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News reports received from readers and Internet News articles copied from various news sites.



The VOX MAXIMA seen "rainbowing" in Bilbao (Spain) – Photo : Crew Vox Maxima ©

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

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The Belgian pilot tender **GUIDO GEZELLE** seen returning to base in Vlissingen – **Photo : Piet de Nijs ©**

Bunker prices trimming tanker earnings

As has always been the case when freight rates are depressed, issues like cost control come into play. With bunkers playing a major part in every ship's modus operandi, the fact that current bunker prices are spiking, is certainly not

good news for tanker owners, as they may well undermine their ability to break-even on their operating costs. According to a new weekly report from Gibson, in the last few months, bunker prices have risen sharply, with the upwards pressure on oil prices. "Since September 2010, the average monthly price of 380 cst fuel oil in Fujairah has increased by \$96/tonne (+22%), reaching \$540/tonne in January 2011. Whilst volatility helps oil traders, shipowners battle another drop in revenues. The average time-charter equivalent (TCE) earnings on the benchmark VLCC route TD3 (ME Gulf – Japan) have dropped from their seasonal high of \$31,000/day in November to \$14,000/day in January and only \$9,500/day currently. In a stronger market, the relative weight of an additional \$100/tonne in bunker costs would be significant, but not dramatic. However, in a situation when tankers are hardly covering their operating costs, this is a painful strike" said the London-based shipbroker.



Above seen the **STENA POLARIS** passing Québec City on the icy St Lawrence river. Photo : Ary van den Adel ©

It went on to mention that as to a rule of thumb, for every \$15/tonne increase in bunker prices; VLCC owners doing voyages on TD3 require 1 extra WS point to cover these costs. With the latest Fujairah 380 cst bunker price holding at \$610/tonne, it would mean that as much as WS 40 points of the VLCC freight rate goes to paying for the fuel. Considering that the current spot rate on TD3 balances at WS 49, there is not much room left for profit. Actually, at this stage TCE earnings are below the average VLCC operating costs of around \$11,000/day, which in a way means that shipowners pay for the pleasure of transporting charterer's cargoes" it said. The case is similar for other tanker size groups. TCE earnings for both Suezmaxes and Aframaxs are currently way below their operating costs. Ever rising bunker prices are one of the reasons that pushed both markets over the edge. This is another indication of unique challenges that tanker owners will face in 2011. The major concern is still the overabundant supply of new tonnage. With the crude tanker fleet expected to grow quicker than global oil demand in this year, the downwards pressure on the freight rates could be maintained. At the same time the rising bunker prices, which accompany the world economic recovery and political risk, will be another burden to owners. Slow steaming is possible, but is only a part solution. After this owners are in a dilemma. The first option would be to continue running vessels at a loss, but be ready for any rebound in the market. An alternative would be to idle their fleet, therefore risking approvals, knowledge and momentum in the market; thus, they are between a rock and a hard place. During the previous week, in the VLCC segment for the Middle East Gulf routes, rates moved slightly higher to average just a little South of WS 50 East and around WS 37.5 for the West, with replacements to the East commanding up to WS 55. Bunker prices have ramped up markedly, however, and therefore net earnings have shown no gain - and actually some slippage. "Next week should see some re-calibration at a somewhat higher level, but unless Charterers lose their heads, then it will be little more than a compensatory move for the higher costs. Suezmaxes had a steady, but uninspiring, week with the modest interest being dominated by short hauls where competition remained a plenty" said Gibson.

Aframaxs stayed slow through the week, averaging 80,000 by WS 95 for Singapore, and will only uptick to pay for the higher fuel bills. West Africa started by threatening further gain, but then found themselves back on the defensive, before a flurry of late week cargoes once again saved the day. Rates averaged 130,000 by WS 65 for the US Gulf, and a little dip from that level has now been countered by an expectation of up to a 10 pct gain with the raised underlying costs providing extra grip for the step up. VLCCs have been largely out of play for transatlantic movements and rely on Eastern interest which is now starting to become more visible into early March. Rates to the East move up a touch to 260,000 by WS 52.5 and should be no less than WS 50 for US Gulf. Availability looks finely balanced against forward

demand, so there is potential for further improvement. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **DEWI SRI** seen leaving Benoa harbour Denpasar on 5-2-2011. Photo : Bert Knorr ©

Death toll rises in Beluga Nomination piracy case

The Somali pirates who hijacked the **Beluga Nomination** on January 24 have made their first indirect contact with the shipowner, reports Germany's Radio Bremen. Though the pirates made various demands, the Bremen-headquartered Beluga Shipping would not disclose what these were. It also emerges that three crew members, not two, died in the events surrounding an unsuccessful attempt to free the vessel. Two crew members were murdered by the pirates and not one, as previously reported. A third drowned while attempting to escape. The new number was confirmed by shipowner Niels Stolberg, in an interview with the Weser-Kurier newspaper. He said that in addition to the Filipino bosun another crew member was killed by the pirates. The crew member who drowned after jumping overboard was the chief engineer

The failed rescue attempt came after pirates, according to earlier reports, used welding gear to access the citadel where the crew of 12 had secured themselves. Recently updated advice to shipowners on citadels now not only gives guidelines on how these should be set up, but also says:

The use of a citadel DOES NOT guarantee a military response. Before owners, operators and masters commit to a policy that recommends the use of a citadel, it is important to understand the criteria that military forces will apply before a boarding to free the ship can be considered:

- 100% of the crew must be secured in the citadel.
- The crew of the ship must have self-contained, independent, 2-way external communications. Sole reliance on VHF communications is insufficient.
- The pirates must be denied access to propulsion.

