : Dredging News Online**



The **KING SEAWAYS** seen arriving in IJmuiden in her new colours – **Photo : Ruud Coster ©**

Mitsui OSK cuts annual profit forecast

Flooding in Australia has disrupted cargoes, dragged down rates

Mitsui OSK Lines Ltd, the world's largest merchant fleet operator, cut its annual profit forecast as Australia's worst flooding in 50 years disrupted cargoes this month and dragged down rates.

Net income will probably be 57 billion yen (\$888.4 million) for the year ending March 31, compared with a previous prediction of 65 billion yen, the Tokyo-based company said in a statement yesterday. Sales will be 1.53 trillion yen, compared with the 1.55 trillion yen previously forecast.

Commodity shipping rates tumbled after flooding in Queensland, Australia, which produces about half the world's seaborne supplies of coking coal, shut mines and forced producers to skip deliveries.

The disaster left ships with fewer cargoes than planned, adding to a surplus of capesize vessels used to transport iron ore, coal and other commodities. 'The bigger factor for the fourth quarter and next year is the collapse we've seen in dry bulk rates,' said Janet Lewis, an analyst at Macquarie Capital Securities (Japan) Ltd. 'The ultimate reason for the sell-off is the huge overhang of bulk ships.'

The Baltic Dry Index, a measure of commodity shipping prices, dropped to 1,186 on Jan 27, the lowest since February 2009, after a 28 per cent decline last quarter. Net income dropped 36 per cent from a year earlier to 7.83 billion yen in the three months ended Dec 31, the lowest since the quarter ended Sept 30, 2009, according to the company's statement.

Nippon Yusen KK, Japan's largest shipping line by sales, said that third- quarter profit jumped tenfold as rates for transporting goods by container to the US and Europe rose. Net income in the three months ended Dec 31 rose to 26.9 billion yen from 2.7 billion yen a year earlier, the Tokyo-based company said in a statement yesterday. Kawasaki Kisen Kaisha Ltd, Japan's third-largest shipping line, reported a profit in the third quarter, rebounding on increases in container rates after a loss in the period a year ago. Net income was 6.9 billion yen in the three months ended Dec 31, compared with a loss of 18.7 billion yen a year earlier, it said in a statement yesterday. **Source : Bloomberg**



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The **ULRIKE G** seen leaving the IJmuiden locks bound for Amsterdam – **Photo : H. Blomvliet ©**

DP World at 7-week low after halts Egypt operations

DP World tumbled to a seven-week low after the ports operator suspended activity at its Egypt facility as a precautionary measure, Arabianbusiness reports. DP World's shares dropped 6.4 percent, slumping to their lowest level since December 16. "DP World Sokhna is closely monitoring the situation in Egypt," a spokeswoman said in an emailed statement on Monday. "The terminal, and as a precautionary measure, has temporarily suspended operations. The security of our people remains paramount and we are doing whatever necessary to ensure the safety of all our people."

Egypt's anti-government protesters, scenting victory after President Hosni Mubarak agreed to discuss sweeping political reforms, rallied support for what they hope can be a million-strong march for democracy on Tuesday. Dubai's Aramex fell 2 percent after the logistics operator warned its costs will rise because of inflationary pressures and higher fuel prices. It reported a fourth-quarter profit of AED55m, up 11 percent from the year-earlier period to bear analysts' forecasts. Dubai Financial Market dropped 1.5 percent, weighing on Dubai's index DFM, which slips 0.2 percent to 1,532 points.

Abu Dhabi-listed Dana Gas fell 1.6 percent, equaling the previous day's 33-week low. The firm, which has significant operations in Egypt, is confident about being paid by customers there and will evacuate foreign staff if the political crisis in Cairo deepens, its chief executive said on Monday. Aldar Properties and Emirates Telecommunications Corp (Etisalat) dropped 1.2 and 1 percent respectively. Abu Dhabi's index ADI dropped 0.5 percent to 2,574 points.

Source: PortNews



YEW CHOON seen driving a aluminium newbuild hull out at the Damen Singapore shipyard

Photo : Reinier Blijleven – www.yewchoon.com.sg

Danaos Corporation Adds One More Newly Built Vessel to Its Fleet

Danaos Corporation, a leading international owner of containerships, announced that on January 26, it took delivery of one newly built containership, the [Hanjin Algeciras](#), expanding its operational fleet to a total of 51 containerships aggregating 223,329 TEU. The [Hanjin Algeciras](#), built at Hanjin Heavy Industries & Construction Co. Ltd., has a carrying capacity of 3,400 TEU, is 222.5 meters long, 32.2 meters wide and has a speed of 23 knots. The Hanjin Algeciras has commenced its 10-year time charter at a fixed charter rate immediately upon delivery. Danaos Corporation is an international owner of containerships, chartering its vessels to many of the world's largest liner companies. Our current fleet of 51 containerships aggregating 223,329 TEUs ranks Danaos among the largest containership charter owners in the world based on total TEU capacity. Danaos is one of the largest US listed containership companies based on fleet size. Furthermore, the company has a contracted fleet of 14 additional containerships aggregating 139,350 TEU with scheduled deliveries up to 2012. The company's shares trade on the New York Stock Exchange under the symbol "DAC." **Source: Danaos Corporation**



