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**The MARINER of the SEAS seen departing from Santos (Brazil) after her maiden visit
Photo : Roberto Smera ©**

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EVENTS, INCIDENTS & OPERATIONS



The **GRANDEUR of the SEAS** seen in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

**Container lines: Slow steaming here to stay,
as freight rates not expected to improve soon**

Container lines are expecting a very strong rebound in global trade as the Chinese Lunar New year comes to an end, as evidenced by their hesitation to pull capacity out of the market, despite the previous three months' slowdown said BIMCO in a relative report. According to it, during 2010, the main container lanes witnessed very healthy growth, but at an uneven pace. For instance, the main trading lane from Asia to Europe was quick to improve and show strong volumes. On the other hand, US consumers were more hesitant, until their reservations ended during the second and third quarters.

Freight rates were following similar trends, with spot rates from Shanghai to Europe peaking early March and rates to the US West Coast peaking early July. "As the year came to a close, volumes contracted and so did freight rates. In early November BIMCO estimated that more than 300 vessels had to be temporarily withdrawn from service to balance supply and demand and to prevent freight rates from falling further. This did not happen, as only 140 vessels were idled. Rates have dropped 10-11% since then. Despite a small positive hiccup in freight rates around year-end, rates have continued to slide for more than half a year. With bunker prices increasing by USD 100 per tonne since October, and failing the implementation of the announced General Rate Increases during January, BIMCO estimates that only the most cost-efficient liner companies are making money on the Far East to Europe trade at current rates – USD 1,316 per TEU" said BIMCO, in the report compiled by shipping analyst Peter Sand. In terms of ships' supply, the report said that 31 Ultra Large Container Ships (ULCS) with a cargo capacity of more than 10,000 TEUs came onto stream during 2010. These ships entered almost exclusively onto Far East – Europe services. This was a shortfall of 50% in comparison with scheduled deliveries and a bit more than the overall slippage of some 40%. During January 2011, 4 ULCS have already been delivered, and 54 additional ULCS's are scheduled for delivery in 2011. Even with another year of substantial slippage in deliveries this will be massive and make more cascading happen. Slow and super-slow steaming will stay – there is no way around it – in order to maintain sustainable utilisation levels across the fleet.



The **CMA CGM VIOLET** seen departing from Rotterdam – Photo : Robert Smith ©

"On average, newbuilt vessels will be about the same size as 2010-deliveries. But the large quantum of new built ULCS's set to be launched during the first half of 2011 will be one to watch out for. In 2010, 25 of the 31 megaships were delivered later than scheduled and during the second half – a clear evidence of the serious postponement efforts by owners. As oversupply is a true risk and the biggest single challenge to the container trades, later than expected arrival of fewer than scheduled ULCS's would be a welcome outcome. The active fleet has grown by 0.7% so far in 2011, caused by deliveries of 92,525 TEUs in the form of 15 new built vessels, with no vessels being demolished. BIMCO forecasts an inflow of new container tonnage in 2011 to be less than in 2010 at 1.2 million TEU. As demolition is expected to be insignificant the fleet is forecasted to grow by 8.3% in 2011" said BIMCO.

Concerning the sector's outlook, it mentioned that the present freight rate levels are not expected to improve during the first quarter of 2011 and may prove to be sticky going into second quarter if the fundamental supply-demand imbalance remains a drag on freight rates. Too much tonnage is suppressing utilization levels down to 80%, leaving little room for upside risk. However, downside risks still remain very real even though inflow of new tonnage is close to getting matched by demand growth. In the light of the firmness of average freight rates in 2010 that took many by surprise, freight rates are likely generally to stay lower in 2011. The strong market on Asia-Europe during the first quarter of 2010 is very unlikely to happen again. In a combination with a second year of high capacity inflow of tonnage suitable for Asia-Europe, that trade and the ones affected by eventual cascading, will feel most of the heat.

Certain sub-segments and trades are likely to be squeezed as cascading takes its toll. Meanwhile, containerized imports to US from Asia is in for a more positive year – rates may hold up better than Asia-Europe freight rates, but still go down. Overall, BIMCO expects Asia-US freight rates to be more stable due to the contract structure of the trans-Pacific trade as well as an expectation that US imports volume-wise should go up as the US economy gets into more sustainable territory. Bunkers remain a crucial cost element in particular for containerships, and since the beginning of October, bunker prices have increased by 22.5% from USD 450 per tonne for 380 CST in Singapore, to USD 550 per tonne by the end of January. This made liner companies push for an increase in the fuel surcharge known as bunker adjustment factor (BAF). This may be the main reason for the minor positive hiccup in Shanghai spot rates across the board taking place in the early weeks of 2011. Since the rate stabilization efforts appear unsuccessful, the focus on slow steaming and resumed idling of vessels remains on top of the agenda as the most effective counters to rising cost levels and a means for carriers to stay profitable. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