The advice notice also says that "the most effective counter-piracy tactic is to ensure through passive defensive measures that the pirates do not board the ship in the first place." Beluga Shipping looks to have taken that last item of advice the logical next step forward. The Radio Bremen report says the company is now putting private security teams on its ships.

Meantime, the Bremen police has opened up its first ever piracy case, sending detectives to the Indian Ocean to take statements and make investigations. Source : MarineLog



In Dordrecht the **JACOBUS BROERE** is renamed in **KEY FIGHTER** as can be seen above
Photo : Cees de Bijl ©



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Iranian Navy Fleet Foils Pirate Attack on Chinese Vessel in Red Sea

The Iranian Navy fleet deployed in the Gulf of Aden thwarted a pirate attack on a Chinese trade ship with timely action. According to a statement issued by the Navy's Public Relations Office on Saturday, the Navy's 12th fleet of warships initiated timely action after it received an alert message from the Hong Kong vessel and managed to thwart the pirates' attack after heavy clashes. The trade vessel, namely VRYK3, with 32 crews onboard had started its journey from Italy to Australia. In December, Iran dispatched its 12th fleet of warships to the Gulf of Aden and the Indian Ocean.

Last week, Commander of the Navy's second naval zone, Rear Admiral Hossein Ashrafi said that Iranian forces had foiled more than 60 attempts against Iran's commercial ships by pirates in the Gulf of Aden. The Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008, when Somali raiders hijacked the Iranian-chartered cargo ship, MV Delight, off the coast of Yemen.

According to UN Security Council resolutions, different countries can send their warships to the Gulf of Aden and coastal waters of Somalia against the pirates and even with prior notice to Somali government enter the territorial waters of that country in pursuit of Somali sea pirates. The Gulf of Aden - which links the Indian Ocean with the Suez Canal and the Mediterranean Sea - is an important energy corridor, particularly because Persian Gulf oil is shipped to the West via the Suez Canal. **Source: Fars News Agency**



The **CLELIAMAR** seen arriving in Willemstad – Curacao

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Europe (again) in disarray over policy co-ordination

One of the major reasons for the euro's remarkable recovery last month was the sense that Europe's policy-makers were moving towards a rapprochement in terms of their response to the debt crisis. Germany, Europe's puppet-master, seemed prepared to accept both a broader mandate and a larger size for the EFSF, in exchange for agreement on greater policy co-ordination. On the latter, Germany has been working closely with France on a so-called 'competitiveness pact' for Europe, the major features of which were circulated to EU leaders on Friday at their regular

meeting. Some of the proposals in the pact include the harmonisation of corporate and sales taxes, the abolition of wage indexation to inflation, the lifting of retirement ages and an automatic 'debt-brake' that prevents any government from borrowing to fund excess spending.

Unfortunately, these proposals were widely condemned by other members of the EU. Austria, France and Luxembourg have low retirement ages and regard this as a key feature of their social fabric. Belgium, Spain and Portugal were vigorously opposed to the wage indexation idea. Both Austria and the Netherlands, traditional German allies, were especially animated, claiming that policies on tax and pensions were the domain of national governments, rather than a part of multi-lateral negotiations between European governments. Indeed, this was the general response from all 17 users of the single currency (with the exception of Germany). The divisions were such that any hope of agreement on the pact at the special summit arranged for early March looks impossible. Friday's tetchy debate exposed once again some of the fractious issues that continue to bedevil the single currency. For example, all of Europe's leaders agree on the principal of greater economic and fiscal policy co-ordination, but as soon as there is any specific binding proposal on tax or debt or spending, this concord rapidly disintegrates. As Europe's paymaster, Germany is rightly no longer prepared to fulfil this role without firm and binding parameters on the behaviour of its partners. Herein lies the fundamental problem for the euro, namely that there are no control mechanisms to prevent countries from gorging themselves into economic obesity. In coming weeks, we can expect plenty of posturing and disagreement on the various issues raised in the competitiveness pact. In the short term, this cannot be helpful for the euro. **Source:**

FxPro



The **HANSA NARVIK** seen leaving Marsaxlokk harbor (Malta) - **Photo : Anthony Chetcuti ©**



NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

Via deze weg willen wij de “Maritieme” Nederlanders welke in Singapore zijn uitnodigen voor de DE RUYTER lunch, wat tevens een uitstekende plaats is om te netwerken, en kennis te maken met andere Nederlanders uit de maritieme industrie



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Iedereen is van harte welkom in welke functie dan ook !

Bent U van plan aanwezig te zijn vrijdag, stuur even een mailtje naar clubderuyter@gmail.com



The 1993 built **CAPE BELLE** seen moored in IJmuiden – Photo : H. Blomvliet ©

Kitesurfer even vermist voor Westlandse kust

Zondagmiddag 7 februari om 17.45 gingen de pagers van de Hoekse redders. Het alarm was gegeven door het kustwachtcentrum Den Helder en betrof een windsurfer die al een poosje niet meer gezien was voor de kust van ter Heijde.