The [SAFMARINE NOKWANDA](#) seen moored in Cape Town for maintenance – **Photo : Aad Noorland ©**

Maerks may add emergency surcharges at Big Port of St. Petersburg

Maersk Line is considering implementation of Emergency Congestion Surcharge and Storage/Demurrage Surcharge at the Big Port of St. Petersburg, PortNews reports citing Maerks' St. Petersburg Import Office.

The surcharges are expected to be applied due to considerable container volume growth in St. Petersburg, tough weather conditions slowing down the gate-out from terminals, lack of trucking capacity, the company's press release said.

Maersk Line is currently using two imports / exports terminals: FCT and PLP at the port. The mentioned above surcharges are to be implemented on short notice due to increased costs in additional vessels and excessive waiting time at the terminals, Maersk said.

The company adds it will continue, in conjunction with its partners, PLP and FCT, the efforts to enable delivery of customers' cargo on time. Earlier, Maersk Line said it abandoned plans to implement an Emergency Winter Surcharge (WSC) at the Big Port of St. Petersburg. **Source : PortNews**

Bunker trade to rebound after worst slump in 2 years

Sales of bunkers may advance a further 9% this year, says Poten

The profit traders can get from selling shipping fuel in Singapore, the world's second- busiest container port, may rise 24 per cent in 2011 after the worst slump in at least two years, a Bloomberg News survey showed. Sellers of 380-centistoke fuel oil, or bunkers, will receive an average US\$4.20 a metric ton more than what they pay for the cargoes in Singapore this year, according to the median estimate in a survey of six traders conducted from Jan 24-27.

The difference, known as the bunkers premium, shrank to an average US\$3.40 a ton last year from US\$5.92 in 2009 and US\$12.14 in 2008, according to data compiled by Bloomberg. China's booming economy is powering Singapore's container traffic, fanning demand for fuel to drive ships just as supplies get squeezed by rising power- station use elsewhere in Asia.

Sales of bunkers, which surged to an all-time high in 2010, may advance a further 9 per cent this year, according to Poten & Partners Inc, a New York-based energy adviser and shipbroker.

'If the current tightness in the market continues until the end of March, the premium could average US\$10 for the first three months of the year,' said Kazushi Fujisawa, a trading manager at Peninsula Petroleum in Tokyo who has worked for PetroChina Co, Itochu Corp, and Nippon Oil during his 19 years in the bunkers business.

The bunkers premium jumped to US\$20.50 a ton on Monday and has averaged US\$9.55 this year, according to Bloomberg data. Returns slumped last year as the number of accredited suppliers in Singapore increased. There were 80 at the end of last year, according to the Maritime and Port Authority of Singapore, compared with 75 in 2009. BP Plc, ExxonMobil Corp, and SK Energy Co are the nation's biggest.

'The Singapore bunkers market will remain under furious sales competition this year because of increased suppliers,' Mr Fujisawa said. Singapore became the world's busiest container port in 2005 after Hong Kong lost out to cheaper harbours in southern China.

Demand for fuel oil is rising as countries such as South Korea and China divert supplies away from Singapore to meet increased domestic energy use, according to five of the traders surveyed. Increased supplies of off-specification fuel oil from the West also boosted the bunkers premium, four of the traders said.

Shippers are being attracted to Singapore to buy fuel because its handling and communication facilities are superior to China's, according to Poten & Partners. The city-state accounts for about 19 per cent of global fuel-oil sales. 'As China's container- ship trade continues to expand, Singapore will continue to benefit from it in bunker-fuel sales,' Poten said in a Jan 7 report. Sales will grow to 3.7 million tons a month this year, from 3.4 million tons a month in 2010, it said.

While Chinese container traffic surpassed 110 million 20-foot equivalent units last year, about four times that of Singapore, container vessels calling at the island-nation accounted for about 14 million tons of bunkers sales, compared with 18 million in China, according to the report. 'The most attractive part of the Singapore market is steadiness in supplies,' said Takuki Yoshida, a bunkers trader at Hanwa Co in the city.

'Ships call at Singapore as owners know fuel supply is always guaranteed there with a good price. You can't find ports like this in other countries. Supplies often dry up at many ports.' **Source : Bloomberg**

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Hanjin Shipping re-routes container ships due to Egypt unrest

South Korea's Hanjin Shipping was re-routing some of its container vessels due to the unrest in Egypt that has disrupted drydock operations at several ports, its chief executive said on Tuesday, Reuters reports.

