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The LAPPONIAN REEFER seen arriving in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

EVENTS, INCIDENTS & OPERATIONS

Dockwise and Amarcon celebrate ongoing relationship

Recently, members of the management of the Oil and gas service provider Dockwise, met an Amarcon delegation, to celebrate their ongoing relationship. Reason for this celebration is the completion of OCTOPUS-Onboard installations on all fifteen Dockwise vessels. The latest OCTOPUS-Onboard installation was executed on board of the Teal in Rotterdam in December 2010.



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During the meeting, mutual expectations and plans for further collaboration in the near future were reviewed in an informal setting. The Amarcon delegation also congratulated Dockwise with the appointment of Hyundai Heavy Industries (HHI) in Korea for their new build Type O super vessel. The vessel that is unique in its kind because of the exceptional size is scheduled to be delivered in 2012.

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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Opstappers worden overstappers

Tijdens de wekelijkse zaterdagmiddagoefening zijn verschillende opstappers van boord gegaan. Gelukkig niets ernstig, want dat was ook juist de bedoeling van de geplande oefening. Zaterdagmiddag was er speciaal een oefening gepland in samenwerking met het Nederlandse Loodswezen.



Doel van deze oefening was het trainen in "overstappen". Overstappen moet vaak gebeuren tijdens een reddingsactie. Een opstapper van de reddingboot stapt dan over op het vaartuig in nood om daar assistentie te verlenen. Regelmatig komt het voor dat dit gedaan moet worden met een harde wind en een redelijke golfslag. Dit maakt het overstappen tot één van de gevaarlijkste handelingen tijdens de reddingsactie.

Het oefenen van het overstappen is dus van groot belang voor de bemanning. En daar ligt nu net het probleem. Niet veel jachteigenaren zijn bereid om hun eigendom bij zwaar weer buiten de haven te leggen als oefenobject. Vandaar dat er door KNRM Breskens

contact gezocht is met het Nederlandse Loodswezen. Zij waren gelukkig bereid hieraan mee te werken.

Afgelopen zaterdagmiddag zette de **Zeemanshoop** dan ook koers naar het loodsvaartuig **Menkar** dat op zijn vaste stek lag voorbij de Steenbanken op ruim 20 mijl noordwest van Breskens. Hier worden de schepen beloodst die vanuit het noorden de Westerschelde op varen. Aangekomen bij de **Menkar** hebben we eerst kennis gemaakt met de bemanning en de oefening doorgesproken. Afsproken werd dat de loodsjol het oefenobject was, welke met motorstoring "dood" in het water lag. De wind ter plaatse was zo'n 5 Bft. en er stonden golven tot bijna een meter hoog. De schippers gingen trainen op het zo goed mogelijk manoeuvreren van de Zeemanshoop bij de loodsjol en de opstappers gingen dus overstappen en weer terug.

Het bleek een zeer nuttige oefening die zeker voor herhaling vatbaar is. Van belang bleek de juiste timing en visuele communicatie met de schipper. Het goede moment kiezen door de overstapper en waken over de veiligheid door hem zelf en zijn collega's. Tevens mag de bemanning ook de "fall-back"



maatregelen niet uit het oog verliezen. Zoals bijvoorbeeld de hydraulische klep in te schakelen en te ontgrendelen. Nadat enkele opstappers nog een echte beloodsing meegemaakt hadden en enkele medewerkers van het loodswezen aan boord van de reddingboot gekeken hadden, kregen we nog een verrassing voor onze kiezen; Een "man overboord" vanaf de **Menkar**. Een koud kunstje voor de bemanning van de **Zeemanshoop** en de pop lag dan ook zeer snel op het achterdek. Nadat we dit "bemanningslid" weer terug hadden gegeven aan de **Menkar** zette de **Zeemanshoop** weer koers naar haar thuishaven. Zoals al eerder gezegd, blijkt dat dergelijke oefeningen zeer nuttig zijn en zeker voor herhaling vatbaar. Bij deze willen we dan ook het Nederlandse Loodswezen en in het bijzonder de bemanning van loodsvaartuig **Menkar** bedanken voor de medewerking en hopen dat we in de toekomst nogmaals hiervan gebruik mogen maken. Source : Rino van Voren - Opstapper KNRM Breskens