De KNRM reddingboot **Kitty Roosmale Nepveu** van reddingstation Scheveningen was al gealarmeerd omdat de surfer richting het Noorden "vloog" door de wind die met 6 tot 7 Beaufort vanuit het Zuidwesten langs de kust stond.

De melder stond dit op het strand van ter Heijde te bekijken, totdat de surfer lange tijd niet meer zichtbaar was en daarop alarm sloeg. Niet overbodig gezien de wind en onstuimige branding.

Ook het kusthulpverleningvoertuigen van de reddingstations ter Heijde en Scheveningen werden ingezet om vanaf het strand te zoeken en eventueel hulp te verlenen. Om 18.00 uur had dezelfde melder naar het kustwachtcentrum gebeld met de boodschap dat de vermiste surfer in goede conditie het strand had bereikt. De KNRM reddingboten gingen hierop retour station en het kusthulpverleningvoertuig ging langs de surfer voor controle en een praatje.



Above seen the 2004 built AUS flag super yacht **ILONA** entering Grand Harbour, Malta for Grand Harbour Marina on Friday 4th February 2011.

Photo : Vikki Dalli - www.maltashipphotos.com ©

Suez Canal remains open but delays at Egyptian ports

As political uncertainty hangs over the future of Egypt, ship movements through the strategic Suez Canal remain unaffected with no disruption or delays, but port terminal operations at some of the country's ports have been affected.

According to GAC's news service container terminals are working during daylight hours of 9am and 2pm local time with delays and congestion resulting from containers being discharged from ships but no cargoes being subsequently released. The report says that breakbulk operations are being permitted only for non-direct delivery cargo, and discharge operations remain very slow due to the shortage of labour and diesel deliveries for shore equipment.

It says that silos for bulk cargo are working and all oil and gas terminals remain fully operational. "Sidi Kerir and Ain Sukhna along the Suez Canal are also fully operational." Because of the curfew between 5pm and 7am there are no services for crew change, cash to master, spare parts or provisions "until further notice". GAC says it is working closely with banks to ensure that funds for Suez Canal transits are transferred without any problems. This despite the banks having remained closed up until at least the past weekend. Despite being 'closed for business' banking business has however continued under maximum security by phone. A late report on Sunday (6 February) said that banking and rail services had resumed that day. DP World called a temporary halt to terminal operations at its Sokhna terminal as well as those at the southern port of Ain Sukhna. AP Moller-Maersk whose APM Terminals operates the large Suez Canal

Container Terminal, confirmed that by Saturday vessel-handling operations were returning to normal and that ships were moving through the canal without hindrance.

Despite these improvements the shipping industry is watching the unfolding developments in Egypt very closely, mainly because of the Suez Canal. Of particular concern is the safe movement of tankers through the canal, with oil prices having spiked beyond the \$100 a barrel level. The maritime industry has long memories and hasn't forgotten what happened 30 or 40 years ago when the canal was last closed. One or two container lines say they have re-routed their ships away from Egyptian ports, fearing complications. Hanjin Shipping is one which said its ships would bypass Suez and Alexandria. CMA CGM meanwhile set up an emergency response team to monitor the situation but said it was continuing to accept bookings for Egypt and the group's ships would continue to call at the Egyptian terminals of Damietta, Alexandria and Port Said West and East. It said that once the port of Ein Sokhna reopened its ships would resume making calls there as well. **Source : ports.co.za**

Indian Navy seizes mother ship, captures 28 pirate suspects

The Indian Navy and the Coast Guard have had their second major success against Somali pirates within days. In the early hours of February 6, 28 pirates were forced to surrender about 100 nautical miles off Kavaratti in the Lakshadweep Islands, 200 to 300 km off the coast of the southwest Indian state of Kerala. They are now headed for

Mumbai, where they will be handed over to the police. The hijacked fishing vessel that had been in use as a mother ship is in tow.

The incident started when the merchant vessel MV **Chios**, en route to Singapore from Yemen, was pursued by high-speed skiffs about 100 nautical miles off Kavaratti island on Saturday evening. The vessel managed to elude the attackers and informed the Western Naval Command and the Maritime Rescue and Coordination Center (MRCC) of the attack.

INS Tir of Southern Naval Command (SNC), deployed off



Kavaratti was despatched to the area. A Dornier aircraft launched by Southern Naval Command which located the skiffs and their mother vessel at about 8 PM on February

INS Tir reached the area and continued tracking the skiffs and their Mother vessel till first light on Feb 6. Coast Guard vessel **CGS Samar** joined the operations in the morning. On being ordered to stop and prepare to be boarded, the pirates aboard the skiffs opened fire. After identifying the mother vessel as the hijacked trawler **Prantalay 11**, the Navy and Coast Guard contacted it by radio ordered it to stop. However, the Pirates fired yet again, upon which the Navy and Coast Guard ships fired warning rounds.

The pirates hoisted a White flag. A mix of pirates and crew-members who were being held hostage aboard the trawler were apprehended by **INS Tir** and **CGS Samar** and transferred to **CGS Samar**. The Coast Guard ship is now headed to Mumbai with 28 Pirates and 24 Thai fishermen and with **Prantalay-11** under tow.

