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**The CORONEL seen outbound from Amsterdam bound for Varberg (Sweden)  
Photo : H. Bomvliet (c)**

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The **NEDLLOYD HUDSON** seen at the Pasir Panjang terminal in Singapore last Saturday – Photo : Piet Sinke (c)

### Skipper tells of four-month Somali pirate 'hell'

The South Korean captain of a fishing trawler released this week by Somali pirates has described his months in captivity as "hell", saying he feared constantly for his life. Kim Dae-Geun was one of 43 crew members -- two Koreans, two Chinese and 39 Kenyans -- freed Wednesday, four months after their boat was hijacked in Kenyan waters.

The 241-ton **Keummi 305** is now heading for the Kenyan port of Mombasa under escort by a Finnish warship. "What made me most anxious was the fear that I could die at any time," Kim, 54, told Yonhap news agency by satellite phone in an interview published Friday. He said his captors continually threatened the crew with loaded guns "so I would have died if they went off by accident". Kim said the hijackers stole everything from the crew -- shoes,



underwear and even toilet paper -- leaving them just one undershirt and two pairs of underpants. He said his captors also forced him to take part in four other hijacking attempts, two of which were successful.



"Steering the boat to capture other innocent vessels was really more painful than death because I myself was experiencing hell under the pirates," Kim told Yonhap. "But I had no choice because they threatened to kill me instantly if I didn't do what I was told." The reasons for the trawler's release are unclear. But sources have said the pirates may have seen little hope of ransom since the boat's owner had gone bankrupt, and may have found it difficult to feed the crew. South Korean officials said no ransom was paid.

Since 2006 at least three South Korean vessels have been seized and released after ransoms were paid. Somali pirates hijacked a South Korean chemical tanker in the Arabian Sea on January 15, but the ship and its crew were rescued by South Korean naval commandos in a dramatic raid six days later. Eight pirates were killed while all 21 crew were rescued, although the captain was shot and seriously injured. Five captured Somalis were taken to South Korea and are awaiting trial. **Source : Yonhap**

## **Malaysia is Asia's 1st to charge Somali pirates**

Malaysian prosecutors filed charges that carry the death penalty Friday against seven Somali pirate suspects in an attack on a Malaysian-operated ship, in the first such charges in Asia against the African sea bandits. The Somalis — some as young as 15 years old — took 23 Filipino crew members captive aboard a chemical tanker in the Gulf of Aden on Jan. 20. Malaysian naval commandos responsible for protecting the vessel stormed it less than two hours later and freed the crew. The pirates shot at the commandos, but no injuries were reported.

Malaysian government lawyers on Friday charged the men with using firearms against Malaysian armed forces personnel with the intention of causing death or hurt. The charge carries a penalty of death by hanging, but prosecutors said that if convicted, three of the Somalis are expected to have their sentence commuted to prison terms because they were 15-year-old minors.

The Somalis looked grim while handcuffed behind their backs and wearing bright orange overalls at the Kuala Lumpur Magistrate's Court. They did not immediately enter any plea. The court scheduled a preliminary hearing March 15.

"The fact that we charged them (means) we have a good case," prosecutor Mohamad Abazafree Abbas said.

South Korea and India also are holding dozens of pirate suspects expected to be charged soon. South Korean authorities have said five captured Somali pirates could face up to life imprisonment for hijacking a ship last month, requesting a ransom and attempting to kill the captain. The efforts to prosecute suspects signal a tougher stance among countries fed up with persistent piracy off the coast of Somalia — which includes one of the world's busiest shipping lanes. Sea attacks have been rampant since the Horn of Africa nation's government collapsed in 1991. Many suspected pirates detained by navies are released after being disarmed because some nations are reluctant to bear the cost of putting them on trial and imprisoning them, while others fear that suspects might seek to claim asylum.

"We commend the Malaysian government's decision to prosecute the pirates," said Noel Choong, who heads the International Maritime Bureau's piracy reporting center in Kuala Lumpur. The charges would show Somali pirates that the international community was becoming more serious about ending the problem, Choong said.

The United States and Germany have also prosecuted pirates in the past year. In November, a jury in Virginia convicted five Somali men of piracy for their attack on a U.S. Navy ship. They face mandatory life terms at a sentencing hearing set for March. However, most officials say the real solution lies in creating peace and stability in Somalia. **Source : google.com**



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**IVS Kestrel** seen arriving at Lyttelton, New Zealand to discharge urea. - **Photo : Alan Calvert (c)**

## **Tanker market on a bearish sentiment at the start of the year**

The latest tanker market report from OPEC for the month of January stated the bearish sentiment across most ship types in terms of tanker trades. OPEC spot fixtures decreased by 1.63 mb/d or 12% in January from the previous month to average 13.05 mb/d. The decrease in fixtures was within the typical range for the holiday season as well as the upcoming maintenance season. Additionally, the higher level of fixtures in December partially offset the decline in January. Middle East to Eastbound fixtures decreased by 0.6 mb/d or 10% in January compared to the previous month, whereas Westbound fixtures declined by 0.4 mb/d. Compared to a year earlier, Middle East fixtures to the East increased by 44% and to the West increased by 15% in January. Preliminary data shows that January OPEC sailings remained steady compared to the previous month, with a minor increase of 20tb/d or 0.1% to average 23.61 mb/d.

OPEC sailings in January showed an increase of 3% compared to the same month last year. Arrivals in almost all selected discharging ports increased in January due mainly to the previous month's liftings. North America arrivals increased by 60 tb/d, Europe arrivals increased by 90 tb/d or 0.7%, and the Far East by 270tb/d or 3.3%.

