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**Het Dokje van Perry in Vlissingen is het oudste droogdok van Nederland en een van de eerste in West-Europa. Het is gebouwd in de jaren 1704-1705 naar een ontwerp van Engelsman John Perry uit 1697. Sinds 1964 geniet het dokje een beschermde status als rijksmonument hetgeen niet heeft verhindert dat het droogdok in 1974 onder de grond is gewerkt. In 2010 is er een begin gemaakt om het dokje weer uit te graven en is tevens begonnen met de restauratie. – Photo : Huib Lieveense ©**

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## EVENTS, INCIDENTS & OPERATIONS

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The LPG Tanker **DL CALLA** seen westbound in the Singapore Straits - Photo : Piet Sinke ©  
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

## Indian ship movement through Suez Canal not impacted: Vasan

The government on Wednesday said it is closely monitoring the developments in Egypt and so far there are no reports of disruption of India's shipping movements through the Suez Canal.

"We are closely monitoring the situation in Egypt and Suez Canal. We are in constant touch with the ministry of external affairs. So far, Indian Ship movements have not been affected," shipping minister G K Vasan said. Vasan said in case of any such problem, the government would come out with a contingency plan. In case there is an interruption, alternative options will be looked at," he said, adding that oil imports to India have not been impacted as well, as these are done from Gulf countries. With the problems in Egypt escalating, there are fears that the crucial Suez canal link connecting the Mediterranean Sea and the Red Sea could be disrupted. State-owned Shipping Corporation of India (SCI), too, has said that it carries only a small number of containers to Egyptian destinations and

so far there is no disturbance in the movement there. SCI chairman S Hajara on Tuesday said that "As far as SCI is concerned, it only carries a small number of containers to Egyptian destinations. It has not been impacted."

Source: Times of India



The **FINNARROW** seen approaching Hoek van Holland – Photo : Marijn van Hoorn ©

## Piracy makes shipping near impossible, say industry groups

PIRATES are stepping up their game by making greater use of motherships, some of which are as big as the ships being hijacked, and attacking a wider area covering most of the Arabian Sea between the Gulf of Aden, Somalia and India. They are also increasing the use of firepower and there are reports of harsher conditions being inflicted on captives, said Tanker Operator. "This situation calls for immediate action by governments before these tactics make trading in the area almost impossible. Over 40 per cent of the world's seaborne oil supply now passes through waters at high risk from pirate attack at a time when studies are indicating that piracy is costing the global economy US\$7-12 billion per year," said a joint statement issued by BIMCO, the International Chamber of Shipping, Intercargo and Intertanko.

The warning comes as the South Korean and Malaysian governments and their naval forces rescued the crew of the chemical tankers **Samho Jewelry** and **Bunga Laurel** that had been hijacked by pirates earlier in January in the Gulf of Aden, and recovered the vessels. "We are very pleased that the tankers' seafarers are safe having incurred minimum casualties and we hope that the **Samho Jewelry's** master makes quick and full recovery," the statement said. The seven Somali nationals suspected of attempting to hijack the Malaysian chemical tanker have been detained in Malaysia to await charges, following an ambush by the Malaysian navy in which several other pirates were shot dead at sea.

The report said the suspects held in detention were part of a larger group of Somali nationals accused of involvement in the attack. It said that there are currently 30 hijacked ships manned by more than 700 seafarers who have been held in captivity for "as long as seven months on average." "We call on the world's governments to note the extent to which additional international naval assets in this region are desperately needed and how they should be empowered to enforce a truly robust response against the pirates before ships are successfully hijacked," the group added.

Source : Schednet



## New norms to avert port collisions

Vessels using Mumbai's navigation channel can look forward to stringent anti-collision norms to avert mishaps at sea. Sunday's collision between **INS Vindhyagiri** and **MV Nordlake** was the fourth major ram-in in the last two years. On Wednesday, following the partial sinking of the naval frigate, Director-General (DG) of Shipping S B Agnihotri convened a meeting to finalize a strategy on how such accidents can be avoided. The meeting was attended by officials of Jawaharlal Nehru Port Trust (JNPT) and Mumbai Port Trust (MbPT) "The DG shipping will soon lay down short- and long-term measures to be implemented and followed by all vessels using Mumbai waters. We don't want a repeat of such incidents in future," an official said.