The Pirates and hostages will be handed-over to the Police in Mumbai. The incident follows an operation on January 28 in which the Indian Navy and the Coast Guard intercepted another hijacked fishing trawler in the Prantalay series after it had launched two skiffs in an attack on the containership MV **CMA CGM Verdi**. In that incident, the

pirate mothership ignored a warning shot and opened fire on the Indian Naval Ship **Cankarso** a recently commissioned water jet fast attack craft. **INS Cankarso** returned limited fire in self defense. A fire broke out on **Prantalay** and personnel were seen jumping overboard. **INS Cankarso** recovered 20 fishermen who had been held hostage and also recovered 15 pirates. Source : MarineLog

225 rescued in Indonesian ferry fire

More than 200 passengers have been rescued from an Indonesian ferry that caught fire early Tuesday off the coast of the country's capital, Jakarta, the transport ministry said. The ferry, which was travelling to Batam island, south of Singapore, was 26 kilometres (16 miles) north of Jakarta when the blaze broke out at 3:35 am (2035 GMT Monday), ministry spokesman Bambang Ervan said. The fire was extinguished about 90 minutes later, he added. "All 225 passengers on board the **Selvia** were rescued," Ervan told AFP, adding the government has launched an investigation into the cause of the fire. A passenger who was travelling with her young son told local television she was asleep when an explosion occurred. I was woken up by a loud explosion at about 3:00 am and I heard people saying that the engine has blown up," Kurnia said.

"I saw thick smoke and rushed to find a life jacket. I then felt that the the ship started to tilt to the left." The incident came after nearly 30 people were killed earlier this month when a ferry with more than 400 people on board caught fire. The Indonesian archipelago of more than 17,000 islands is heavily dependent on ferry services but the industry has a poor safety record and fatal accidents are common. Up to 335 people were killed when a heavily overloaded ferry sank off the island of Sulawesi in January 2009.

NAVY NEWS

USS Carl Vinson Rescues Sailor Who Went Overboard



A look-out spotted the Sailor and the ship immediately directed an already airborne HH-60H helicopter from the HS-15 "Red Lions" to begin search and rescue efforts. **Carl Vinson** also lowered a rigid hull inflatable boat into the water.

The helicopter recovered the Sailor in less than 20 minutes. The Sailor was returned to the **Carl Vinson** and was uninjured. Due to privacy considerations, the Sailor's identity will not be released.

Carl Vinson is in the U.S. 5th Fleet area of operations on a routine deployment and is relieving **USS Abraham Lincoln (CVN 72)** to conduct Maritime Security Operations and provide support to operations **ENDURING FREEDOM** and **NEW DAWN**.

SHIPYARD NEWS

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Sarawak yard delivers survey vessel

A recent delivery from the yard of Eastern Marine Shipbuilding in Sibu, East Malaysia is a further indication of the growing technical sophistication of the Sarawak yards.



The **Offshore Surveyor** - Photo : courtesy of Eastern Marine Shipbuilding

The 60m long, 16m wide Offshore Surveyor is designed by Wartsila Ship Design of Singapore and has accommodation for up to 46 people. To carry out her survey work, the 1,672gt Malaysian-registered vessel is fitted with 2.4m x 2.4m moon pool as well as a 5-tonne deck crane from Marine Equipment of Singapore.

Main engines are a pair of Cummins QSK60M diesels generating 1,641kW each at 1,800 rpm and turning a pair of Berg BCP HDX690 controllable pitch propellers. The CP propeller side thrusters from the Japanese firm of Kamome provide the vessel with a DP capability. The steering system is by the Singapore firm Palmarine, model PEH5202. To meet the advanced electrical demands of such a vessel the main shafts are fitted with 700kW Stamford generators. Additional electrical supply is derived from a pair of Cummins QSK11-DM powered 250kW gensets. The 80kW emergency genset is powered by a Cummins 6BT engine. **Source : The Motorship**

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Cutter Suction Dredger for Kazakhstan

Damen Dredging Equipment has delivered from stock a CSD500 to Kazakhstan. The cutter suction dredger has started on its first job, the creation of a new irrigation channel. The standard dredger has been fitted out with several options before leaving the Nijkerk yard.

The CSD500 is a modularly built dredger which consists of a main pontoon housing the diesel engine and the dredge pump, 2 side pontoons at both port side and starboard side, an ergonomically designed operating cabin, 2 spud poles and the cutter ladder. The pontoons are fitted out with a simple yet heavy duty coupling system enabling rapid and straightforward dismantling and reassembly on land and afloat. All elements have been designed for road, sea and rail transport – very apt as it has been delivered by rail from the Netherlands to its current remote site.

The job the CSD500 currently is working on, is a 14 km long irrigation channel. This channel links an artificial lake to the surrounding farmland. The channel is to be created from scratch; the total job will comprise dredging some 2 million cubic meters of soil. The CSD500 will work at its maximum dredging depth of -14m.



Before leaving the yard, various options were added to that standard dredger. These are for instance as a jib crane for safe handling of the dredge pump and engine room parts, a swivel hose which simplified the dredgers swing movement versus its rigid discharge piping and a rubber ring gate valve in its discharge pipe line. Once the dredger arrived at its remote job site, Damen service engineers flew in to assist the crew in the assembly of the dredger on land. Once afloat, the crew was trained in the efficient use of the dredger. Since then the dredger has started its lengthy job.