The crude oil tanker market experienced strong bearish sentiment in January compared to the previous month. Dirty tanker spot freight rates declined in January throughout all market segments as a result of the availability of excess tonnage. New deliveries supported tonnage availability as well as lower tonnage demand and improved weather conditions. Moreover, changes to the new Worldscale flat rate further pressured the rates in January. On average and in nominal terms, VLCC spot freight rates decreased by 21%, Suezmax dropped 41% and Aframax declined by 32% in January compared to the previous month. In the VLCC segment, spot freight rates for VLCC operating the long-haul route Middle East to East declined by 22% in January compared to the previous month. The drop was driven generally by lower tonnage demand in Asia, and China in particular, as many Chinese charterers went on holiday. Refinery maintenance schedules in Taiwan and other locations further pressured the decline of spot freight rates. From the Middle East to West destinations, VLCC spot freight rates for long haul voyages registered a decline of 20% in January from the previous month. Similarly, tanker oversupply was one of the main factors weighing on spot freight rates on the Middle East/West route. Additionally, weather conditions, lower tonnage demand as well as Worldscale flat rate adjustments contributed to the decline of spot freight rates.

Spot freight rates for VLCC operating on the West Africa to East route dropped by 20% in January compared to the previous month. The decline was driven mainly by lower tonnage demand from Asia and tonnage oversupply. Taking into consideration the new flat rate 2011, the VLCC sector slipped 5% on average in January. Looking at the selected routes, Middle East/East, Middle East/West and West Africa/East routes for VLCC spot freight rates declined 7%, 3% and 3% respectively. Suezmax spot freight rates witnessed the biggest drop compared to all other segments. Spot freight rates for Suezmax operating on West Africa to the US Gulf declined 43% in January compared to the previous month, the largest decline among all reported routes. On the Northwest Europe to US Gulf Coast route, Suezmax spot freight rates dropped 38% in January compared to the previous month. The decline of Suezmax spot freight rates was mainly due to the impact of tonnage oversupply resulting from lower transatlantic activity due to the upcoming maintenance season on the Gulf Coast. The improved weather conditions reduced delays in Northern Hampshire, which further supported availability and pressured spot freight rates.

The Aframax sector also came under pressure in January. Spot freight rates for Aframax operating on the Indonesia to East route declined by 22% in January compared to the previous month. On the Caribbean to the US East Coast, rates decreased by 25% and on the Mediterranean to Mediterranean as well as Mediterranean to Northwest Europe routes, spot freight rates dropped 44% and 35% respectively. The drop in Mediterranean to Mediterranean and Mediterranean to Northwest Europe Aframax spot freight rates was mainly due to the impact of lower activity in the North Sea and Baltic routes on Russian crude activity. Additionally, the shortened delays at the Turkish straits as weather conditions improved strongly supported vessel availability in January. The drop in Aframax spot freight rates on the Caribbean to US East Coast route was backed by lower tonnage demand from the US due to the upcoming maintenance season on the US Gulf Coast. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **VALPARAISO EXPRESS** seen departing from a misty Rotterdam – **Photo : Marijn van Hoorn (c)**



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newsclippings may reach you irregularly**

## Norwegian ferry passengers rescued

50 passengers and six crew were aboard the ferry **FJORDVEIEN** of Tide Sjø when it lost engine power and ran aground last week whilst enroute between Stavanger and Skudesnes via Kvitøy.

Nobody was injured in the incident, which involved two tugboats and a Sea King rescue helicopter. "Inspectors have now boarded the vessel to check for any damage," Bjørn Magnussen, press spokesperson for the Joint Rescue Coordination Centre Southern Norway, tells The Foreigner. **Source : The Foreigner**



The **POLARCUS SELMA** and **POLARCUS SAMUR** seen in Dubai – **Photo : Fulko Roos (c)**

## Seafarer Protest

Nigerian seafarers have protested at the Nigerian Maritime Administration and Safety Agency (NIMASA) over what their spokesman Mr. Adeola Lawal, claimed were abuses that many indigenous seafarers suffer. They are demanding the scrapping of the Cabotage Department of NIMASA, claiming that it has failed to perform its statutory function. The seamen stated that they have been rendered redundant by NIMASA because their jobs have been given to foreigners.

Lawal further alleged that the agency is a Federal Government establishment put in place to take care of maritime workers. But that instead, it has acted contrary to its mandate. Lawal said: "There is no department responsible for the seamen that is up to date. They rather destroy the lives of the seamen. The Cabotage Department that is supposed to take care of job placements of the seamen is not doing this. All areas of our maritime lives are dominated by foreigners at the expense of Nigerian seamen, and this is actually killing the economy.

"Nigerian seamen roam the streets while other nationals occupy our position. But Nigerians can actually do the jobs better. But because of the money they collect from these foreigners, NIMASA prefer to engage them." Lawal further alleged that pay all the shipping companies money yearly for the training of indigenous seamen, "but how many have they trained? "

According to Lawal, NIMASA is supposed to take care of the seamen's medicals, "but they direct the seamen to their private special hospitals for medical check-ups and ask them to pay N30,000, for which receipts are not issued. So, these are some of the things which resulted to the demonstration of the seamen.

"Even the certification of the seafarers is not done. So, in actual fact, no department in NIMASA is functioning. We are tired, after writing series of letters to the authority. In other countries, it is the maritime authorities that take care of their maritime workers. " When asked if the authority has been informed before the protest, Lawal said letters had been written to that effect, but that no adequate response came from it. "In fact, this is not the first protest. But this time around we are very serious about it. "We are demanding that all these departments that are not functioning should be scrapped. The Nigerian seamen should be happy because there are enough jobs for them. The seamen should be able to provide for their families and this is possible," Lawal stated.

"All over the world, we see how seamen in other country enjoy. Instead of these companies dealing with our association directly, they now go through nimasa, thereby bringing in their own nationals," he further said.

"Nimasa gave us a pool and abandoned us there. The fact is that some of nimasa officers own these shipping manning agencies that do job placement, he added. Lawal urged the Federal Ministry of Transport to do something about their problem, because it is the government that put the maritime workers union in place, and "we are legitimately registered by labour".

Lawal noted that on every cargo, either dry or wet, there are seafarers on board and they provide different services. "So, all the excess of NIMASA should be checked. The request for job placement should be directed to our association. I should be made to take further care of our medicals; this is what is obtained in other countries.

When confronted with these complaints, the Spoke man of nimasa, Mr Gbenga Ogunsakin, said the case is not new, but that the heads of the department concerned are looking into the matter, adding that these officers are new in these departments including the Director-General, Mr Ziakede Patrick Akpobolokemi.