RT LEADER AND RT CHAMPION ARRIVED IN SINGAPORE



The two newbuilding tugs for **KOTUG** named **RT LEADER** and **RT CHAMPION**, both on delivery voyage by a **REDWISE** crew from Japan to Rotterdam arrived in Singapore for bunkers and a crew change

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Above seen the **RT CHAMPION** moored at the **ASL yard** in Singapore with the **RT LEADER** in the background
Photo : Piet Sinke ©

Labor unrest hits Egypt's strategic Suez Canal

At least 1,500 Egyptian workers from the Suez Canal Authority protested for better pay Thursday in three cities straddling the strategic waterway, one of the world's major transit routes for shipping and oil transport. Though the action raised concerns that labor unrest along Suez could escalate, the workers vowed their protest would not disrupt traffic through the waterway — the only direct passage linking the Mediterranean with the Red Sea and the Indian Ocean. About 7.5 percent of world sea trade passes through the canal, the shortest route between Europe and Asia. Suez is a major source of revenue for Egypt, used to transport more than one million barrels of crude oil daily, or almost 6 percent of world oil supply.

The Suez protests are part of growing labor unrest rekindled by the 18-day uprising that toppled longtime leader Hosni Mubarak on Friday. Strikes and protests are deepening economic malaise, compounded by weeks of bank closures that are hampering business operations and the drying up of tourism — a major money earner for Egypt. With strike pressure building, the country's new military rulers have appealed for calm. They say they need to be able to ensure security in order to move ahead with the rapid democratic reforms protesters are demanding. But they have run into repeated problems. Aside from the strikes, they face security challenges and a measure of distrust by some in Egypt who question how committed the new leaders are to reform. Criticism of the military's handling of the transition is on the rise. Amnesty International on Thursday published testimony from two detainees alleging they were tortured by the military while they were in custody in the days before Mubarak was ousted. The London-based human rights group urged the military to end the abuses of detainees. The military was deployed in Egypt on Jan. 28 to try to restore security as police disappeared from the streets amid the mass protests. One key now is to secure vital installations. Bombings targeting a natural gas pipeline on Feb. 5 halted the flow of natural gas to Israel and Jordan. Fearing a repeat of what some officials described at the time as sabotage, security forces have deployed along a pipeline in the northern part of the Sinai Peninsula that carries natural gas to Israel, security officials said. The area — long known for resistance to government control — has witnessed a security void during the unrest surrounding uprising that began Jan. 25. Armed groups have bombed the state security building in Rafah on the border with the Palestinian territory of Gaza. They attacked and lit fire to police stations and other government facilities throughout the region.

Security and hospital officials say about 35 people have been killed in the clashes, two-thirds of them police. Northern Sinai is home to Bedouin tribes who resist government control. Officials say tribesmen have joined forces with Islamic militants, some of whom escaped from prisons during the uprising. The security officials said Thursday that soldiers have been taking up positions along the pipeline since Tuesday. They spoke on condition of anonymity because they were not authorized to speak to the media. **Source: Associated Press**



The **HYDROUSSA** seen leaving the IJmuiden locks – Photo : Marcel Coster ©

Pirates 'threaten global oil supplies'

With two tankers seized by Somali pirates in recent days ship owners warned that hijackings are "spinning out of control" and could disrupt global oil supplies if governments don't take tough action against the sea bandits. "If piracy in the Indian Ocean is left unabated, it will strangle these crucial shipping lanes with the potential to severely disrupt oil flows to the United States and to the rest of the world," said Joe Angelo, managing director of the International Association of Independent Tanker Owners.

"We want to see a significant increase in government will to eradicate piracy in this area and not just contain it." Piracy is costing the global economy \$7 billion-\$12 billion a year, the shipping industry says. The recent tanker seizures took place in the Indian Ocean, one 900 miles east of the pirates' traditional hunting grounds in the Gulf of Aden. It links the Mediterranean and Red seas to the Indian Ocean and is used by some 30,000 ships every year. On Feb. 8, pirates hijacked the Italian tanker **MV Savina Caylyn** south of India and 800 miles east of Somalia, the Italian navy reported. The vessel, with a capacity of 105,000 tons and a 22-man crew, was bound for Malaysia carrying Sudanese oil valued at \$60 million.

The following day, pirates seized the 270,000-ton Greek-flagged supertanker **Irene SL** 200 miles east of Oman and nearly 900 miles from Somalia. It was carrying 2 million barrels of Kuwaiti crude to the U.S. Louisiana Offshore Oil Port in the Gulf of Mexico and could be the most valuable vessel the pirates have captured since they began their attacks three years ago. Angelo said the **Irene SL's** cargo represented roughly one-fifth of the United States' daily crude imports. The cargo is worth some \$200 million at current prices. That's about twice as much as the oil carried by the Saudi supertanker **Sirius Star** seized in November 2008.