Rahul Asthana, chairperson, MbPT, who also attended the meeting said, "We need to put in place rules that will check overtaking of ships off Mumbai." According to sources, the recent collision was a fallout of protocols being flouted by captains of both the vessels involved in the accident. "However, it is difficult to pin the blame at this stage. A conclusion can only be drawn after the DG Shipping completes its probe," an official said. The warship, which caught fire after the collision, is still in a tilted position and naval officials are drawing up an elaborate plan to salvage it. Meanwhile, the Mumbai police interrogated Vaino Peter Ross, the captain of **MV Nordlake**. Source : timesofindia



The **TSHD KAISHUU** seen coupled to the **CSD HONDIUS** in the Port of Itaquai Brasil as seen from the TSHD **GERARDUS MERCATOR** – Photo : Henno Bloem ©

## Egyptian ports and logistics crippled as protests spread

EGYPT's ports and logistics operations have come to a near halt due to the nationwide rioting against the country's president, Hosni Mubarak. The Suez Canal has remained open after the one-week turmoil, but Maersk, which runs the Suez Canal container terminal at Port Said via its APM Terminals division, said its ports, logistics and forwarding operations were suffering serious disruption. "There are no terminal operations in Egypt. Maersk Line, Safmarine and Damco offices are closed," said a spokesman in a Containerisation International report.

Hanjin Shipping has announced changed operations in Egypt. It said it would re-route some of its containerships away from the country because of insufficient labour and IT systems at Port Said in Suez and Alexandria.

Cairo Airport is still open, but mainly to evacuate tourists, reported London's International Freight Week. FedEx said express services have been suffering delays across the country. Pick-ups and deliveries were already suspended, but customers were still able to drop off packages at selected facilities.

"FedEx is closely monitoring the situation and has put operational contingency plans in place to minimise delays," said the company in a statement. Said a Schenker spokesman: "There is no loading and unloading of containers; there are no trucks. There are still flights, but they are subject to delays and cancellations. It's a very difficult situation."

DP World, the global container terminal operator, said it had temporarily stopped its terminal operations at Sokhna and had suspended operations at the port of Ain Sukhna at the southern end of the waterway in the Red Sea, some 75 miles from Egyptian capital of Cairo, reported Newark's Journal of Commerce. "The security of our people remains paramount and we are doing whatever necessary to ensure their safety," said a spokesman.

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The **UNITED TENORIO** seen outbound from Amsterdam passing the IJmuiden locks  
**Photo : H. Blomvliet ©**

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## Hostages being tortured in Somalia: maritime official

Hostages including 40 Kenyans being held by Somali pirates off the Somali coast are experiencing increased torture, a regional maritime official said.

This follows the killing of six suspected Somali pirates by Korean naval forces two weeks ago. Seafarers Assistance Program Coordinator Andrew Mwangura said the suspected pirates have become more violent because owners of the captured ships are uncooperative and in part due to the killing of the six. The suspected pirates last week released some hostages including six Kenyans who, Mwangura said, were sickly and proving expensive for the pirates to sustain. "Information from some of the released hostages indicates that the pirates have become more violent and are acting with no mercy," Mwangura said. However, the EU Navfor Force Commander Rear Admiral Juan Rodriguez said there is evidence of the torture. "We have increasing evidence of hostages being tortured by the suspected Somali pirates," Rodriguez, who was addressing journalists aboard the Spanish naval ship Frigate **Canarias F-86** Mombasa. The pirates hold the hostages upside down and submerge their heads in the water severally before giving them phones to call their relatives to report of their torture. Mwangura said this is a warning sign that relevant authorities should take heed.

The pirates are now using a Kenyan flagged Korean ship, **FV Golden Wave**, to orchestrate their attacks. The Golden Wave was captured on October 9, 2010 with 39 Kenyans, two Koreans and two Chinese. Rodriguez said the EU Navfor would welcome any support more soldiers from the African Union. Reports abound that South Africa among other African nations are considering sending troops to help the EU fight Somali pirates. The force commander however said the best way to fight the piracy is to address the root cause of the conflict which he said are ashore. "The root problem lies ashore not in the waters. Our mandate is in the water," said Rodriguez adding that the pirates are not only Somalis but other nationals also exist as pirates. Mwangura said the whole piracy issue has been caused by illegal fishing in the Somali waters by European ships flying African flags but Rodriguez denied existence of any illegal European fishing vessel. **Source: Xinhua**

## Passengers to be taken off antarctic cruise ship that struck uncharted rock

Passengers from the antarctic cruise ship **Polar Star** were set to be disembarked from the vessel at King George Island in the South Shetland Islands., according to IATO, the International Association of Antarctic Tour Operators.