He said NIMASA is ready to take care of the seamen and that the new management is willing and ready to actualise this. Ogunsakin said a meeting between nimasa and the leadership of the maritime workers had been scheduled. "So, we are going to discuss all the issues and find lasting solution to them" he assured. **Source : ShipTalk**



The **GLORIA MARIS** seen in Hobart (Tasmania – Australia) **Photo : Glenn Towler (c)**



## Pirates fire at chemical vessel off Nigeria

Pirates in a fishing boat opened fire on a chemical vessel in a suspected robbery attempt off the coast of Nigeria, an international maritime agency said on Friday. The International Maritime Bureau said the sailors of the vessel spotted a fishing boat with about eight "armed robbers" making "suspicious movements" on Thursday.

"Robbers opened fire while (they) attempted to board the tanker," forcing the crew to increase speed, said the agency, adding the pirates chased the tanker for one hour before they gave up.

The attack took place around 50 miles (80 kilometres) off Nigeria's largest city of Lagos. The country's navy later confirmed the attack adding its helicopters were searching for the tanker. "I can confirm the attack was launched on a tanker," Navy spokesman Aliyu Kabir said.

Neither the maritime agency nor the Nigerian navy could identify the vessel or provide its country of origin. A maritime risk analyst agency last month forecast that cash-driven piracy and militant attacks against oil installations were likely to increase this year in Nigeria's waters especially after the April elections. The IMB lists Nigerian waters among the most piracy prone in Africa along with other Gulf of Guinea countries such as Cameroon, in addition to Somalia. Most of the Nigerian attacks are aimed at kidnapping for ransom.

The Greek coastguard said on Friday that two Greek freighter officers seized last month by an armed gang in the oil-producing Niger Delta region have been released unharmed. **Source : [google.com](#)**



Above seen the **KALANA** which, with her sister **KURKSE**, has been on charter to Mezeron Shipping to provide a daily container service between Liverpool and Douglas (Isle of Man). The service started in October but has been unable to obtain enough support and the final sailing is due to arrive in Douglas, where this photos was taken by **Dick Clague**,

## The following statement has been issued by the RMT Union in connection with the closure of the service

**MARTIME UNION RMT** today welcomed a significant victory in the battle to save the Isle of Man Steam Packet ferry service to the mainland as rival operator Mezeron, paying poverty wages and offering appalling working conditions, announced that it is pulling out of its attempt to take over the container route from Liverpool to Douglas. RMT says that the defeat of Mezeron's attempts to undermine the Steam Packet should secure the future of nearly 300 jobs and sends out a clear message that those who seek to engage in a race to the bottom on pay and conditions can be defeated. In a statement today Mezeron confirmed that their Liverpool/Douglas service will cease to operate on 19th February.





The **KURKSE** – Photo : Wil Kik (c)

RMT General Secretary Bob Crow said: "We always said that the Mezeron operation was an opportunist move to undermine the Isle of Man Steam Packet and today their plans have been torn apart by a union and community campaign that has forced the company to back off. This shows that aggressive companies, exploiting their workforce in a race to the bottom, can be defeated. "RMT, our sister unions and our supporters in the community have sent out the clearest message that we will defend proper rates of pay and the highest quality of service in the UK ferry industry and that warning should be heeded by others who might be thinking of undermining our members jobs, their rates of pay and their working conditions. "I want to pay tribute to our members at the Isle of Man Steam Packet who, along with their colleagues, have led this campaign from the front. They are a credit to the trade union movement. "However, we will remain vigilant and are geared up and ready to go if any other threats to the Isle of Man Steam Packet, a service with nearly 200 years of history, emerge on the horizon." **Source : Dick Clague**



The **KOTA PERMAI** seen approaching the Pasir Panjang terminal in Singapore last Saturday - Photo : Piet Sinke ©

## Long-range Somali hijacks threaten insurance costs

Insuring ships against piracy could become more expensive and subject to tighter conditions after the hijacking this week of oil tanker Irene SL, one of the most long-range attacks to date by Somali pirates.

Analysts say the incident, some 1,000 miles off the coast of Somalia, confirms the seafaring gangs can operate with ease in waters previously considered safe, marking a clear escalation of the risks faced by shipping in the region.

"Premiums may rise further if the Lloyd's market makes larger losses, and this will continue to push up the price of shipping goods, potentially raising commodity prices in affected markets such as in the Gulf," said John Drake, senior risk consultant with security firm AKE Ltd. Ship owners seeking financial protection against attacks by Somali pirates typically buy marine kidnap and ransom cover in the Lloyd's of London market, insuring themselves against the cost of raising and delivering multi-million dollar ransom payments. Insurers are reluctant to disclose the size of marine K&R premiums or claims for fear that pirates will use the information to set their ransom demands, with any increase potentially setting off an inflationary spiral.

A study last month estimated the total cost of insurance due to Somali piracy was up to \$3.2 billion annually. Brokers say that while the Irene SL hijacking has so far caused no rise in the cost of marine K&R cover, insurers are likely to step up their demands that ships operating in pirate-infested waters take physical precautions against attacks. "We haven't seen any dramatic increase in premiums to provide the cover that's required," said Sean Woollerson, marine insurance specialist at insurance broker Jardine Lloyd Thompson.

"Underwriters are paying far more attention to the security measures taken by owners. We can negotiate a discount off the price quoted by underwriters for those measures being put in place." The most widely used on-board defences against piracy include razor wire and so-called citadels - secure rooms with communications equipment into which crew members can retreat while remaining in control of the vessel until naval forces arrive.