The **DEUTSCHLAND** seen departing from Port Chalmers – Photo : Ross Walker ©

GIOVANNI VAN BRONCKHORST VERRICHT OFFICIELE OPENING LUSTRUM EDITIE VAN MOCE

Giovanni van Bronckhorst, voormalig profvoetballer bij onder meer FC Barcelona, Arsenal, Glasgow Rangers, Feyenoord en natuurlijk het Nederlands Elftal zal op 20 april om 11.30 uur in de Rotterdam Hall van het Beurs-WTC te Rotterdam, de lustrum editie van het **Navingo Maritime & Offshore Career Event** officieel openen.

Voorgaande edities van de beurs werden door kopstukken uit de maritieme sector geopend. Deze lustrum editie vraagt om een speciale gast; Giovanni van Bronckhorst. Tijdens de officiële opening zal Giovanni van Bronckhorst onder meer ingaan op het feit dat je met een goede wil, opleiding en drive alles kunt bereiken wat je wilt. Hetzij in topsport, hetzij in de schitterende maritieme sector.



Beautiful painting of the **SKANDI SEVEN** made by maritime artist **Rob Andrew**
www.robandrew.co.uk

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The **ALSTROEMERIA** seen departing from Amsterdam leaving the IJmuiden locks – Photo : Simon Wolf ©



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The rebuilt **ROSELLA** seen February 17th – Photo : Micke Asklander – www.faktaomfartyg.se ©

Freight rates seen rebounding

Freight rates for the largest oil tankers are expected to rebound nearly 80% in the first half of the year, from unprecedented lows in 2010, on rising oil demand, increased Organisation of Petroleum Exporting Countries (Opec) supply and piracy concerns, a Reuters poll showed.

Global oil demand was pegged to surpass 90 million barrels per day this year for the first time, the International Energy Agency said this month, helping to drive Brent crude above US\$100 a barrel and offering a much needed boost to freight rates. "As global oil demand continues to climb, crude oil tanker demand will increase correspondingly as Opec is forced to raise production to balance the global oil market or risk crude oil prices spiking again," said Douglas Mavrinac, shipping analyst for Jefferies & Co. Opec said last week that it had ramped up production in January to a two-year high, fuelling demand for huge seaborne tankers. Eleven analysts and shipbrokers surveyed this month unanimously agreed that rates for very large crude carriers (VLCCs), the largest crude oil tankers in the global fleet, would rise sharply in the first six months of this year compared with the second half of 2010.

The median of the poll showed VLCC earnings on the spot market, or time charter equivalent rate (TCE), would average US\$26,250 per day in the first half of 2011. That was up from US\$14,773 in the last six months of 2010, the lowest half-year average since the Baltic Exchange began its TCE reports three years ago. The market has already begun to show signs of recovery, with the Baltic Exchange reporting rates at an eight-month high of US\$48,333 per day last Tuesday on strong Chinese demand for Middle East crude.

Rates for Suezmax tankers were expected to rise 16% to US\$20,000 per day, while smaller-sized Aframax were seen up 19% at US\$15,000 a day. For products, the three largest categories of clean tankers would also see a jump in rates in the first half, according to the poll. Growing political instability in Arab countries and the rising number of pirate attacks in the Gulf of Aden were also seen supporting tanker freight rates in the first half. Suspected Somali pirates last week captured a US-bound tanker carrying around US\$200mil worth of crude oil in the Indian Ocean in one of the biggest hijackings in the area so far. "The dirty tanker market has the added benefit of long-haul voyages from west to east, Suez Canal concerns and piracy avoidance in the Horn of Africa, which is dictating longer routes and slow steaming," said HSBC analyst Nigel Prentis.