On January 31, the vessel, with 80 passengers and 35 officers and crew on board, struck an un-surveyed rock - reported at S 66° 51.37' W 66° 47.81' - while anchoring just north of Detaille Island at the Antarctic Peninsula. The incident occurred at approximately 1130 UTC, or 0830 local time

The 86.5 m double hulled vessel, which is operated by Halifax, Nova Scotia, based

**Polar Star Expeditions**, was given permission to proceed from that location with passengers on board to to the Polish Arctowski Station on King George Island.



It made that passage uneventfully and at normal cruising speed, according to Martin Karlsen, president of **Polar Star Expeditions**. At Arctowski, divers assessed the damage to the outer hull. Following discussions with the captain and officials of DNV, the ship's classification society, the company made the precautionary decision not to cross the Drake Passage with passengers aboard.

Yesterday, arrangements were being made to transfer the passengers to other IATO member ships and take them to Ushuaia, Argentina. Once passengers had been transferred and temporary repairs made, plans were for the ship to proceed to Ushuaia with its 35 officers and crew.

## **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](http://www.kaaphoornvaarders.nl)



The **PT 61** of the SINGAPORE POLICE COAST GUARD seen patrolling the Singapore anchorages

**Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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# Rhine reopened after chemical tanker accident

The River Rhine has re-opened to shipping in both directions for the first time since a motorised barge capsized three weeks ago, Portworld reports . The **Waldhof** was carrying 2,400 tonnes of sulphuric acid when it capsized.



Photo: Cor Wolthuis ©

Since the incident, ships have been allowed to sail upstream past the wreck on a controlled basis. Downstream traffic was halted until yesterday because of fears of acid, or hydrogen, on board the vessel causing an explosion. The incident is reported to have caused a backlog of more than 400 vessels, including bulk cargo barges and laden inland container vessels bound for ports including Rotterdam, and has resulted in numerous shipping companies switching to alternative transport methods in order to move goods.

Salvage officials began removing acid from the **Waldhof**, with plans for it to be hoisted by crane out of the river upon completion. According to officials, up to 50 barges a day are being allowed to sail downstream after salvagers managed to remove hydrogen from all seven tanks on the sunken tanker.

Two of the vessel's crew were rescued but two are still missing and presumed dead. The cause of the accident is still not known. The Rhine, is a major transport hub handling approximately 70 million tonnes of cargo per year. **Source : PortNews**



## CASUALTY REPORTING




### CRANE COLLAPSED AT SEMBAWANG SHIPYARD



At the Sembawang shipyard in Singapore a crane on the dockwall collapsed as can be seen above, as I understand the crane operator lost his life in the accident.

## NAVY NEWS



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## Black screens for Northern Fleet TV

The Northern Fleet's TV-channel will be abolished, the Ministry of Defense has decided. From before, the Northern Fleet's theatre has felt the Ministry's intentions to optimize expenses and focus on core duties, having its staff more than halved in course of the last years. The Northern Fleet's TV-channel has operated for 18 years, giving some 100 000 sailors and inhabitants of naval bases and other military towns news about the service and local community six times per week, GTRK Murman reports. News about the closing came out of the blue, and the last broadcast will go on air already on February 28.

- It is sad that Moscow's reforms are done this way: axe everything down and then later sort things out, says Head of Severomorsk Vitaly Voloshin. The local authorities in Severomorsk are hoping to be able to start up the TV-channel again, this time maybe on a commercial basis. **Source : BarentsObserver**

## RFA Fort George arrives in Plymouth for the final time

**RFA Fort George**, a support ship to the Royal Navy, has entered Plymouth for the final time before retiring from service after distinguished worldwide service.



The Royal Fleet Auxiliary (RFA) vessel arrived at Devonport Naval Base for the final time on Tuesday 1 February 2011, where it will unload cargo and equipment prior to the ship going out of service later in the year.

**RFA Fort George** has served with distinction

throughout the world. Highlights include the handover of Hong Kong, playing a major part in the flood relief effort in Mozambique in 2000 for which the ship and her embarked squadron, 820 Naval Air Squadron, were awarded the Wilkinson Sword of Peace, and, in June of that year, supporting Operation PALLISER, the Sierra Leone campaign.