Some ship owners may balk at an increase in insurance prices as they struggle with wafer-thin margins caused by a glut of shipping capacity ordered before the economic crisis of 2008 muted commodity demand in the developed world. "(Dry bulk) owners already operate at such thin margins that they cannot possibly be squeezed for much more in terms of insurance, and are not likely to be able or even inclined to adopt mitigation measures," said J. Peter Pham, an African security adviser to European and U.S. governments and companies. Brokers estimate that sales of marine K&R policies have risen to about \$125 million a year since 2008, when the product was first developed in response to an upsurge in vessel seizures and ransom demands off the coast of Somalia. Prices initially rose strongly in the face of strong demand before levelling off last year because of increased competition as more insurers entered the market, attracted by the bumper profits on offer. A spokeswoman for Hiscox, the biggest provider of marine K&R in the Lloyd's market, said it was too early to tell whether the seizure of the Irene SL would spur a fresh rise in premiums. Richard Scurrall of Special Contingency Risks, a unit of brokers Willis, said the insurance impact will depend on the size of any ransom payments, and warned that no let-up in the frequency of attacks is likely until a stable government is established in Somalia. "I take the view that you're not going to fix the problem (of Somali piracy) until there's some solution to the problems on land," he said. **Source: Reuters**



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## Crew of hijacked Italy tanker in good condition

The crew of the [Savina Caylyn](#), an Italian petroleum tanker hijacked on Tuesday in the Indian Ocean, is in good condition, an Italian defence ministry source said on Friday. Radio contact had been made with the ship and the captain said the crew of five Italians and 17 Indians were all well, the source added. An Italian navy ship was in the area.

A spokesman for the European Union Naval Force (EUNAVFOR) said it had no information about the Italian contact with the ship. The vessel was boarded early on Tuesday morning after a sustained attack by one skiff with five pirates firing small arms and four rocket propelled grenades.

The ship is carrying a load of crude for the Arcadia commodities trading company. It was sailing from the Bashayer Oil Terminal in Sudan and was destined for Pasir Gudang port in Malaysia, according to Reuters Freight Views. **Source : Reuters**



The Van Laar owned guardship [MARJA](#) seen at the slip in Ijmuiden – **Photo : H. Blomvliet ©**

## South Africa: Guns and ammunition on ships calling at South African ports

Vessel operators who choose to use armed guards as protection against piracy must meet a number of important requirements, one of which is to ensure compliance with port state requirements. In June 2010 we published a Security Alert from lawyers Shepstone & Wylie regarding difficulties experienced by some vessels in South African ports. We have now received a further report on this subject from our Durban Correspondents P&I Associates (Pty)



Ltd. which contains important information for owners whose vessels may have firearms or ammunition on board during calls at South African ports.

Due to the upsurge in piracy activity in the Indian Ocean region, there has been a large increase in the number of merchant vessels that are carrying security guards, guns and ammunition. Often, the security guards disembark the vessel after the vessel has transited the "hotspot" area off East Africa but the guns remain on board, only to be removed at final destination. The issue of guns and ammunition remaining on board vessels is creating problems for Owners and this week, in South Africa, two masters were arrested and charged under the South African Firearm Control Act.

The South African Police require that 21 days before a vessel arrives at a South African port that an application must be made to the relevant authority for a permit. This application must be duly accompanied by a number of documents.

- The application must be made on the South African Police (SAP 520) form
- Copy of the applicants passport on which the photo and passports details are reflected
- Copy of the legal licence, permit, authorization or any other documentary proof confirming lawful possession of the firearm
- Documentary proof of knowledge of safe use and handling of a firearm, i.e training certificate
- Written authorization, which permits the export of the firearm from the country of origin
- Equipment list, firearm description and serial numbers and number of ammunition
- Documentation giving proof of last port of call and destination

Once the permit has been granted and the vessel berths in South Africa, the master can make arrangements for the guns and ammunition to be removed from the vessel and taken to a police locker for safekeeping and then these will guns and ammunition will be returned to the vessel one hour before departure. It is now very clear that the South African Police will arrest the master and charge him with an offence and non conformance under section 120 and section 73 of Firearm Control Act, Act 6 of 2000. The question which we have addressed to the South African police is the why one has to make an application prior to 21 days before arrival in South Africa. One of the points that we have made, is that South African ports are often used as bunkering ports as vessel transit the South African coast and that this period appears to be excessive when one considers that the sailing time from Mombasa, Kenya to Durban, is less than 7 days. We have also made the point that often Owners do not know that the vessel's will be stopping in South Africa and therefore if they have guns on board, will now have to wait 21 days in order to make the application, before arrival.

The ISPS clearance period is 96 hours and we have made representations to the Police Colonel to questioning this 21 day period and whether this period can be reviewed. We attach the letter received from the South Africa Police setting out their requirements. We are busy checking to see whether these are requirements derive from regulations attached to the Act and if so, were these regulations gazetted and therefore brought into force under South African law. Please can you urgently circulate this notice amongst your members and advise them that at the moment, in South Africa, in order for a vessel to enter a South African port with guns and ammunition on board that the vessel has a permit from the South African police. If there are guns and ammunition but no South African permit, then the master will be arrested and charged resulting in delays to the vessel. The master will be charged and fined and may be imprisoned depending on the severity of the offence. The fines vary from R50,000 to over R100,000 and the master will be prosecuted and will have a criminal record. As advised, we are busy researching whether the requirements set out by the police are a legal one and whether they have the legal rights to enforce these requirements. Until we have obtained clarity, we suggest that your members act under the above requirements and if they have any doubts or concerns then they must please feel free to contact us. **Source: Skuld**



## Japanese Whalers Claim 'Attack' By Activists



Japanese whalers claim they have been attacked by activists while carrying out "lawful" research in the South Seas.

The whalers have released footage of what they say is evidence of the activist group Sea Shepherd's high-speed catamaran threatening their crew. The images show the all black speed boat cutting across the whaling ship's bow, firing flares and aiming lasers at the Japanese crew.

The whaling ship can also be seen aiming a high-power water jet at the activists' boat. The Sea Shepherd Conservation Society responded by

saying they observed the Japanese whaling ship "unlawfully flensing (cutting up) a whale on their deck" and engaged in a "skirmish".

The Institute of Cetacean Research, which is backed by the Japanese government called the activists' actions criminal. Although commercial whaling was suspended by the International Whaling Commission in 1986, Japan is permitted to carry out an annual whale hunt on scientific grounds. They claim the whale kills are necessary for the continued study of the giant mammals.

In 2010, one of the activists' boats was split in two and sunk after a clash with whalers. **Source : Sky News Online**



## Man Charged With Allure of the Seas Crew Member's Death

**Determined to be Tragic Isolated Incident**

Mexican authorities have charged a 24-year old national with the murder of Monika Markiewicz. The 32-year old victim was a crew member aboard the Royal Caribbean International cruise ship, **Allure of the Seas**.