Korean shipbuilders in euphoric mode, despite stiff China competition

The annual "let's see who can come up with the most impressive numbers" game between Korea's shipbuilders started early this year.

Last month, Hyundai Heavy Industries announced that it was aiming to win US\$26.6 billion in orders. If it happens it will be an incredible 55 percent increase over the \$17.2 billion Hyundai won in 2010. That's nothing, said STX Group, a shipping and shipbuilding conglomerate. We are targeting orders worth \$34.7 billion, up 30 percent from last year, it said. Not to be outdone, Daewoo Shipbuilding and Marine Engineering Co said in December that it would see orders worth \$11 billion in 2011, a modest \$1 billion increase over 2010. At first glance it appears the Korean shipbuilders have been getting stuck into the soju, which has resulted in wildly optimistic market forecasts. But Korea watchers will know this is a tune they play every year, putting a good shine on the business.

And business is good, just not that good. Orders are certainly coming in from shipping lines across most sectors, but with the rise of China's shipbuilding yards, the orders are being spread around a lot more than in the past. Orders have also slowed as carriers try to manage the overcapacity that built up during the global recession and the slowdown in trade. With so much uncertainty floating around the ocean shipping market, many lines are taking a cautious approach to newbuildings. Last year, for instance, the shipbuilding output in Korea dropped by 9.5 percent, according to a joint report from the Ministry of Knowledge Economy and the Korea Shipbuilders' Association. Orders from container lines are coming in steadily and that should help boost Korea's output, but the yards will be sure to build in big safeguards against cancelled contracts should the bottom fall out of the market once again. A large portion of the bulk carrier building market was scooped up by China recently, and that enabled the mainland to ascend to world number one shipbuilder. However, complaints have been raised about the standard of ships being produced at China's yards where the focus is on speed of construction often at the expense of quality. Korean yards have made no secret of their intention to recoup market share and quality issues at mainland yards will play into their hands. As always, the fortunes of Asia's shipbuilders are tied to those of the shipping lines who are in turn depending on a sustained improvement in the global economy. If the capacity to be delivered in 2013 is any indication, the carriers are in a euphoric mode. According to market intelligence provider Alphaliner deliveries that year could top 1.6 million TEUs. Let's hope growth in the container trade keeps up. **Source: Maritime Professional**

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APL restores operations at Egypt's ports

Operations at some of the ports in Egypt affected by recent events in the country have been restored, APL press release said. As of now, the ports of Sokhna and Damietta have been fully operating, but some delays still may occur at Damietta.

Operation at the port of Said (West) is at 50% normalcy now with some vessel berthing backlog. Port Said (East) – operation is at 25 percent normalcy with some vessel berthing backlog. APL is planning to recover cargo previously diverted to Malta and Salalah, the company said adding that this will likely take a few weeks to accomplish.

APL is a wholly owned subsidiary of Singapore-based Neptune Orient Lines, a global transportation and logistics company engaged in shipping and related businesses. **Source: apl.com**



The newbuilding tug **GAIAC** (homeport Noumea) seen in Singapore – Pandan River - **Photo : Jan de Bokx ©**

New cruise terminal planned at Port of Charleston

Port World reports that the design of a new cruise terminal at the Port of Charleston is expected to begin in March with a targeted opening date by the third quarter of 2012, according to latest port reports. The South Carolina State Ports Authority (SCSPA) Board is currently looking at proposals submitted by AECOM Transportation of Sunrise, Florida, Bermello Ajamil & Partners in Florida and CH2M Hill in Texas, with approval expected later this month.

Charleston's new cruise terminal will be located further north on the SCSPA's Union Pier property within an existing structure. It will replace the current cruise terminal that opened in 1973. "We're pleased to have such qualified and accomplished firms proposing to work on this project," said Jim Newsome, president and CEO of the SCSPA. "Renovating an existing structure as our new cruise terminal will greatly improve the cruise experience in Charleston, while also complementing the character of Charleston. The cruise business is a significant economic force for both the maritime and tourism industries in South Carolina," commented Newsome.

Moving the cruise operation north is said to be a key element of the Union Pier Concept Plan, which was developed with significant public involvement. The cruise terminal design project covers all architectural and engineering plans, contract documents, costs and schedules necessary to convert the existing building into a cruise passenger terminal.

The project will include the terminal building, parking, security, berth, baggage handling and other amenities necessary to efficiently handle one cruise vessel at a time. In December, the SCSPA issued US\$170 million in new revenue bonds to fund several major projects, including the cruise facility.

The cruise business in the Charleston area supported more than 400 jobs and US\$37 million in total economic output in 2010, including US\$16 million in wages and US\$3.5 million in tax revenues. The Port of Charleston is expected to handle 90 cruise ships in 2011. **Source : Dredging News Online**



Sunset over the Singapore Straits last Monday evening, with seen the tugs **Fairmount Glacier**, **Expedition** & **Alpine**, towing the 325m long Production unit **Pazflor** into the Malacca Straits, enroute from Korea towards Angola
Photo : Capt. Trevor Whelan – Master Markab ©



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Port of Rotterdam biofuels throughput down 12% to 4.6 million tonnes

In 2010, throughput figures for biofuels in the port of Rotterdam were 12% down on 2009, at 4.6 million tonnes. 1.5 million tonnes of biodiesel were handled (-0.8 million tonnes), and 2.2 million tonnes of bioethanol (+/- 0 million tonnes), as well as 0.9 million tonnes (+0.2 million tonnes) of ETBE, Portofrotterdam reports. The figures are actually distorted by the great influx of subsidised American biodiesel, which continued to flow in at the beginning of 2009.