The pirates got \$9.5 million for the release of the South Korean tanker **Samho Dream** in 2010. They currently hold 32 ships with 725 hostages. Angelo's warning underlined how the maritime scourge is expanding geographically toward another piracy-plagued area: the Straits of Malacca between Malaysia and the Indonesian island of Sumatra. That 500-mile narrow waterway is the gateway between the Indian Ocean and Asia. The Somalia pirates' thrust eastward is partly due to the presence of international naval forces in the Gulf of Aden. The pirates' growing capability to undertake long-range operations, even in the stormy monsoon seasons, has taken them to waters not systematically patrolled by naval forces. For some months they've been using trawlers and other merchant vessels they capture as "mother ships" for pirate crews who use 20-foot skiffs to carry out attacks. Intertanko says pirates are using more than 20 seized vessels in this way.

On Feb. 6, two Indian naval vessels captured one of these mother ships, a Thai trawler called the **Prantalay 11**, along with 20 pirates off southwest India when they went to aid a Greek freighter under attack. The **Prantalay** was one of three Thai fishing boats seized by pirates off Somalia in 2010. By moving eastward, the Somali marauders are operating in an area of very rich pickings by hitting shipping lanes used by supertankers, like the **Irene SL**, carrying oil and natural gas to Asia. That's the main market these days for Persian Gulf oil. Tankers loaded with large amounts of oil are increasingly valuable prizes with oil prices topping \$100 a barrel. "The hunters are following their prey," said Lt. Cmdr. Jimmie Adamsson of the European Union's anti-piracy task force known as EU Navfor.

There have been growing demands for the naval patrols to use greater force against the pirates. But most task forces, whether U.S.-led, European or independent national flotillas, operate under heavy restrictions. When force has been used, it has sometimes resulted in the deaths of hostages or captured crewmen. In November 2008, the Indian navy, which appears to be prepared to use force against the pirates more than most navies, blew up a hijacked Thai fishing boat being used as a pirate mother ship to prevent the marauders escaping. Fourteen of the 15 Thai crewmen were killed. **Source: UPI**



The **BALTIC SWIFT** seen in the port of Antwerp – **Photo : Stan Muller ©**

PNSC to break into containerised shipping

United Arab Emirates Shipping Company has proposed that it will utilize feeder services through small containers from Pakistan National Shipping Corporation (PNSC) for their islands, and initially will begin with three container vessels. PNSC Chairman Rashid Siddiqi while speaking to Pakistan Today indicated his distress that PNSC's lack of expertise in containerised shipping business, but this opportunity would be the first step in the expansion program of PNSC by which it would be able to begin large scale container shipping, said.

Historically, PNSC does not have similar practice and experience of running large-scale containerised shipping operations, but now we have decided to begin joint ventures in this capacity in order to have balanced a share of loss and profit, he added. Siddiqi also added that this joint venture with the UAE shipping company would be a training phase for Pakistan to gain expertise in feeder services so that it can step in the big containerised business, which is the next phase of our business plan. He said, currently, we are trying to make fleet serviceability by replacing older vessels with newer ones that are of young age and after training our staff in the feeder services through small containers we would launch our expansion phase of PNSC fleet. On the other hand, maritime experts say that containerising is capital intensive and big container vessels are expensive to purchase and cannot be run effectively if functioning cargo services are inadequate.

Similarly, another issue is operating problems if a connection with mother vessel line is not maintained while Pakistan has dedicated feeder services and at least three container vessels are required to run this business but that too must be connected with the mother vessel line, as the transit time for the mother vessel is very important that can only be maintained through three container vessels. Sources in the maritime industry informed Pakistan Today that PNSC can purchase three small container vessels but no mother vessel line is apparently willing to grant them any guarantee, however they also have a big hurdle in this business in the shape of Pakistan Customs Act. The Customs Act entails that for filing Import General Manifest (IGM) under which the vessel has to pay custom duty, and this act is in contradiction with the national Shipping Policy that exempts the duty on operational vessels, the experts said. PNSC

had to pay off the loan of some \$60 million due to this custom act as it did not let some containerised vessels of the corporation to enter the country in the 1990s, therefore the authorities must look into this issue and should amend the custom act regarding IGM filing, sources said. **Source : Pakistan Today**



Newsclippings reader **JOHAN VROLIJK** in London celebrated his 70th birthday last month and was presented with this original oil painting of the conro "**OLEANDER**" by maritime artist **Stephen J Card**. The "**OLEANDER**" is owned by **Bermuda Container Line** and sails between Bermuda and New York supplying Bermuda with all her daily needs. She was built at Van Giessen-de Noord, Krimpen a/d IJssel in 1990. **Johan** captained the ship from the day she was built until his retirement but is still somewhat involved in a consultancy role. At present the "**OLEANDER**" is in the shipyard "**Scheldepoort**" Vlissingen for a major refit. After 20 years she came back home to country where she was born!