In early 2002 the ship was heavily involved in Operation ORACLE, supporting the land forces in Afghanistan, and the highlight of 2004 was a high-profile visit to New York for the Independence Day celebrations, where the ship was given a prime berth in Manhattan next to the new Cunard liner, **Queen Mary 2**. **RFA Fort George** Commanding Officer, Captain Jamie Murchie, said: "The auxiliary oiler replenishment class of RFA ships are the largest in the fleet, displacing more than **HMS Ark Royal** or **HMS Ocean**, and their flexibility and adaptability has brought them many varied tasks throughout the years.

"The ship's multi-role and flexibility has been the key to her success in humanitarian and operational tasks over the years." For the Trafalgar 200 Fleet Review off Spithead in 2005 the ship acted as the host ship for the Royal Naval Reserve and hosted Their Royal Highnesses Prince and Princess Michael of Kent. In 2010 RFA Fort George carried out the highest total of deck landings in the Royal Navy through the Auriga 2010 deployment in the US, two Joint Warrior exercises in the Atlantic off Scotland, and several periods of supporting operational flying training for squadrons from the Royal Navy's Fleet Air Arm, Army and RAF.

Last year culminated with **RFA Fort George** winning the Royal Fleet Auxiliary 'Ship of the Year' category in the Commander-in-Chief's 'Surface Ship Effectiveness' Trophy for the ship's work supporting the Auriga 2010 deployment.

Captain Murchie said: "We have been preparing for this final entry day for some time now. It is a privilege to be here at the final moments of a ship's life. For me especially I have brought two ships into service and now will have taken two ships out of service. I am proud to be the last Commanding Officer of RFA Fort George." He said the ship's final fate had yet to be determined, but one of his priorities would be to ensure the least disruption to the crew as they leave the ship in the following weeks. He said some had already left for training or been posted to other Royal Fleet Auxiliary ships and establishments.

Captain Murchie said he was looking forward to hosting the ship's sponsor Lady Annie Slater and her husband Admiral Sir Jock Slater at a farewell lunch onboard before the ship finally leaves Plymouth. **RFA Fort George** was built by Swan Hunter Shipbuilders on the Tyne and entered service in 1994. The ship is being withdrawn from service under the Strategic Defence and Security Review and the need to reduce the number of auxiliaries required to support a reduced fleet.

The ship is one of two auxiliary oiler replenishment class ships - combined fleet support tanker and stores ships designed to give one-stop support to naval task groups. **RFA Fort George** has a crew of 95 officers and ratings of the Royal Fleet Auxiliary, 24 members of the civilian Defence Equipment and Support organisation, and 15 Royal Navy personnel for close-in weapon systems maintenance.

When a helicopter squadron is embarked, up to a further 90 Royal Navy aircrew and support staff are carried onboard. The ship has a large two-spot flight deck with hangar and maintenance services for three Merlin-sized helicopters. The helicopters can be used for anti-submarine and anti-surface warfare and troop-carrying, or for the transfer of stores and equipment as loads underslung from the helicopters. The ship can carry over 10,000 tonnes of fuel, aviation fuel, lubricating oil and fresh water as well as over 6,000 items of naval stores, armaments, food and general stores for issue to other ships. **Source : defpro**

## SHIPYARD NEWS



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## Detyens books \$6.4 million MSC contract

Detyens Shipyards, Inc., North Charleston, S.C., is being awarded a \$6,426,434 firm-fixed-price contract for a 55-calendar day regular overhaul of Military Sealift Command's fleet replenishment oiler **USNS Leroy Grumman**. This regular overhaul will include cleaning and gas freeing tanks and spaces; tank inspections; underwater hull cleaning and painting; propeller maintenance; compass system removal and installation; renewing specialty flight deck coating; and ship service diesel generator turbo overhaul. The ship's primary mission is to provide fuel to Navy ships at sea and jet fuel to aircraft assigned to aircraft carriers. The contract includes options which, if exercised, would bring the cumulative value of this contract to \$7,381,613. Work will be performed in Charleston, S.C., and is expected to be completed by April 2011. Contract funds will not expire at the end of the fiscal year. This contract was competitively procured and posted to the Federal Business Opportunities website, with three offers received. The U.S. Navy's Military Sealift Fleet Support Command, a field activity of Military Sealift Command, is the contracting activity **Source : MarineLog**