Ms. Markiewicz did not report back to the ship before it departed Cozumel on February 4. Her body was discovered the next day in the water off of a remote beach in Cozumel. Royal Caribbean International has been informed that law enforcement in Cozumel has identified and charged a local resident and bartender, 24-year old Nelson Perez Torres, with the murder. Reports indicate that Torres and Ms. Markiewicz were casually acquainted for several months and he followed her for a period of time before killing her along the roadway on her way back to the ship. Royal Caribbean's Global Security Department fully supported and assisted Mexican officials in their investigation of this isolated and uncharacteristic crime for Cozumel.

"We thank the Mexican authorities for their commitment to quickly solving the murder of our crew member, Monika Markiewicz. Her untimely death is tragic and has saddened all of us at Royal Caribbean. We have informed Monika's family in Poland of today's news update and we will continue to be in contact with them and to support them during

this difficult time. Our thoughts and prayers are with her family and friends," said Adam Goldstein, president and CEO of Royal Caribbean International. **Source : Royal Caribbean**

## Bijzondere hulpverlening door Hoekse KNRM

Vrijdagavond 11 februari ging om 17.55 uur de pager van de Hoekse redders. Het display toonde "Personen in problemen, prioriteit 2", afkomstig van het Kustwachtcentrum Den Helder. Voor vertrek met de KNRM reddingboot **Jeanine Parqui** was duidelijk dat dit geen directe noodsituatie betrof.

Het bleek om twee onderhoudsmedewerkers van Rijkswaterstaat te gaan. Deze waren in de ochtend op de Noorderpaddenstoel, het havenlicht van de Maasmond, met een helikopter afgezet voor het uitvoeren van onderhoudswerkzaamheden. Toen de heren 's avonds terug naar de wal wilden bleek de helikopter defect en overige helikopters niet beschikbaar.

Hierop werd door Rijkswaterstaat een verzoek gericht aan de KNRM of deze mogelijkheden had. Zodoende kwam KNRM reddingstation Hoek van Holland in beeld. De Hoekse redders voeren met goede moed de Berghaven uit naar het Noorderlicht. Ter plaatse is een kleine loopbrug en trap die met de reddingboot Jeanine Parqui niet schadeloos is te benaderen door grote betonblokken en stroming.



Dit werd een klusje voor "**Brutus**" een kleine opblaasbare rubberboot met motor die de grote reddingboten aan boord hebben, speciaal voor dit soort specialistische hulpverleningen. Hiermee werden de werklieden een voor een aan boord gebracht van de reddingboot. Het vele oefenen met **Brutus** werpt nu zijn vruchten af na deze eerste effectieve inzet. Rond 20.00 uur werd er weer afgemeerd in de Berghaven.

## NAVY NEWS

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## Bremerton is end of the line for historic submarine USS Los Angeles

For a place that has had little connection to the Pacific Fleet's two oldest submarines, Bremerton is playing a prominent role in the late chapters of the **USS Los Angeles** and **USS Bremerton**.



**USS Los Angeles**, the first of 62 boats in the fast-attack class named for it, ended 34 years of service with a final, quiet decommissioning Feb. 4 at Puget Sound Naval Shipyard and Intermediate Maintenance Facility. With that, the **USS Bremerton** became the Pacific Fleet's oldest submarine.

Both boats have spent most of their lives based out of Pearl Harbor, Hawaii, but the **USS Los Angeles** is here now to be recycled, and the city of Bremerton adopted the 30-year-old USS Bremerton last month. Only the **USS Memphis**, commissioned in 1977 and homeported in Groton, Conn., is older.



Sailors assigned to the fast-attack submarine **USS Los Angeles** man the rails last month during a ceremony in its namesake city. The sub, which had been the oldest in the Pacific Fleet, was decommissioned Feb. 4 in Bremerton.

**Photo :**  
**Jeffrey Wells/U.S. Navy**

The **USS Bremerton**, despite its age, "is going to be around quite a while," according to Pacific Fleet spokeswoman Rowena Obrero, who couldn't be more specific about its future. The **USS Los Angeles** made 18 deployments, all but

the first one from Pearl Harbor. "The ship served proudly and contributed to victory in the (Cold) War in ways the general public will never know about," said its last commanding officer, Cmdr. Steven Harrison, during the final decommissioning ceremony.

The sub completed its final journey on Jan. 31, when it sailed into Sinclair Inlet under its own power. Shipyard crews are already dismantling the 362-foot boat. The \$19.5 million job should be completed by the end of the year, said shipyard spokeswoman Darcy Jenne.

The Navy League has asked to keep the SNN 688 sail and display it on the Port of Los Angeles waterfront, like the **USS Sturgeon** sail at Keyport's Naval Undersea Museum and the **USS Parche's** at Bremerton's Puget Sound Navy Museum. Three berthing racks and the wardroom table will be sent to the Los Angeles Maritime Museum in San Pedro, Calif.

Puget Sound Naval Shipyard and Intermediate Maintenance Facility is the only place where decommissioned nuclear-powered ships are recycled. Since 1991, its crews have disassembled 105 submarines and eight cruisers. Three other subs — **USS Drum**, **USS Omaha** and **USS Cincinnati** — are in the process, Jenne said. Workers remove the nuclear fuel from the reactor, place it in specially designed containers and ship it by train to Idaho National Laboratory outside of Idaho Falls for storage. Reusable equipment is removed at the same time.