(see also Shipyard section)



Deep Constructor pictured sailing from A&P, Hebburn yard heading for Le Trait after a successful 2 months refit

Photo : Kevin Blair ©

CASUALTY REPORTING



HARMS-ALP REFLOATED K-WAVE



HARMS – ALP successfully refloated the container vessel “**K-Wave**”, which had run aground at Almayate Beach, about 12 miles east of Malaga, Spain, on Tuesday 15 February 2011.

HARMS –ALP were contacted by the owner of the “**K-Wave**” for the refloating of the vessel, the DP2 AHT “**Ursus**” (218 ton BP) was sent directly to the casualty, arriving at the casualty only 6 hours after **HARMS-ALP** was contacted.

A salvage master, barge engineer and naval architect were dispatched to the scene to perform a preliminary survey of the vessel while a dive survey was also performed. Coast Guard and **HARMS-ALP** Salvage personnel worked together to remove the “**K-Wave**” from the beach while ensuring the safety of the public and environment. A re-floating plan was drawn up and presented to the harbor master based on the results of the preliminary survey, and refloating works started immediately after approval was received from the Harbor Master. Using the **AHT Ursus**, the ship's own ballast system and the expertise of **HARMS-ALP** salvage team the vessel was successfully refloated Wednesday 17 February approximately 30 hours after **HARMS-ALP** was initially contacted



Freighter runs aground on island off Long Beach

The U.S. Coast Guard says a freighter that ran aground on a manmade island in the waters off Long Beach is floating free. The Coast Guard said that the 624-foot **Ocean Sunrise** ran aground on Island Freeman at about 6:30 p.m. Friday. Spokesman Trent Kelly says the bulk carrier was floating free again early Saturday, but there was no word on how the ship was freed. He says it's still unclear what caused the grounding but adds that rough conditions apparently overwhelmed the tug boats assigned to the ship. Kelly says there were no oil spills after inspectors checked that the ship's storage and fuel tanks were intact. Island Freeman is the largest of four built in San Pedro Bay in the 1960s to tap into an oil field. **Source : The Associated Press**

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Modernized destroyer back at Northern Fleet base

The fully modernized destroyer "**Vitse-admiral Kulakov**" is ready for its first campaign in 20 years. "**Vitse-admiral Kulakov**" returned to its homebase in Severomorsk in December last year, after 20 years of repairs, GTRK Murman reports. The vessel was commissioned in 1982 and was on combat duty in the Northern Fleet until March 1991.



The vessel was nearly ready in December 2009, but a fire on December 4, where one person was killed and another one severely injured, delayed the progress, as BarentsObserver reported. “[Vitse-admiral Kulakov](#)” has been undergoing sea trials in the Baltic Sea since January 2010 and is now preparing for its first naval campaign after modernization. According to Wikipedia, the Northern Fleet has two other [Udaloy-class](#) destroyers in service, while a third one is in reserve. **Source :** [BarentsObserver](#)



The British Type 42 destroyer [HMS Manchester](#) paid-off on 17 February. At 31 years old she is one of the oldest Royal Navy warships left and has clocked up nearly [860,000 miles](#). For her last entry into Portsmouth she had a twin tug escort provide by the Serco tugs [SD Indulgent](#) (pictured) and [SD Bountiful](#). [Manchester](#) will be formally decommissioned on 24 February.

Photo : [Gary Davies](#) www.maritimephotographic.co.uk

Navy's biggest ship hits the water, launched at a dockyard in Spain



The navy's newest amphibious ship, **HMAS Canberra**, rolls down the slipway in Spain.

Photo : Defence Source: Supplied

THE Royal Australian Navy's newest and biggest warship has been launched at a Spanish shipyard. In keeping with tradition, a champagne bottle was smashed against the massive steel bow of the \$1.5 billion, amphibious assault ship **HMAS Canberra** before the 27,000 tonne warship slipped into the water at the port of Ferrol. Appropriately, the wine was from Canberra's Lerida Estate.

The first of two such ships - described as Landing Helicopter Docks (LHD) - the Canberra will be barged from the Navantia shipyard to Australia next year for a final fitting out in Victoria's Williamstown dockyard before it enters service in 2014. Its sister ship **HMAS Adelaide** will follow in 2015.

Ordered by the former Howard government, the two ships will be the biggest ever operated by the RAN. In 2007 the federal government selected the Spanish design ahead of a rival French bid for a smaller 24,000 tonne Mistral class warship. **HMAS Canberra** will be able to carry up to 12 helicopters - six in hangars and six on deck - 1000 troops and 150 vehicles including the army's 67-tonne M1 Abrams tank.

The LHDs are also expected to serve a key role in providing disaster relief and will solve the RAN's current deficit in amphibious support ships. It is hoped that by the time both ships are in service the RAN will also have solved its crewing problems. **Source : The Australian**

Naval Combat Force Depart for Exercises

ANZAC Frigates HMNZ Ships **TE MANA** and **TE KAHA** are deploying on Monday to take part in Exercise Triton Storm 2011 with the Royal Australian Navy.