Rotterdam is the main link between the global and the European flows. For 2011, the Port of Rotterdam Authority anticipates an increase in the handling of biofuels, due to the increasing blend percentages imposed by law. Also, more and more countries and producers – as in Rotterdam itself – are entering the market and this stimulates both transshipment and storage activities. It can be expected that the market will shortly be less influenced by subsidies and more by demand and supply.

Ethanol

Ethanol throughput was stable in comparison with 2009: 2.2 million tonnes. Inbound trade declined from 1.5 to 1.4 million tonnes. Imports from Brazil fell sharply, to just over 10% of the total. In 2008 this was still 50%, and in 2009 30%. The main reasons were the limited availability in Brazil of ethanol that matched EU specifications. As a result, the price rose, whilst at the same time cheap spot imports from the US became available. In addition to this, France continued to be an important supplier, accounting for about 25%, and there was an increase in imports from Teesside, England, where a new plant has started to supply a Rotterdam refinery. The US is actually a newcomer on the international ethanol market and in 2010 it captured a little under 15% of the Rotterdam import market. The first

shipments of ethanol from Sudan also arrived. It was probably made from sugarcane, using Brazilian technology. Outbound trade increased from 0.7 to 0.8 million tonnes to Scandinavia and growth market the United Kingdom.

Biodiesel

The great influx of subsidised American biodiesel continued for a while in 2009. Then, all the stocks were gradually exhausted. The first flow was reflected in the figures. This was less so for the second flow, for example because it was blended within the port complex or was transported by inland shipping. At the same time, imports of new biodiesel by sea fell due to de-stocking. Throughput declined in 2010 by 35%, from 2.3 to 1.5 million tonnes. Inbound, around 0.9 million tonnes were handled, the majority from Argentina, Venezuela and Spain. Outbound, the United Kingdom is the main destination, with a share in excess of 50%.

Outbound, France (50%) and Spain (33%) are the main destinations. Vopak-TTR and Odfjell are the most important terminals in Rotterdam for ETBE, which is also produced in the Botlek by Lyondell.

Transit trade and production

The combination of worldwide imports, European re-exports and considerable own production (end 2011 approx. 2.5 million tonnes capacity) in the port area gives rise to a large, flexible market. On this market, the buyers, such as the big oil companies which have to blend in biofuel, can easily combine long-term basic contracts with 'spot contracts'. The Port Authority therefore expects to see a further increase in the intra-European transport of biofuels.

Source : PortNews

Beluga Shipping's new Beluga Cape Town sets sail

On January 24th, 2011 **MV Beluga Cape Town**, a new P-class vessel of Beluga Shipping GmbH, set sail for her maiden voyage to transport oil and gas equipment from Mokpo, Masan and Pyeong Taek (Korea) to Skikda in Algeria, the company press release said.

P1-800 class ships are named **Beluga Singapore, Beluga Mumbai, Beluga Sydney, Beluga Sao Paulo, Beluga Cape Town** and **Beluga Spiekeroog**, below is seen the **BELUGA SINGAPORE**



The multipurpose heavy-lift project carrier unifies both, extraordinary performance and utmost efficiency. As from now she proudly highlights the famous city in ports all over the world and of course the Seven Seas.

Niels Stolberg, President and CEO of the German heavy-lift carrier Beluga Shipping, rather expresses strong confidence than "Good Hope" while looking at the future challenges of the latest member of the more than 70 members

comprising fleet of the world market leader in the heavy-lift and project cargo segment. "Right from the start, South Africa has been our entrance to the continent. With an own affiliate already established years ago in Johannesburg, we decided to christen one of our new P-class vessels after another fine city of the country and, thus, to increase its visual presence on the oceans and the ports we are operating in", he says.

The Beluga P-class is the next generation of a series of state-of-the-art multipurpose heavy-lift project carriers. The on-board cranes provide combined lifting capacities of up to 800 tons, some sister vessels of MV “**Beluga Cape Town**” even reach the 1400-tons mark. The ship designers created an especially efficient hull form which reduces the flow resistance to the level of much smaller ships. Her loading capacity amounts to almost 20,000 tons deadweight with box-shaped holds opening up more than 86 meters. The list of characteristics also includes adjustable tweendecks and a strengthened hull to pass through polar regions. Hence, “**Beluga Cape Town**” might possibly transit the Northern Sea Route, an endeavour which Beluga succeeded in to perform in 2009 as first commercial non-Russian shipping company ever. **Source: beluga-group**



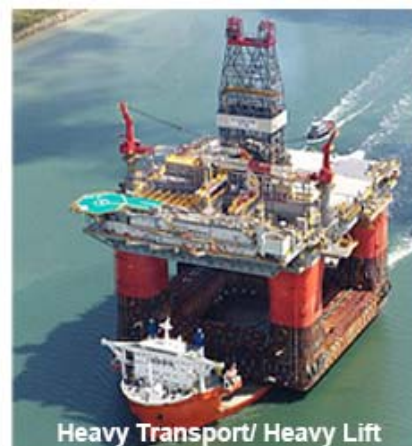
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Port of Hamburg reports 10% rise in 2010 cargo volume on exports

The Port of Hamburg, Germany's largest port, said cargo turnover rose 10 percent last year as German exports rebounded and total goods handled from Asia increased, Bloomberg reports. Cargo volume handled totaled 121 million tons last year, compared with 110.4 million tons in 2009 and 140.4 million tons in 2008, the Port of Hamburg said in a statement today. The number of standard containers handled increased 13 percent to 7.9 million, the port said in the statement.