Fast-attack submarines like the **USS Los Angeles** are cut into three sections — aft, forward and reactor compartment. Reactor compartments are sealed at both ends and shipped by barge to the Department of Energy's Hanford Nuclear Reservation and placed in a big burial trench. Hazardous and toxic wastes are removed from the front and back sections, and the scrap metals and other materials are sold or reused, Jenne said. **Source : kitsapsun.com**

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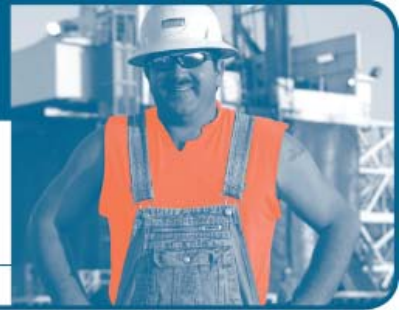
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The **DMS GLOBE** seen at the slip at the ASL yard in Singapore last Saturday – Photo : Piet Sinke ©

## Xiamen Shipbuilding gets order for four 82,000 dwt bulkers

China's Xiamen Shipbuilding Industry has won four 82,000 dwt bulkers from an undisclosed domestic shipowner. This is the second time the yard has won such ship types, following the first order for 82,000 dwt ships in September. The yard's orderbook now stands at seven 82K bulkers and 20 57K bulkers, securing work through to 2013. The yard used to focus on pure car carriers but turned to from 2008. Source : PortNews



Above seen the **Cimbria Seaways** in drydock of Shipdock Amsterdam. launched as **Mercandian Express** but started as **Dana Cimbria**, than **Tor Cimbria**, **Aquae** and now sailing as **Cimbria Seaways**.

Photo : Lourens Visser ©

## Royal Caribbean Signs Letter of Intent to Build New Generation of Ships

Royal Caribbean Cruises, Ltd. has signed a letter of intent with shipyard Meyer Werft to build the first of a new generation of Royal Caribbean International cruise ships. Developed under the code-name "Project Sunshine," the new vessel design incorporates new and exciting features that take advantage of the best of Royal Caribbean's experience and imagination. The project is a result of over a year of dedicated research and development.

The order calls for one ship to be delivered in the Fall of 2014 with an option for a second ship for Spring 2015. The 158,000 Gross Registered Tons (GRT) new build will carry just over 4,100 guests based on double occupancy. The estimated all-in cost per berth is about euro 170,000. This all-in cost includes the yard's base contract price plus everything needed to design, operate and build the vessel, from architect fees to supervision costs and all loose inventories from computers to art and bed linens.

"Royal Caribbean has worked hard to earn a reputation of offering the most innovative ships in the cruise industry and this next generation will not disappoint," said Richard D. Fain, Chairman and CEO of Royal Caribbean Cruises, Ltd. "While we continue our policy of keeping our newest ideas and features under wraps during the early stages of construction, I can say that I am very excited about the passion and imagination that our teams have devoted to the project. Project Sunshine builds on the best ideas of our existing ships and adds exciting new activities and entertainment concepts. It will offer features for everyone: from grand, spectacular spaces to small intimate settings; from active, invigorating activities to the serenity of more personal space; and from a plethora of dining alternatives to a cornucopia of opportunities for families. I am also excited about the energy efficiency and environmental technologies which have been incorporated. Our existing ships are some of the most energy efficient in the world and Project Sunshine takes this one further step. Based on our over 20 years of experience with Meyer Werft, along with their compelling proposal, we know they will deliver on all of the innovations Royal Caribbean's guests have come to expect."

"Meyer Werft is pleased to be working with Royal Caribbean especially in light of their reputation for building such innovative ships. I am very happy we are continuing our long time partnership with Royal Caribbean Cruises Ltd. and



its brand Royal Caribbean International. Their projects always present incredible opportunities for Meyer Werft to create the latest cutting edge hardware in the cruise industry," said Bernard Meyer, managing partner of Meyer Werft shipyard. The letter of intent is subject to customary conditions being satisfactorily met.



The **PACIFIC HICKORY** seen moored at the ASL yard in Singapore last Saturday – Photo : Piet Sinke ©

## **General Dynamics Awarded \$60 Million to Produce More Affordable Virginia-Class Submarines**

General Dynamics Electric Boat has been awarded a \$60 million U.S. Navy contract modification that funds continued design efforts to make Virginia-class submarines more affordable. Electric Boat is a wholly owned subsidiary of General Dynamics

Initially awarded in 2008, the overall contract – known as Block III – calls for the procurement of eight submarines through FY 13, and has a potential value of \$14 billion. The last Block III ship is scheduled for delivery in 2019.

Under the terms of the modification, Electric Boat will continue to develop and implement cost-reduction design changes, an effort called Design For Affordability (DFA). This work will enable the Virginia-class program to reduce acquisition costs by 20 percent in time for the FY 12 submarines.

The most significant design change implemented in Block III is the modification of the submarine's bow, replacing the sonar sphere with a large aperture bow array and the 12 vertical-launch missile tubes with two Virginia Payload Tubes, each carrying six missiles. This redesign will save more than \$40 million per ship, beginning with the submarine North Dakota (SSN-784).

The DFA effort is supported by Electric Boat's engineering and design organization, which comprises more than 3,000 employees. Possessing proven technical capabilities, these employees are engaged in all facets of the submarine life cycle from concept formulation and design through construction, maintenance and modernization, and eventually to inactivation and disposal.

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## Sri Lanka to spend \$350 mln to expand Colombo seafront

Sri Lanka plans to build a new port city by reclaiming the seafront at a cost of \$350 million and selling the land as it expands the island nation's main harbour, the state-run Port Authority said on Thursday, Reuters reports. As presently envisaged, the creation of 340 acres of new land would partially, if not entirely, block Colombo's historic Galle Face Green seafront by moving the shoreline farther away.

That stretch of shore is in front of the current location of the Defence Ministry and army headquarters, where Shangri-La Hotels Lanka Ltd., a subsidiary of Hong Kong-listed hotel operator Shangri-La Asia Ltd is building a 500-room hotel.

"It is going to cost us about \$350 million to fill it up," Nihal Keppetipola, managing director of Sri Lanka Ports Authority, told Reuters. The filling would be funded by deposits on sales, he said. "So we are not going to put up the capital investment. People, including foreigners, will put an advance and then purchase. We will use the money to fill," he said.

The area will have eco-parks, residential areas, offices, and high-rise buildings, Keppetipola said. However, he declined to comment on pricing. "We will be working on that. But we have to make sure that we earn very much more than \$350 million," he said. Sri Lanka since 2004 has imposed a 100 percent tax on land purchases by foreign citizens, and it was not immediately clear whether that tax would apply to the new land. The Indian Ocean nation since the end of a 25-year war in May 2009 has been spending heavily on ports to attract much-needed foreign investments to its \$50 billion economy.