This exercise period, held annually, will involve 340 personnel from the Royal New Zealand Navy and will test the ships in a number of combat areas. Having recently completed main engine upgrades, both ships are fully operational and ready to make a substantial contribution to this exercise. The exercises will test the ships combat and weapon systems in order to prove the ships readiness for security and defence operations. Exercise **Triton Storm** is based off the coast of Fremantle and the New Zealand ships will be training with HMA Ships **PARRAMATTA** and **BALLARAT**.

Source : Scoop

SHIPYARD NEWS

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Above seen an aerial photo of the Scheldepoort Yard occupation last Friday. In the floating dock #3: **M/V CHIBERTA** and Backhoe dredger **ZENNE**. Moored alongside **LNG ADAMAWA**, **M/V FUGRO COMMANDER** and Jack-up barge **LISA-A**. Not visible but docked indoors in the covered dock #2: **M/V OLEANDER** and Backhoe dredger **PINNOCCIO**. Photo : Scheldepoort BV

Pennsylvania to pump \$42 million into Aker Philadelphia Shipyard

Aker Philadelphia Shipyard, Inc., the sole operating subsidiary of Aker Philadelphia Shipyard ASA, announced that the Commonwealth of Pennsylvania has agreed to partner with the shipyard and to fund the purchase of certain fixed assets from APSI for a purchase price of \$42 million. APSI plans to use the proceeds from the asset sale, together with a combination of construction period financing to be arranged with private lenders and its own available funds, to finance the construction of two newbuild tankers. The vessels would be the seventeenth and eighteenth vessels constructed at the yard. The Commonwealth's approval makes effective a tentative agreement between APSI and the Philadelphia Shipyard Development Corporation.

The transactions contemplated by today's agreement are expected to close in March, subject to customary closing conditions as disclosed in the January release. To further support continuing operations of APSI, the Philadelphia Metal Trades Council, which represents 11 unions at the shipyard, ratified a new collective bargaining agreement on January 18, 2011. This new labor contract will extend until January 31, 2015.

The shipyard has already begun preliminary production activities on Ship 17. It anticipates the acceleration of those activities in the coming weeks so long as sufficient progress is made towards the closing of the transactions contemplated by the Agreement.

A press release put out by the Philadelphia Shipyard Development Corporation says that the Commonwealth will invest \$42 million in capital funds to acquire all of the existing capital assets of the Aker Philadelphia Shipyard, which were originally purchased by APSI over the last 10 years. The City of Philadelphia also will agree to temporarily defer \$8 million in tax settlement payments due from APSI. In return, APSI will commit \$210 million to complete the project through private investment -- both its own equity and through private financing -- and to guarantee the completion of the seventeenth and eighteenth ships. "The Commonwealth is purchasing the remaining assets of the Shipyard, which have significant value regardless of whether APSI remains in Philadelphia or not," said Manuel N. Stamatakis, chairman of the Philadelphia Shipyard Development Corporation, which owns the site. "Taxpayers are getting full value for their participation, and this transaction preserves shipbuilding and the thousands of jobs that are connected to it directly and indirectly."

Mr. Stamatakis noted that the Commonwealth's approval of the transaction authorizes the parties to proceed to the next step in the transaction, which requires the completion of certain conditions by APSI before taxpayer funds are disbursed. The conditions, designed to safeguard the public's investment, include evidence that APSI has secured all of its remaining financing requirements, that at least \$50 million of its working capital is in place, and that it has spent at least \$40 million on Ship 17. Only then can it request the first installment of \$21 million from the Commonwealth.

Mr. Stamatakis said that without the new partnership, the shipyard would have faced almost certain closure within the next 90 days. Nearly 700 workers have been laid off over the last six months. In support of the transaction, a recent economic impact analysis prepared by the Philadelphia Industrial Development Corporation concludes that the Commonwealth's investment is well within the acceptable standards for public economic development. The study also concludes that if the shipyard can successfully bridge the gap to complete the construction of Ships 19 and 20, the Commonwealth and the City would recapture their investment in five years and enjoy a net benefit of \$8.5 million.

"We are delighted to join forces with the Commonwealth in this expanded partnership to sustain commercial shipbuilding in Philadelphia, and we deeply appreciate the Commonwealth's continued support," said Jim Miller, CEO of APSI. "The forecast for the shipbuilding industry indicates that the demand for new Jones Act ships should increase significantly by 2014. With the construction of Ships 17 and 18, we will be well-positioned to win this and other heavy manufacturing work." **Source : MarineLog**



Last Friday morning at 11.30 hrs at the Ferus Smit shipyard in Leer (Germany) the 14.600 ton **FRASERBORG** was launched, the **FRASERBORG** is the latest newbuilding for **Wagenborg Shipping** in Delfzijl.