Hamburg lost its ranking as Europe's second-largest container port to Antwerp in 2009, after it recorded an annual 28 percent slump in container volume. Traffic picked up last year, when Germany saw its fastest economic expansion in two decades as exports jumped 14 percent. The Port of Hamburg handles 25 percent of Germany's sea-bound exports, and Asia accounts for almost 60 percent of its cargo volume.

Hamburger Hafen & Logistik AG, which handles two-thirds of containers at Hamburg, said Feb. 3 that 2010 profit before interest and taxes rose 20 percent to 192 million euros (\$261 million) after shipping markets recovered as German exports rebounded, helped by Asian economic growth. Container volume climbed 19 percent to 5.8 million standard containers.

Total revenue at Hamburger Hafen, also known as HHLA, slumped 25 percent in 2009 as the global economic crisis hurt demand for shipping, resulting in its lowest sales and profit since 2005. The decline in container volume in Antwerp that year was 16 percent, while Rotterdam, Europe's largest port, reported a 9.6 percent drop in container volume in 2009. **Source : PortNews**

DCI places order for third trailer suction dredger

The Dredging Corporation of India Ltd (DCI), Visakhapatnam, has placed an order for another trailer suction hopper dredger (TSHD), according to a DCI release. The dredger, having capacity of 5,500 cu.m., will be built at a cost of about Rs 450 crore, with the delivery period being 41 months.

During April 2010, DCI had signed a contract with IHC Dredgers for design, construction and supply of two TSHDs, having capacity of 5,500 cu.m., each amounting to about Rs 900 crore. The delivery period of these dredgers was 29 months and 35 months, respectively.

DCI is in the process of augmenting its capacity by acquiring state-of-the-art dredgers to meet the market demand and to phase out the obsolete fleet. It had also signed a contract with Shipyard De Dong of Netherlands for design, construction and supply of one dumb Backhoe Dredger with BA 800 excavator at a price of 18.50 million euros, with the delivery period being 18 months. The dredger is ready and is expected to reach Visakhapatnam in a month or two.

The company recently took delivery of a cutter suction dredger, built by MDL, costing Rs 265 crore and having 2,000 cu.m. per hour solids pumping capacity. With these additions, DCI has 13 trailer suction hopper dredgers, 3 cutter suction dredgers and one Backhoe dredger in its fleet. **Source : [eximin.net](#)**



The **AMANDINE** seen outbound in Rotterdam-Caland Canal – **Photo : Jan Verhoog ©**

US Ports Race To Keep Up With Bigger Panama Canal

When Savannah welcomed the largest cargo ship ever to call on its booming seaport, the visiting vessel barely fit. The **CMA CGM Figaro** had to sail in loaded at half capacity to avoid scraping the river bottom, and even then could only navigate the shallow channel at high tide.

East Coast ports from New York to Miami simply aren't deep enough to handle such mammoth vessels as the **CMA CGM Figaro**, which measures 1,100 feet long with space for 8,500 cargo containers a tractor-trailer can haul one at a time. With a major expansion of the Panama Canal projected to be finished by the end of 2014, these gargantuan vessels will be able to sail between Asia and the U.S. East Coast.

The canal expansion is pitting seaports up and down the Atlantic coast in a race to dig deeper harbors capable of handling the so-called post-Panamax ships.

"It's going to almost triple the size of the vessels that are going to be able to transit the canal," said Kurt J. Nagle, president of the American Association of Port Authorities. "I don't think it's overhyped to say it's a gamechanger."

The post-Panamax ships require depths of up to 50 feet of water to navigate when fully loaded. Only one East Coast seaport — Norfolk, Va. — is that deep. Other ports are scrambling for federal permits and hundreds of millions of taxpayer dollars to scrape and suck tons of sand and mud from their bays and river bottoms.

The port of New York/New Jersey, the busiest port on the eastern seaboard, already has a \$2.3 billion project under way to deepen its harbor to 50 feet. But the Bayonne Bridge spanning the shipping channel is too low for the biggest ships, and port officials say at least \$1.3 billion more is needed to raise the span.

Savannah, the nation's fourth busiest container port and No. 2 on the East Coast, wants \$588 million to dredge 6 feet from the Savannah River along 35 miles between the ocean and the city's port. The federal government would pay about two-thirds of the bill, but first the Army Corps of Engineers needs approval to start the project, which is expected within the year.

"This is a project that has significance not just for this area of the state or the state itself, but for the entire Southeast," Georgia Gov. Nathan Deal said during a Jan. 28 visit to the Savannah port.