Already, the government has been creating new land about a kilometre away from the proposed area, as part of its expansion of the Colombo port. South Korea's Hyundai Engineering and Construction Co is expected to complete a \$300 million port expansion by April 2012 with a 6.8 km breakwater for three new container terminals.

Sri Lanka in August signed a \$450 million deal with China Merchants Holdings and local conglomerate Aitken Spence to build the first of the three terminals. Each terminal is expected to add the capability to handle 2.5 million TEUs more. The port now handles 4.5 million TEU. The island nation is also hoping to attract \$1.5 billion in investment to build a new city and add services to the new Hambantota port in the deep south, which has been financed by China and opened in November. **Source : PortNews**

## Maersk warns of possible St Petersburg congestion charge

DANISH shipping giant Maersk says it is considering a congestion charge now that volumes have grown to the clogging point at Russia's western Port of St Petersburg, Maersk said it could no longer determine with certainty which cargo terminal cargo would be landed, reported London's International Freight Weekly, because berth waiting times at one terminal made another more attractive on short notice, a situation further aggravated by recent bad weather.

"We are mainly using both Fish Port Terminal and Petrolsport for import and export traffic," said Maersk. The shipping line said it would try to inform customers in advance of any switch, but cautioned that berth waiting times often dictated on-the-spot decisions to exploit momentary opportunities.

Thus, said Maersk, "we reserve the right to implement, on short notice, emergency storage/demurrage charges at transshipment ports and in St Petersburg to minimise delays due to excessive dwell times at the terminals." The line also asked customers to help terminal operations with quick pick-ups - and "please be advised that, due to increased costs and waiting times, we reserve the right to implement a congestion surcharge at short notice". **Source :** Schednet



Above seen the 2006 built CYM flag super yacht **SAMAR** moored at Grand Harbour Marina, Malta on Friday 11th February, 2011. She is a 77m (252 foot) steel-and-aluminum Laurent Giles designed luxury motor yacht with studio and interior styling by Joe Thome. She was built and launched by Devonport Yachts of England which features almost everything that can be offered on a private motor yacht. **SAMAR** has a helipad, a large Jacuzzi pool, an open bar, large deck areas, a side garage, as well as a movie theater. The luxury yacht is capable of extended global cruising, with a range of 6,000 nautical miles and cold storage provisions for 44 people (including crew).

**Photo :** Vikki Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## Gibraltar Strait catamaran sold to Egypt

The 1996-built Fjellstrand Jumbo Cat class, **TANGER JET**, has been sold by Förde Reederei to Egyptian buyers, the craft was used by FRS' operation between Spain and Morocco,

The **TANGER JET** was originally built for Emeraude Lines. From Spring 2011, she will be used by Fortune Maritime For Fast Ferries for their Egypt and Saudi Arabia service. The deal was brokered through Scandinavian Broking Services in Norway.

## MCC Transport launches new intra-Asia Service

MCC Transport, the feeder shipping arm of Maersk Line, has launched a new intra-Asia Service (IA-8). The IA-8 will provide direct and fast transit between ports in Indonesia, Philippines, Japan, China, Taiwan and Malaysia, according to MCC Transport.

The first sailing for the new route is scheduled to depart Tanjung Pelepas on 25 February 2011. The IA-8 service runs on a 28-day rotation covering the ports of Jakarta, Surabaya, Manila, Nagoya, Shimizu, Tokyo, Yokohama, Shanghai, Keelung, Kaohsiung, Tanjung Pelepas, Singapore and then back to Jakarta. MCC Transport, which handles all containerised cargo movements in the intra-Asia region for A.P. Moller-Maersk Group, operates more than 50 vessels ranging from 600 TEUs to 3,000 TEUs **Source :** PortNe



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## Joint venture to bid for Istanbul ferries

Turkish company Rhea Venture Capital Investment Trust Inc. and Greek Nel Lines joined forces to compete at the tender for privatization of The Istanbul Fast Ferries Co. Inc., or İDO.

The two companies formed a consortium named İDO Marmara Ege to bid together in İDO's sale, said an info note posted at the Public Information Platform, or KAP. NEL Lines is a Greek maritime company operating cruiseliners, fast ferries, RO-PAX and RO-RO ships in the Aegean and Adriatic seas.

Another info note posted at KAP said RML Logistics and Maritime Services, a subsidiary of Rhea, signed a deal to purchase a Greek company running RO-RO and RO-PAX ships between Igoumenitsa port in Greece and Brindisi port in Italy. Rhea said it would rename the Greek company as "RML International Shipping Ltd." which would continue to operate RO-RO and RO-PAX ships between the two European ports, carrying 1000 trucks weekly. **Source : Hurriyet Daily News**