Photo : Kees de Vries ©

Frigate talks with UK 'scare the hell' out of shipyard workers, union boss

Shipyard workers say they don't trust federal government assurances that new naval warships and coast guard cutters will be built in Canada. Jamie Vaslet, of the **CAW Marine Workers Federation**, told a news conference on Parliament Hill that the Harper government has broken its word before, namely over the elimination of a 25 per cent tariff on ships built outside the country. He says the idea that Canada is talking to Britain about participation in the Global Combat Ship Program — the Royal Navy's plan to replace its frigate fleet — "scares the hell" out of him and his members. The federal government has downplayed the discussions and insiders have said they are part of the due diligence needed for funding approval. Together, the navy and the coast guard plan to spend \$35 billion over the next 30 years on new ships. New Democrat MP Peter Stoffer, who has a number of shipyard workers in his Nova Scotia riding, says the Conservative government needs to state clearly that "all" work on the new ships, including design, will be done in Canada. **Source : The Canadian Press OTTAWA**

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KOYO INKS DEAL WITH ISS



Koyo Kaiun has become the latest tanker operator to sign up for the Hub solution with Inchcape Shipping Services. Koyo Kaiun owns and operates chemical tankers with trade routes covering the Middle East and the Sub-continent, Asia, Japan and USA. ISS will provide the Hub for Koyo's global operations and the performing agency in the majority of their ports of call.

The Hub solution provides an optimum process for vessel operators whereby the voyage administration is outsourced whilst retaining firm control on the voyage management itself. Operators who are relieved of non-critical administrative aspects are thus able to concentrate on the more critical tasks of the voyage.

Backed by a web-based system, it provides complete transparency and optimizes costs in many areas. The system also provides a remarkable database which can be queried to draw out incisive reports on various aspects of the voyage for business analytics.

Shinsuke Togawa, Managing Director of Koyo in Singapore, said they consider this to be a strategic relationship with ISS which will contribute greatly to bringing efficiency and optimisation opportunities which have become a necessity in today's market conditions. He added that the Hub solution fits in squarely with Koyo's strategy of concentrating on voyage critical tasks thus delivering a superb experience to their valued customers. He is therefore very optimistic for the outcome of the partnership. **Source : ISS**



SAMSON Maritime's (Mumbai) [SULAWESI](#) departed from Rotterdam bound for the Suez Canal
Photo : [Hans Hoffmann](#) ©

SuperFerry restores service to Palawan



The Philippines largest shipping firm, **SuperFerry**, is restoring its service to **Puerto Princesa**, Palawan, as part of the expansion of its route network following the acquisition of the company by Negros Navigation Co. Inc. (Nenaco).

In a statement, the company said the public may start availing of tickets to Puerto Princesa during the 18th Philippine Travel Agencies' Association (PTAA) Travel Tour Expo on February 18 to 20 at the SMX Convention Center. Special promo rates for as low as P50 for any accommodation will be offered during the expo.

SuperFerry said it plans to start its service to Puerto Princesa on March 25. "This allows us to reconnect with our regular travelers to and from Palawan, while

at the same time, making Puerto Princesa tourist destinations more accessible to a greater number of people," SuperFerry vice president for marketing Andrew Deyto said. He pointed out that SuperFerry fares continued to be

much cheaper than most transport alternatives, which would allow the company to compete against budget airlines. With the inclusion of the Puerto Princesa destination, SuperFerry will have 15 ports of call all over the Philippines, including Manila, Bacolod, Iloilo, Butuan, Cagayan de Oro, Cebu, Cotabato, Davao, Dumaguete, General Santos, Iligan, Ozamis, Surigao and Zamboanga.

SuperFerry currently has six vessels, namely: **SuperFerry 1**, **SuperFerry 2**, **SuperFerry 5**, **SuperFerry 12**, **SuperFerry 20**, and **SuperFerry 21**.



The **QUEEN MARY 2** seen moored in Freemantle – **Photo : Richard Palmer ©**

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Terra Nova offshore workers reject agreement

Offshore workers at the **Terra Nova oil platform** east of Newfoundland have voted to reject a contract offer. The tentative agreement was negotiated in mid-January between the employers and the Communications, Energy and Paperworkers Union of Canada. The vote took place at ratification meetings held Feb. 17 and Jan. 27 for the 180 employees working for several different employers. The vote took place offshore on the Terra Nova floating

production, storage and offloading vessel, and at onshore meetings. A news release from the union representing the workers said CEP and the employers will keep talking.

"We are continuing to negotiate with the company to find a way forward," said union representative Gary Healey. The workers last contract expired Sept. 30. The Terra Nova oilfield is about 350 kilometres off the east coast of Newfoundland. It is the second largest field near the province. Production there began in January 2002.

Hibernia deal accepted

In early November, workers at Hibernia, the largest field in Newfoundland and Labrador's offshore oil industry, accepted a new contract. That contract includes pay raises, shift differentials and improvements in scheduling leave. The CEP said then that the contract covers 420 members who work for 14 separate companies. Hibernia began producing oil about 315 kilometres southeast of St. John's in 1997.