The **RT TASMAR** seen in drydock at the ASL Batam (Indonesia) yard

Photo : Dirk Eggers ©

## ROUTE, PORTS & SERVICES

### Port workers go on strike

Movement of cargo to and from Kochi Port came to a standstill after port workers, mostly belonging to the private sector, went on an indefinite strike from Tuesday midnight. They are demanding, among other things, job protection and development of Kochi Port as a domestic cargo hub once the container operations are shifted to Vallarpadam Island. Trade Union Coordination Committee, which enjoys the support of trade unions of port workers cutting across political affiliations, called the strike with support from trade unions affiliated to various political parties. General convener of the coordination committee Charles George said that the strike was total from Tuesday midnight.

The striking workers took out a protest march from Ernakulam Wharf to the office of the Dubai Ports World (DP World), which operates the Rajiv Gandhi Container Terminal. Source : The Hindu



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The bulk carrier **Lily Oldendorff** arriving at Lyttelton, New Zealand to load logs for Korea and China.

Photo : Alan Calvert ©

## Kirby in \$53 million acquisition of Enterprise bunkering operations

Houston-headquartered Kirby Corporation is to purchase the ship bunkering operations of Enterprise Marine Services LLC for approximately \$53 million in cash. The asset purchase will consist of 21 inland and offshore tank barges and 15 inland towboats and offshore tugboats. Enterprise provides transportation and delivery services for ship bunkers (engine fuel) to cruise ships, containerships and freighters primarily in the Miami, Port Everglades and Cape Canaveral, Florida area, the three largest cruise ship ports in the United States, as well as Tampa, Florida, Mobile, Alabama and Houston, Texas.

The closing of the asset purchase is expected to occur in February 2011. Funding of the acquisition will be through the use of Kirby's existing cash.

Kirby CEO Joe Pyne commented: "The purchase of the Enterprise ship bunkering assets expands our marine transportation operating footprint in Florida, as well as expands our existing Houston ship bunkering operation. The Enterprise tank barges are relatively new, with an average age of seven years and the large majority of the vessels are under time charter agreements ranging from two to three years." "We expect the ship bunkering operations to be immediately accretive to Kirby's earnings," said Mr. Pyne. "Projected full year revenue from the asset purchase is anticipated to be in the \$30 to \$35 million range, generating projected full year net earnings in the \$.05 to \$.07 per share range."



Kirby Corporation, based in Houston, Texas, operates inland tank barges and towing vessels transporting petrochemicals, black oil products, refined petroleum products and agricultural chemicals throughout the United States' inland waterway system. Kirby also owns and operates four ocean-going barge and tug units transporting dry-bulk commodities in United States coastwise trade. Through its diesel engine services segment, Kirby provides after-market service for medium-speed and high-speed diesel engines and reduction gears used in marine, power generation and railroad applications. **Source : MarineLog**



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

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

## **Global Ports's box volume soars 81% to over 1m TEUs**

In 2010, container throughput across the Global Ports Investments Plc (GPI) stevedoring assets totaled 1,095,625 TEUs, a 81-percent surge year-over-year, the company's press service said. Last year the Group boosted handling of Ro-Ro cargoes (including automobiles) by 60% to 59,463 units; other cargoes, including oil cargo - by 7.4%, to 19.2 million tons.

Container throughput of PLP terminal (the second largest terminal in the NW Russia) in 2010 leaped by 176%, to 541,120 TEUs. Specialized Ro-Ro terminal handled 58,263 units of vehicles and autos (+57.1%). Kronstadt-based LLC Moby Dick terminal handled 141,026 TEUs (+34%). Container volume handled by Vostochnaya Stevedoring Company, a Vostochny port operator, surged 59% to 254,296 TEUs. GPI's Finish asset Multi-Link Terminals Oy, located in Helsinki and Kotka, transshipped 159,183 TEUs, up 11.6% from 2009's results. Vopak EOS (VEOS) oil terminal posted a 8-percent gain to 18,136,000 tons.

According to Nikita Mishin, GPI Board's Chairman, the Group's container terminals have virtually regained the pre-crisis box volumes, and expect a strong growth trend on the container market in 2011.

"We expect a more intensive recovery of volumes, taking into account the Group's investment program and the work done by the terminals to increase its customer base", Nikita Mishin said. Global Ports Investments Plc. is a leading terminal operator in Russia and the Baltic States, handling major volume of containers and petroleum products. The Group is owned by N-Trans, the largest private transportation and infrastructure group in Russia.