## Ice-busting ferry for Mat-Su puts Alaska shipyard on map

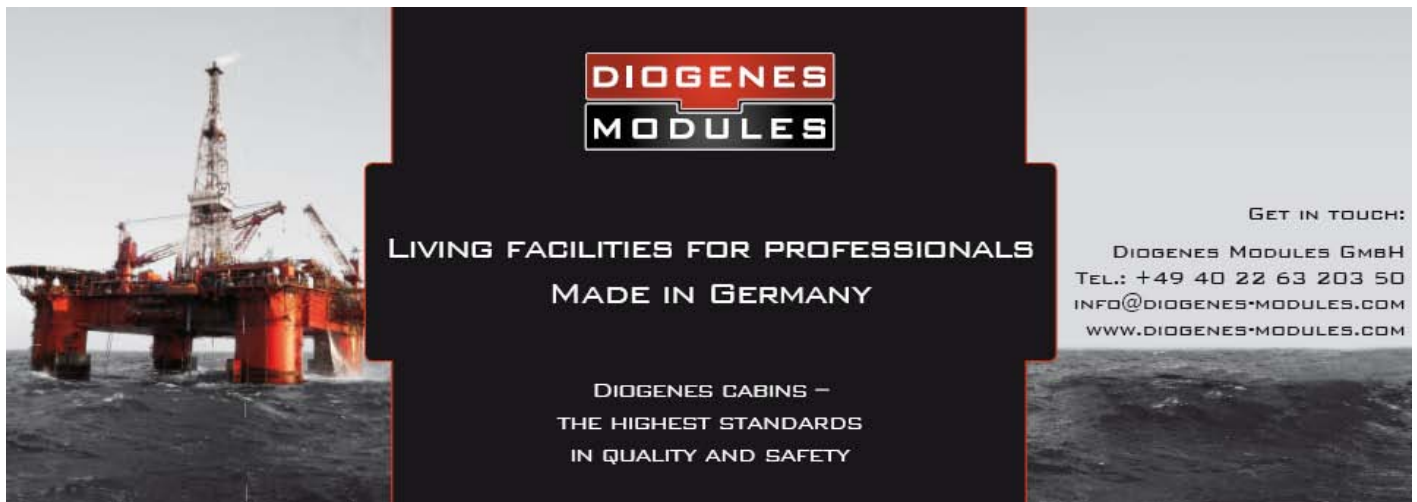
Ketchikan's Alaska Ship and Drydock plays an increasingly important role in the Southeast economy and may become "the maritime support center for the North Pacific and Arctic oceans," according to MarineLink.com. The shipyard was commissioned by the Office of Naval Research to build the **M/V Susitna** -- "the first ice strengthened twin hull ferry" - - and the first-of-its kind Expeditionary Craft. It could one day ferry people and goods across the Knik Arm, from Anchorage to Point Mackenzie, and back, thanks to hundreds of millions in earmarks from the late U.S. Sen. Ted Stevens. Stevens directed some \$452 million to fund the "experimental ferry project." USA Today reported several years ago that the **M/V Susitna** cost taxpayers \$84 million. But its construction -- and the money funneled from Stevens' earmarks -- have evolved the Ketchikan shipyard into "a naval sea base ... without the large shipyards and defense contractors," according to former Navy Rear Adm. Jay Cohen. Alaska Ship and Drydock is state-owned and was initially intended to be a winter maintenance facility after the Marine Highway System was built-out in the 1960s. It now services vessels for various branches of the state and federal government as well as private industry. Cohen told the Mat-Su Borough he initially doubted whether a remote shipyard on an Alaska island capable of building an "impossible ship." Work Boat magazine called the **M/V Susitna** one of the 10 most important boats of the year. **Source : Alaska Dispatch**

## Clipper wants more say at Mols-Linien

Ferry Invest A/S, co-owner of BornholmerFærge, wants to take over leadership in Mols-Linien, which operates between Zealand and Jutland.

Mols-Linien is going to convene an extraordinary general meeting 15 March in Aarhus. It is Clipper Ferry Invest, which with 30 per cent. capital of the company wanted the EGM.

Clipper Ferry suggests that the current board resign and be replaced by managing director Per Gullestrup, CEO Erik Østergaard, Director Ole Frie and senior vice president Søren Power. Clipper, the largest single shareholder in Mols-Linien, believes that the operation in Mols-Linien can be optimized with a large economic impact. **Source : bornholm**



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## OLDIE – FROM THE SHOEBOX



The steamer **KERKPLEIN** seen enroute a dockyard to repair the damage on her steering gear, above the vessel is seen using two harbour tugs forward (steamtugs **TITAN** and **ARGUS**) and two tugs astern (not visible) to assist her.

The ship's derricks were very special on de **KERKPLEIN**, because of their open construction.

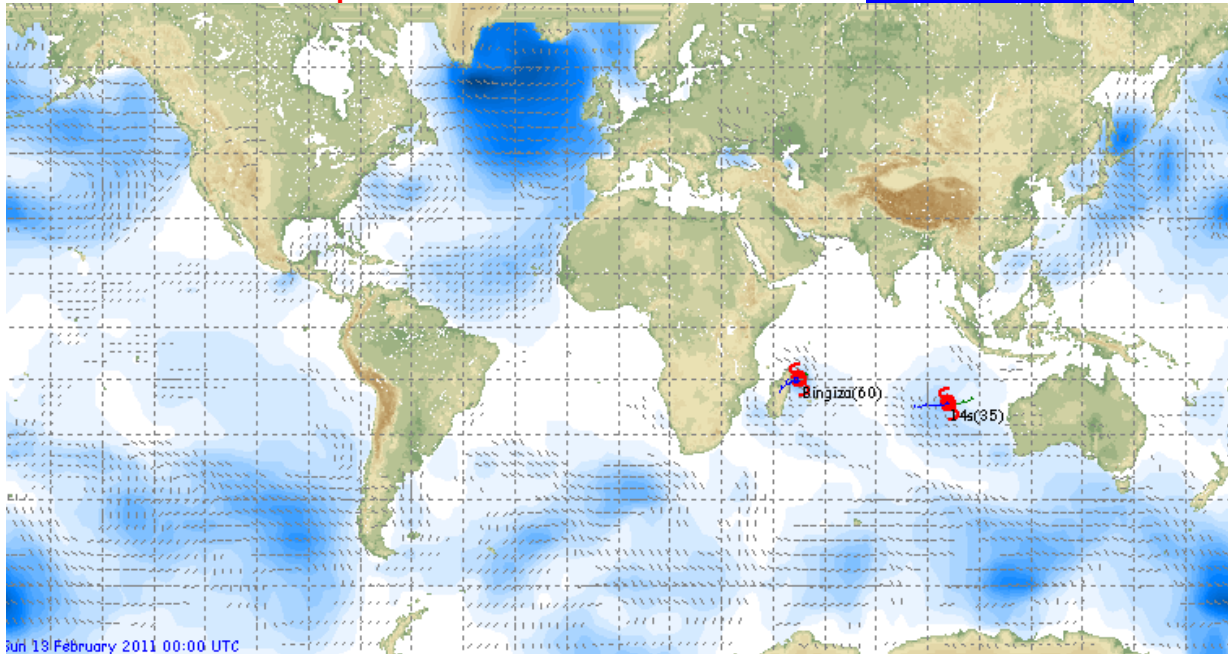
**Foto J.H.C. Vermeulen †, collection Capt. Frank Haalmeijer.**

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The **Rocky 1** seen arriving in IJmuiden – Photo : Jan Plug ©



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