The CEP said that four-year contract, which is retroactive to July 2009, involved first-year wage hikes ranging from 4.5 per cent to 12.5 per cent, with workers with lower wage bumps being compensated with a lump-sum payment. In the following years, workers will receive raises of 2.5 per cent, three per cent and 3.25 per cent. The agreement was reached with the help of a conciliator. **Source : cbc.ca/canada/newfoundland-labrador**



Above seen the 2000 built ATG flag heavy lift ship **WIEBKE** entering Grand Harbour, Malta on Sunday 13th February, 2011 to discharge 2 Damen Stan Tug 1004 tugs; 1 Damen Stan Tug 1606 – **MTS VULCAN** and another Damen Stan Tug 1606.

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

Tuticorin port records 5 p.c. growth

Tuticorin Port has crossed the milestone of handling four lakh twenty foot equivalents (TEUs) of container on February 14, 2011. It has registered a growth rate of 5.21 per cent as compared to the traffic handled during the previous year.

A similar achievement was made on March 3 last year, A. Subbiah, Chairman, Tuticorin Port Trust, stated here.

The Port is poised to cross the target fixed by the Union Ministry of Shipping during 2010–11. Mr. Subbiah thanked the efforts of employees of TPT, Port users, vessel operators, container terminal operators and other stakeholders for this achievement. **Source : The Hindu**

Finnlines to add Zeebrugge as a new port of call on the European continent

In a further move to strengthen its fast-expanding European network and to boost wider cargo volumes, Finnlines will launch a new weekly fast fix day service between Kotka/Helsinki and the North Sea port of Zeebrugge in Belgium. In addition to an ideal location for unitized traffics, Zeebrugge is also a growing port for handling of forest industry products. On top of that, Zeebrugge is one of the most important car-handling hubs on the European Continent and the decision to start this new line follows the announcement of a string of additions to Finnlines services in the North Sea.

Finnlines President and CEO Uwe Bakosch points out: "In April two new ro-ro vessels with a capacity of 3,245 lane metres and hoistable decks for 900 cars will join our young, fast and efficient fleet, followed by four additional similar vessels during following 18 months. These newbuildings will be involved in the Kotka/Helsinki –Zeebrugge - Bilbao service also to improve the importance of the car segment in our business". The combination of all lines enables Finnlines to offer a complex and strengthened service chain not only within the North Sea and the Baltic but also by the connection to the world wide Grimaldi Network. **Source : PortNews**

RTL handles vehicles-laden ferry in St. Petersburg

MV City of St.Petersburg (Panama flagged, agent Inflat Worldwide Ferry Services) laden with 1430 Nissan cars docked at LLC Marine Fish Port's berths in Big Port St. Petersburg. The ship carried the vehicles cargo from East England, the PortNews correspondent reports.



The **CITY OF ST.PETERSBURG** seen departing February 8th from the Tyne bound for St.Petersburg

Photo : Kevin Blair ©

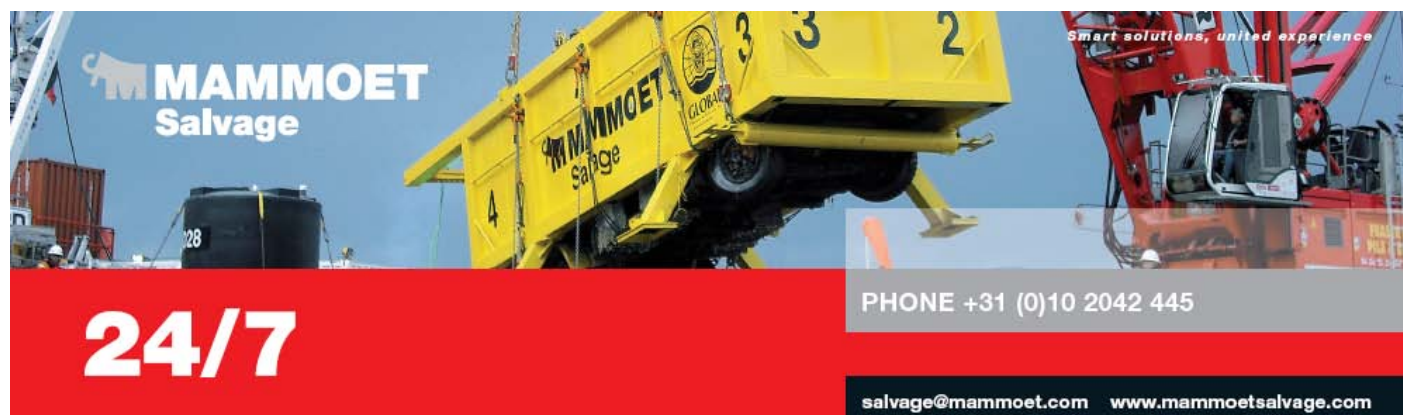
As Russian Transport Lines Group (RTL), the operator of MFP's terminal, said at the welcoming ceremony, RTL plans to handle two more ferries with Nissan autos in the next few days. Within three years, the Japanese car maker plans to boost shipments of Nissan cars to Russia via the port of St. Petersburg. "Difficult ice conditions at the port of St. Petersburg did not frustrate the ship's call. Smooth deliveries of the vehicles to the RTL's terminal will go ahead", said Worldwide Inflat Ferry Services CEO Michael Prosvirkin.