Located in the Baltic and Far East basins, GPI's terminals enable Russia's import/export container flows and petroleum products exports. GPI operates three container port facilities in Russia (including Petrosport and Moby Dik Co Ltd. in St. Petersburg and VSC in Nakhodka), two container terminals in Finland (Multi-Link Helsinki, Multi-Link Kotka), the largest independent oil products terminal in the Baltic (Vopak E.O.S.) and is developing one inland terminal (Yanino) in the St. Petersburg region. **Source : PortNews**



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The **QUEEN MARY 2** seen arriving in Cape Town – **Photo : Glenn Kasner ©**

## Baltiysk-Sassnitz ferry sets sail

The first direct ferry sailed from Baltiysk to Sassnitz, bypassing the Polish ports, the press-service of Kaliningrad regional administration reported. The event was attended by Russian Transport Minister Igor Levitin and the regional Governor Nicholas Tsukanov. The cargo ferry Ambal accommodates 110 trucks of length 16-17 m and a minimum of passengers. OTR drivers have to get to the port of Sassnitz by buses. In April, another passenger ferry will join the Ambal on the service line, which has 200 cabins for drivers and attendants.

"Trucking is heavily dependent on our border neighbors. The ferry service should significantly reduce the tension on this market. Though a place at our ferry is more expensive than that of Lithuanian's ferry, but we've just started this great work. Transport Minister has already given the appropriate command. Hopefully, the price issue will be settled", said Nikolai Tsukanov.

It is assumed that the cost per cargo space on the Baltiysk-Sassnitz ferry will not exceed €600, to increase its competitiveness. Travel time - 12-14 hours. **Source : PortNews**



The **OXL EMIR** seen moored in Cape Town – Photo : Aad Noorland ©

## Haven van Gent haalt banden met Brazilië aan

Het Havenbedrijf Gent is op handelsmissie in Brazilië, de belangrijkste handelspartner voor de haven van Gent. Bezoeken aan de moederbedrijven van belangrijke firma's in de haven alsook aan nieuwe en potentiële investeerders staan op het programma. En vandaag vrijdag 4 februari staan op een internationaal handelsseminarie de handelsrelaties tussen Brazilië en de haven van Gent centraal.

### **Brazilië, belangrijkste handelspartner**

Al jaren is Brazilië de voornaamste handelspartner voor de Gentse haven. Brazilië staat jaarlijks voor meer dan 3 miljoen ton goederenoverslag. Een groot deel daarvan omvat de import van erts. Daarnaast maakt ook de aanvoer van fruitsappulp een belangrijk deel uit van de activiteiten met Brazilië. Met een jaarlijks volume van 500.000 ton per jaar beschikt de haven van Gent hierdoor over de voornaamste fruitsapterminal in Europa. Bovendien wist het Havenbedrijf recent nog een grote Braziliaanse investeerder binnen te halen: Companhia Brasileira de Logística (CBL - Interalli Group) dat aan het nieuwe Kluizendok een terminal voor de opslag van vloeibare bulk zoals biodiesel en oliën realiseert.

### **Fruitsap en potentiële investeerders**

Het Havenbedrijf Gent bezoekt in ruim een week tijd de hoofdzetel van de twee bedrijven die fruitsap naar Gent halen. Zo worden de productie-eenheden van Citrosuco en Louis Dreyfus bezocht. Verder maakt het Havenbedrijf kennis met de activiteiten van Katoen Natie in Brazilië. Katoen Natie is ook in Gent actief in de sector van logistiek en distributie. Daarnaast worden de banden aangehaald met Interalli waartoe de nieuwe investeerder CBL behoort. Bovendien worden de contacten met potentiële nieuwe investeerders verder uitgediept.

Internationaal handelsseminarieDe afsluiter van het bezoek aan Brazilië is een internationaal seminarie over de handelsrelaties tussen de haven van Gent en Brazilië (Espírito Santo), vandaag vrijdag 4 februari. Al 16 jaar lang komen elk jaar een 30-tal Braziliaanse studenten van de Universiteit van Espírito Santo naar Gent om zich te verdiepen in havenmarketing en de commerciële rol van havens. Dit handelsseminarie in het Braziliaanse Vitoria brengt 250 oud-studenten samen die ooit in Gent zijn geweest. Heel wat oud-studenten zijn intussen in de handels- en commerciële wereld terechtgekomen. Net deze relaties wil het Havenbedrijf Gent verder ontwikkelen.