The industry's recovery, however, was expected to be limited due to a flood of new vessels in an already oversupplied market. Rates were seen remaining well below levels reached in the first half of 2010, when VLCC earnings averaged US\$49,517 a day. The global tanker fleet was seen expanding by around 10% to 450 million deadweight tonnes this year, compared with expectations for demand to rise by only 2%. "Over the course of 2011, we expect between 40% and 50% of the existing tanker orderbook to deliver into the trading fleet against a moderate expansion of vessel demand," said Howard Foote, analyst at Poten & Partners. **Source : Reuters**

Legal regime to help fight piracy sought

Lack of a legal framework for the speedy trial of pirates is among the more serious impediments to fighting effectively piracy on international waters, S. Hajara, Chairman and Managing Director of the Shipping Corporation of India, said here on Saturday.

He was speaking after inaugurating a programme to mark the passing out of the third batch of B.Tech. students from the Kunhali Marakkar School of Marine Engineering, Cochin University of Science and Technology. He said the legal regime had to be strengthened, and pointed out that India had approached the International Maritime Organization (IMO) to persuade countries to work towards an effective international legal regime to help fight piracy.

Mr. Hajara said that piracy was the most important issue now before the international maritime community, and wanted the countries to do their best, recognising the crucial role played by shipping in maintaining the world economy. The demand for ransom too had gone up from around \$1.5 million to \$5 million now, he said and felt that the actual payment would amount to about \$15 million, considering the payments made to mediators too.

He said the Indian Navy was doing a good job to protect international maritime highways. However, declaring a no-sail zone on the piracy-affected routes, especially close to Somalia, would be a useful step. Despite the good will and the array of naval ships patrolling the piracy-hit waters, the area was too large an expanse to be policed effectively, Mr. Hajara said backing the proposal for a no-sail zone.

He said that piracy had to be fought on land, pointing out that extreme economic conditions in Somalia were driving increasing pirate activities. There was a need to study closely the nature of pirate activities. Tracking the money paid in ransom to pirates would reveal the true nature of piracy. He expressed the opinion that the world appeared not caring enough for the maritime community, which had come under tremendous pressure from pirates. **Source : the Hindu**



The **CFS PANAMERA** seen moored in Willemstad – Curacao

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

Israel Remains Alarmed At Iranian Ship Moves

Israel views with "gravity" what Iran says is the "routine" dispatch of two warships to the Mediterranean, Prime Minister Benjamin Netanyahu said Feb. 20, as the vessels were expected to pass through the Suez Canal. During his weekly cabinet meeting, Netanyahu said Israel viewed the movement as an Iranian power play. "Today we are

witnessing the instability of the region in which we live and in which Iran is trying to profit by extending its influence by dispatching two warships to cross the Suez Canal," Netanyahu said, according to a statement from his office.

"Israel views with gravity this Iranian initiative and other developments that reinforce what we have said in past years about the Israel's security needs." Last week, Israel Foreign Minister Avigdor Lieberman called the move a "provocation." Egypt has given two Iranian ships permission to use the waterway en route to Syria.

The move - the first time Iranian warships will have transited the canal since the Islamic revolution of 1979 - is "routine" and "short term," an Iranian diplomat said. "This will be a routine visit, within international law, in line with the cooperation between Iran and Syria, who have strategic ties," the diplomat said. "The ships will spend a few days in Syrian ports for training purposes," having already visited several countries including Oman and Saudi Arabia."

A senior Suez Canal official said that the warships had yet to reach the waterway, after Iranian television earlier reported that they were already in the Mediterranean. "No Iranian ships have passed. Not today, not yesterday, not the day before," according to operations room chief Ahmed al-Manakhly.