Seaborne traffic through Egypt's Suez Canal continued to run smoothly, industry officials said, but many vessels were bypassing Egyptian ports and stopping at other countries instead to refuel, change crew and resupply. The maritime industry was closely watching developments in Egypt, fearing that an escalation in violence could force the Suez Canal to shutdown and force vessels to travel an extra 6,000 miles around the Cape of Good Hope in South Africa. "Yes, our operation is affected as Port Said and Alexandria are either partially open or entirely not operating due to a lack of labour and IT systems," Hanjin's President and CEO Young Min Kim told Reuters in an email.

"We are arranging to discharge some transshipment boxes at the next port for the time being," he added. Kim did not say how many of its 200 vessels were affected and where they were being re-routed to. More than 34,000 vessels passed through the Suez Canal in 2009, of which about half docked at Egyptian ports to pick up supplies, military escorts and new crew members, industry officials said. Some container vessels that were initially ordered to discharge in Egypt were instead unloading and docking in Singapore, one of the world's busiest ports, said a senior shipping executive in Hong Kong.

Several other companies, however, said their shipping operations had not been affected by the political instability in Egypt. "So far none of our ships have experienced any problems. In fact, one of them went through the Suez Canal a few days ago after the start of the unrest in Egypt without any issues," said Khalid Hashim, managing director of the Thai-listed firm Precious Shipping. Hong Kong-based dry bulk shipping firm Pacific Basin also said it was operating in the region as normal. The container industry was expected to be the most affected should the Suez Canal close, analysts said. More than 300 container vessels traveled through the canal in the first three weeks of this year, compared to 107 dry bulk carriers and 95 oil tankers, according to shipping and logistics firm GAC. "We suggest that the real result of a canal closure to be reflected in retail and manufacturing price hikes caused by the ... detour container ships en route to Europe from the East would require," said George Los, analyst for Charles R. Weber Research in a weekly report. Cargo travelling south through the canal totalled 295.4 million tonnes, while north-bound vessels carried 263 million tonnes in 2009, according to industry estimates. **Source : PortNews**

OLDIE – FROM THE SHOEBOX



Above the **ARUN (52-01)** the prototype of the RNLI lifeboat of the **ARUN** type during tests in March/April 1971
Photo : John W Dalziel ©

The RNLI's first lifeboat capable of speeds in excess of 10 knots was the 14 knots (26 km/h) **Waveney Class** introduced in 1967. This was based on an American design, but in 1971 it was replaced by the **Arun** which was designed by the RNLI and gave vastly improved accommodation and increased the speed to 18.5 knots (34.3 km/h).



The **Arun class** lifeboat was designed for service at its stations around the coasts of Great Britain and Ireland. They were operated by the RNLI between 1971 and 2007. Many have been sold to see further service in the lifeboat and coastguard services of other countries. The class takes its name from the River Arun in Sussex, England.

The first prototype boat entered service at St Peter Port in 1972 but moved on to Barry Dock where it was stationed until 1997. Two more boats were introduced in 1973 and

1974 and then full production started in 1975 although small numbers of **Waveney**s were still built until 1982. By 1990 **46 Arun Class** boats had been launched. The following year saw the launch of the first 25-knot (46 km/h) **Severn** and **Trent** class boats. The three prototype boats were withdrawn in 1994–1997, the third of which then went on display at the **National Lifeboat Museum**. The production series boats were taken out of regular service between 1998 and 2007. While a few have found new uses around the coast of Great Britain, the majority have been sold to other lifeboat operators around the world, predominantly in China, Finland and Iceland and some further boats were built new for service in Canada and Greece. Those travelling long distances go as deck cargo on larger ships but

those going to closer harbours are generally sailed across under their own power. The first boat to go to Iceland, the **Richard Evans**, was loaded as deck cargo on a container ship but was washed overboard during the passage – the only **Arun** to have been lost at sea.



the design'

The last **Arun type** lifeboat was based in Calshot (yard number ON 1159) and named **MABEL WILLIAMS**, she was withdrawn from service in February 2007 after 17 years of service in the RNLI fleet and was replaced by a Tyne class lifeboat, ON 1155, named the **SARAH EMILY HARROP** (left)

The **Arun class** lifeboats introduced in 1971 have carried out **15,081 launches** and rescued over **13,545 people**. In 1982 the Arun class received a Design Council Award for 'the excellence of

See also : <http://www.youtube.com/watch?v=-KeNwSzeN74>

.... PHOTO OF THE DAY



Above seen the 2010 built **Afon Las** operating at D Island, Kashagan Field, North Caspian Sea – looks cold!

Photo : **Mark Meade, Holyhead Towing/Caspiisky Buksir** ©

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