Het Havenbedrijf Gent sloeg voor deze handelsmissie de handen ineen met Flanders Investment and Trade (FIT). Het FIT behartigt de economische belangen van Vlaanderen in het buitenland. Het Havenbedrijf en FIT werkten al meermaals samen.





The **Komatsushima Star** seen arriving at Dunedin 2/2/11 to discharge fertilizer.

Photo : Ross Walker ©

## John Deere presents newest marine diesel engine

John Deere Power Systems (JDPS) announced its newest marine engine the PowerTech 6090AFM75 marine diesel engine is the newest addition to the John Deere lineup and boasts up to 317 kW (425 hp), MarineLink reports.

John Deere will have four other PowerTech diesel engines on display at the show: the 4045TFM75, 6068AFM75, 6090SFM75 and 6135SFM75. All of these engines meet EPA Tier 2 and EU propulsion emissions requirements and are MARPOL Annex VI compliant. "John Deere continues to work on expanding the marine engine lineup with more new models and horsepower ratings," said Dave Flaherty, marine marketing manager for John Deere Power Systems. The new PowerTech 6090AFM75 has 9.0L of displacement and is a 6-cylinder, electronically controlled, turbocharged and air-to-engine coolant aftercooled marine engine. Vertical fuel injectors provide clean burning for lower emissions and improved fuel economy. John Deere is also announcing the ratings for its PowerTech 6068AFM75, 6090SFM75 and 6135SFM75 marine generator drive engines. The PowerTech 6068AFM75, 6090SFM75 and 6135SFM75 are all excellent sources of power, and feature low noise, low vibration and outstanding or excellent fuel economy. They all meet marine EPA Tier 2 emissions requirements and are MARPOL Annex VI compliant. **Source: Marinelink**



The **SUCAR DOCE** (left) and **SUPER FAST ANDALUCIA** seen in Motril (Spain) The **SUCAR DOCE** is built as the **SMIT-LLOYD 32** in 1968 and sailed during the years also under the names **SMIT-LLOYD CAIRO, PALMER SURVEYOR, CONDOR III, SEA NOSTROMO QUINTO** and since April 2009 as **SUCAR DOCE**

Photo : Fop Leder ©



## CALLAO – STEVEDORES STRIKE



**The stevedores' strike conditions at Callao still being kept for the 15th day now!**

Since the strikers get more “physical” on their threats February 2nd pm (causing the whole truck fleet to be sent back to warehouses for shelter) most truck owners are not sending any units to port. The stevedores on strike have no meeting with the authorities planned for today (as earlier today was rumoured) but for tomorrow Feb 4th around 1100hrs LT. However, from trustable sources understand that the strikers want the 100% of their demands to be accepted as a condition to lift the strike.

Personnel linked to the port activities and services, like shipping and customs agents, boarding clerks, foremen, crane drivers, etc are receiving direct threats as from February 2nd pm.

ENAPU (The port administration) is working on “normal conditions” providing services to the vessels. However, despite all berths are presently occupied (see pictures) vessels in need of transport can not work at Callao. Only gantry cranes at pier North A, and couple of ships with cargo being discharged into ENAPU's warehouse are working although at very slower rate. **Source : Cesar Llanos SERPAC**



The **CCNI ANTARTICO** ( ex **LONG BEACH BRIDGE** ) seen arriving in Cape Town – **Photo : Ian Shiffman (c)**

## Aberdeen Harbour annual results show significant rise in activity

Aberdeen Harbour recorded an increase in overall vessel tonnage, with the growing number of foreign vessels and cargo throughput contributing to healthy results for 2010. Overall vessel tonnage reached its highest ever level with more than 24.2 million gross tonnes of shipping handled, exceeding 24 million gross tonnes for the fourth year in succession. Following a drop in energy sector activity in 2009, the harbour also noted an encouraging step towards recovery, with a marginal increase in the tonnage of oil rig supply vessels using the port to 15.49 million, reflecting the growing trend for newer, larger vessels servicing the offshore industry in the North Sea.

Foreign traffic links continued to grow with West African cargoes up 12% during the year to 52,482 tonnes on 77 vessels compared with 46,270 tonnes carried on 52 ships the previous year. Overall cargo throughput also increased to 4.66 million tonnes helped by increased volumes of scrap metal, road salt and other bulk cargoes.