Dock workers at the Savannah port, 240 miles from Georgia's state Capitol, are doing their part to help push for deeper water. When the Army Corps held a recent workshop here to gather public comment on the project, the local chapter of the International Longshoremen's Association had 600 port workers show up to voice their support.

Christopher Johnson, a second-generation longshoreman and one of the union's 1,700 Savannah workers, said larger ships carrying more cargo should translate to more workers needed to unload them. But Savannah could lose jobs, he says, if it doesn't dredge and its competitors do in nearby Charleston, S.C., and Jacksonville, Fla.

"If we don't get the project done, we're afraid the ships may go to other areas," said Johnson, 46. "Our workload depends on the ships coming up the river. If the ships don't come, we don't eat." Meanwhile, South Carolina officials are seeking \$400,000 in federal money for a feasibility study by the Army Corps to determine if it can deepen the Charleston port from 45 to 50 feet. Charleston is the East Coast's fourth busiest container port, and No. 12 nationally.

Miami's port already has permission to dredge and is asking for \$75 million to start the project's first phase. Studies are under way to deepen two other Florida ports in Ft. Lauderdale and Jacksonville.

"Certainly every port is counting on it having a big impact," said Bernard Groseclose, former chief executive of South Carolina's seaports who now works as a private consultant. "Everyone is telling the same story: We're getting ready for the Panama Canal expansion."

But getting funding may have just gotten tougher. Federal dollars used for dredging projects and the studies required to approve them typically get added to congressional budget bills as "earmarks" — line items requested by individual lawmakers to benefit their districts back home. Yet earmark spending was widely denounced as government waste in the 2010 elections that swept Republicans back in control of the U.S. House.

As a result, GOP lawmakers in both the House and Senate have sworn off earmarks for the time being. It's not clear how else port projects would obtain federal money. "It has the potential to have a dramatic impact," said Nagle, who insists port projects aren't waste. "There clearly is a distinction between these types of projects and what is typically the target of the ban."

Both Nagle and Groseclose agree not all ports seeking to supersize their harbors will get approved — and both don't think every U.S. port needs to be deep enough for the largest ships. But some are questioning how the federal government decides which projects move forward.

In studies finished last November that recommend deepening Savannah's harbor, the Army Corps of Engineers concludes the project would have economic benefits for the nation as a whole — the benchmark for the agency's approval. But what the Army Corps hasn't done is take a comprehensive look at all East Coast ports to determine how many should be dredged to post-Panamax depths and which would reap the most benefits for the best price.

"The Corps is evaluating the cost and benefits of these individual proposals in a vacuum," said Chris DeScherer, an attorney for the Southern Environmental Law Center. "Where does it make the most sense on the East Coast to have a deep water port? Where does the American taxpayer get the most bang for his buck with the least environmental impact?" The Army Corps said it hasn't done a broader study to compare ports, in part, because no one has asked.

The Corps doesn't have the authority to initiate port studies on its own. "To date, there has been no request by the ports or Congress to undertake a comprehensive study," said Jim Walker, chief of the Navigation Program for the Army Corps of Engineers. **Source : NPR**



The **POSH HONOUR** seen moored in Singapore Sembawang – Photo : Bart Klos ©



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Fos-Lavera port says energy traffic to rise in 2011

Shipments of energy products at France's biggest oil port of Fos-Lavera may increase in 2011 after 10 years of decline on the back of a forecast rise in liquefied natural gas (LNG) imports, the port's head said, Reuters reports. The port expects oil traffic to rise by 2 percent in 2011 to 56 million tonnes as GDF Suez brings its Fos-Cavaou LNG terminal to full capacity this year.

The Marseille port is a key entry point for oil imports, feeding crude to eight refineries. Traffic has plummeted by 15 percent since 2000 mainly due to repeated strikes, allowing other Mediterranean ports such as Barcelona and Genoa to snatch market share. The port's union is among the most vigorous in the country. Oil traffic fell by 3 percent in 2010 to 55 million tonnes, the lowest volume ever recorded by the port, after a month-long strike in October, the longest in

the port's history, over pension and port reforms. Other bearish factors included a drop in refinery activity in France and in Europe and technical outages. "We have to regain the trust of our clients," Jean-Claude Terrier, head of the port's board of directors, told reporters. He called for a concerted agreement by all parties involved in the port to prevent strike action. **Source : PortNews**

OLDIE – FROM THE SHOEBOX



MS.SAGA STAR was built in 1981 by Fartygsentreprenar AB Uddevalla for TT-Saga Line the Helsingborg. In 1988 **Saga Star** was sold to CMN and entered service with them as the MS. **GIROLATA**, in 1989 between Marseille-Bastia. In 1993 she was chartered back to TT-Line, reverting to previous name **SAGA STAR**. TT-Line purchased her in 1997. In 2002 she was sold to Transmanche Ferries and entered service between Nwehaven-Dieppe as the MS. **DIEPPE**

Photo : coll. Kees Huisstede

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.... PHOTO OF THE DAY



Above seen the brandnew **OCEAN RIG CORCOVADO** of the Norwegian company Ocean Rig uit Noorwegen in Busan South Korea, the drillship is one unit out of a series of 8 ships , the **OCEAN RIG CORCOVADO** is at present enroute from Busan to Ghana (via Singapore and Cape Town) towards the final destination Greenland

Photo : Olof Koning ©

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