"I am sure that synergy of our marine terminals, shipping agents and St. Petersburg harbormaster in 2011 will help ensure the reception in St. Petersburg more than 200,000 new cars intended for the Russian consumer", added RTL CEO Konstantin Skovoroda.

To greet the captain for the ship first call at the port came on board: harbormaster of Big Port St. Petersburg Peter Parinov, deputy harbormaster Yuri Orlov, RTL CEO Konstantin Skovoroda and Worldwide Inflat Ferry Services CEO Michael Prosvirkin.

The new energy-efficient **City of St Petersburg** (the owner - Euro Marine Carrier BV) built at Kyokuyo Shipyard Corporation, saves up to 800 tons of fuel a year, reducing CO2 emissions by about 2500 tons. Previously, PortNews has reported that the Japanese car maker in 2010 dramatically increased exports of Nissan cars to the European market by 98.5% year-over-year, to 71,300 units. According to the corporation, the autos volume surge was primarily driven by strong demand for Nissan cars on the Russian market. In December 2010, the company exported to the market of Europe 7,937 autos (up 37.1% from 2009's December).

RTL Group LLC (RTL) was founded in 2004 as a full cycle logistics company. Since 2005, the Group has worked under direct contracts with major car manufacturers. The company is a leader on the market of customs clearance of vehicles, specializes in providing best logistics solutions for import of vehicles, equipment, auto parts, etc for car assembly plants. In 2006, RTL Group in conjunction with the Marine Fish Port opened the first Russian marine terminal for handling imported vehicles at the port of St. Petersburg. In 2009 the company created its trucking division, RTL Auto with a fleet of 100 tractor-trailers. **Source : PortNews**



10th cruise vessel arrives at Mangalore

The 10th cruise vessel of the financial year 2010-11, mv **Clipper Odyssees** called at the New Mangalore Port on last Saturday with 135 tourists from the U.S., says a press release.

Of them, 61 passengers opted for a ground tour in Mangalore. The vessel sailed to Goa the same day. The port has handled 10 vessels so far with 4,929 passengers of which 3,369 opted for a ground tour. The seventh mainline container vessel from East Africa called at New Mangalore Port on Sunday. It unloaded 281 boxes of raw cashew for processors in Mangalore. It sailed out on Monday with 132 TEUs of export containers of granite, fish meal and fish oil, which is a record, the release said.

The port has handled five heavy consignments for Bharati Shipyard weighing 2,000 tonnes. The giant project cargo was imported from South Korea. The cargo was unloaded at the port using the "Ro-Ro" method. It said that it has achieved a record by handling 45,180 tonnes of coal in a day on February 2.

NMPT will conduct a mega trade meet at Madikeri on February 19 in association with Federation of Karnataka Chambers of Commerce and Industry (FKCCI). Coffee exporters from Kodagu and Chikmagalur are expected to take part. **Source : The Hindu**

China newbuildings to Finnlines in April

Finnlines adds the first two of its newbuildings from China to the fleet in April 2011. They have capacity for 3,245 lane metres of ro-ro cargo or up to 900 cars. A further four sister vessels will be delivered in 2011 and 2012.

In March 2011 Finnlines also restructures its Finland–Biscay ro-ro service by adding Zeebrügge instead of Göteborg to the schedule. Currently the [Birka Trader](#), [Finnmill](#) and [Finnpulp](#) are employed on the Biscay service. Initially it is planned to replace the somewhat smaller [Birka Trader](#) with one of the newbuildings. It is also possible that further newbuildings will be introduced on the service. Because Zeebrügge is a major car handling port the newbuildings will boost Finnlines' car carrying capacity on the new Kotka/Helsinki–Zeebrügge–Bilbao service. **Source :** [ShipGaz](#)

Maersk places 10 container ships order with Daewoo

South Korea's Daewoo Shipbuilding & Marine Engineering Co. (042660.SE) has received a \$2 billion order to build 10 container carriers for A.P. Moeller-Maersk A/S, a person familiar with the matter said Friday. "The contract value may change a bit and there will be the public announcement on Monday," the person told Dow Jones Newswires by telephone. Shares in the world's No. 2 shipbuilder by sales jumped 7.1% to KRW34,650 on the news. **Source :** [DowJones](#)

OLDIE – FROM THE SHOEBOX



The [Eugene F Moran](#) was built in 1951 by Jakobson Shipyard inc. Oyster Bay, New York, above she is seen pushing the [Queen Elizabeth 2](#) alongside in New York. - **Photo :** [Iain Forsyth](#) ©

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.... PHOTO OF THE DAY



The **HAPPY BUCCANEER** departed from Xiamen bound for Singapore

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