The port also witnessed significant growth in passenger numbers using the regular ferry link to the Northern Isles with over 149,000 people travelling between Aberdeen, Shetland and Orkney, up 5% on 2009 and the highest level ever recorded.

Colin Parker, chief executive of Aberdeen Harbour comments: "The upturn in activity levels recorded over the last twelve months is extremely promising and highlights the continued regional importance of the harbour within the North-east and its significance on an international scale. "We saw market conditions improve throughout 2010 and our ongoing development strategy will ensure that we continue to provide world-class facilities for our customers, while attracting new traffic and business streams.

"Over the last 12 months we have invested in a number of projects to improve the harbour, including the ongoing redevelopment of the Torry Quays and the strengthening and deepening of Commercial Quay East. "We have also seen the number of foot passengers using the harbour continue to rise, clearly illustrating Aberdeen Harbour's importance not just economically, but in terms of its use as a vital lifeline service between the mainland and the Northern Isles. We hope to continue to build on these encouraging results from the last 12 months and secure our position as one of the busiest ports in the UK."



Above seen **Capt Alex Gourlay** in Command of the Voith Tug **Laggan**, he is a second generation Tugmaster, how rare is it for father and son to be Tugmasters with the same company, Forth Tugs Ltd.

**Photo : Iain Forsyth (c)**

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The **VAASABORG** seen departing from Bari bound for Turkey - Photo : Henk Bons ©

## European ships add port traffic

TWO large ships docking at the Phnom Penh Autonomous Port led, in part, to a 33 percent increase in shipments in January, compared with the same month of 2010, according to port officials. Some 6,051 20-foot equivalent units (TEUs) were shipped through the port last month, up from 4,547 TEUs in January 2009.

Port director Hei Bavy said the increase in cargo last month was due to increased shipping from Europe. Two large cargo ships from the continent had docked at the port in January, bringing goods such as food products, household items, and electronics, and in turn exporting rice and garments, he said. "We don't think the port will receive such a high increase of shipments next month, since the amount of goods that were exchanged is not stable," he said. However, the port has targeted an annualised 20 percent increase in shipping this year, aiming to ship 75,000 TEUs this year, from 62,256 TEUs in 2010. Hei Bavy said increased cooperation with the Cai Map deepwater port in Vietnam, begun in July 2009, had increased shipments. **Source: Phnom Penh Post**

## Work underway on Callao upgrade

Infrastructure improvements in Peru's Callao port will allow some of Asia's largest box ships to enter the port's container terminal, according to Peru's President Alan Garcia.



He made the comments during a visit to the port last month to oversee the early stages of construction work. The upgrades involve deepening the port's entrance channel to a depth of up to 17 metres and expanding the port's entrance from 140 metres to 240 metres. "The work will allow ships up to 300 metres in length and carrying up to 7,500 TEUs (twenty foot equivalent units) to access the port," said a presidential spokesman. Callao is Peru's busiest port. The Chamber of Commerce in the capital Lima expects traffic at Callao to grow by 14% in the next nine years. The Chamber of Commerce also estimates that Peru needs to invest \$2 billion to improve its ports, equivalent to 20% of all the transport infrastructure requirements in the country. **Source: Portworld**

## **Goa expects to earn Rs 3.65 crore through passenger ships**

Goa government expects to earn a revenue of Rs 3.65 crore annually through its passenger ships, which ferry people from island to the mainland. Buzz up! State River Navigation Minister Ramakrishna Dhavalikar told the State Legislative Assembly today that there are 12 ferry boat routes connecting various islands, which transport people to the mainland.

He said people living on islands will not be charged for the service but other commuters will have to pay Rs 2 per head and Rs 5 per two-wheeler. The government has identified seven islands for this purpose, he said in a reply was tabled on the floor of the House. On all 12 routes, 17 ferry boats have been pressed into service. Dhavalikar said the proposal to charge commuters and two-wheelers is based on the recommendation of the committee appointed by the government to study River Navigation department and suggest improvement of the functioning of the department. The minister said an additional 20 posts of ticket collectors is required at the first instance if the toll-fees to be collected from commuters and two-wheelers. **Source : OneIndia**

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



Lifting works seen executed at the forecastle of the **STENA HOLLANDICA** whilst moored at the Stena terminal in Hoek van Holland as seen from the **TOR SUECIA** – Photo : **F. Lokkerbol** ©