Manakhly did not say when the Iranian ships were scheduled to arrive, but canal officials have privately said they were expected early Feb. 21. **Kharg** has a crew of 250 and can carry up to three helicopters. **Alvand** is armed with torpedos and anti-ship missiles. Egypt's MENA news agency reported that the request for the ships to pass through the Suez Canal said they were not carrying weapons, or nuclear or chemical materials. **Source : DefenseNews**

U.S.American YACHT HOSTAGES DEAD

According to U.S. officials quoted by some media, the four U.S. American hostages on **SY QUEST** are confirmed dead. The US military said its forces trailing the vessel had responded to gunfire heard aboard, but found all the captives dead when they arrived. Some of the Somalis are said to have been captured alive, some are dead also. Analysts believe that an attack against the Somali hostage takers must have taken place either from the outside or staged by the one passenger on board, who was reportedly trusted to have certain "capabilities".

SY Quest : Seized February 18, 2010. The 58-foot yacht - a Davidson 58 pilot house sloop - was attacked by pirates in the Indian Ocean in position Latitude: 18°00 N and Longitude: 061°02 E at 13h23 UTC (16h23 LT) just 240nm off the Oman coast. NATO confirmed the incident. The sailing yacht was reportedly en route from India to Mina Raysut, the industrial port of Salalah, Oman.

The sailing yacht was attacked by pirates in the Arabian Sea part of the Indian Ocean and the 4 Americans on board are being held hostage. Owners of the Davidson 58 pilot house sloop are Jean and Scott Adam. "If the owners are on board it would be a sad log for the couple on their 7 year world journey. They are on an "around-the-world" trip since mid December of 2004 after sailing the yacht to the United States of America from New Zealand in 2002 and it would be a shame for Somalia if the voyage ended in Somalia in trouble," an ECOTERRA spokesperson said in an early statement, while urging the Somali clan elders of the captors to see to the immediate release of these private sailors. One U.S. official later confirmed there were two males and two females aboard the vessel at the time that it was seized and meanwhile it has been clarified that Jean Adam, a retired dentist, and Scott Adam, 68, a retired veterinarian from California, as well as Phyllis Mackay, from San Francisco, and Bob Riggle, 67, a retired veterinarian from Seattle, are the hostages on the boat.

A spokesman at the U.S. Embassy in Nairobi, Kenya, Matt Goshko, told VOA all relevant U.S. government agencies were monitoring the situation. Another U.S. official, who asked not to be named due to the sensitivity of the situation, said, according to CNN, the United States is determining what military assets are in the region and the capabilities of the personnel onboard. The official said that the pirates are believed to be on board the yacht with the Americans, and the next step would be to determine if the military could keep the yacht from reaching the shore -- either by blocking or harassing it. French Commandos have previously tried to rescue the crews of seajacked French yachts by military intervention. In the second of these events, the rescue of **SY TANIT** in April 2009 went terribly wrong and the skipper Florent Lemacon was killed by friendly fire, while his now widow Chloe and small son Colin were rescued. The crew of **SY QUEST** was earlier traveling with a group called Blue Water Rally, a sailing group that travels together through a dangerous section of the Indian Ocean, but according to the group the Adams broke off from the convoy just days before their yacht was attacked and abducted.

The organisers of the Blue Water Rally stated that the **SY QUEST** crew had decided to leave the rally in Mumbai on 15th February and make their own way to Salalah in Oman. Currently many yachts are waiting for a safe opportunity to do the passage from the Indian Ocean into the Mediterranean Sea through the Gulf of Aden, termed now the "pirate alley", because the navies have persistently refused to safeguard or escort these ships.

Rene Tiemessen, leader of one of the convoys consisting mostly of American and European yachts attempting to reach their home countries from Asia hopes the latest hijacking will cause 'all politicians to wake up and see what has become of their doing nothing to protect us.' After his words had been proven true, he told Sail-World.Com by satellite: 'Although very very sad, this is what we have been warning about all the time.' He added that 'people felt abandoned', since the yachting community, as opposed to merchant seamen, 'have been neglected.'

Rene and Edith Tiemessen, sailing with their two-year-old child on Alondra, are leading a convoy of around 30 yachts from Thailand to Turkey. For months the Tiemessens have begged the UK Navy to give an escort for approximately 250 sailors travelling on about 100 yachts, while they sail the last part of the journey across the Indian Ocean to Salalah in Oman. They were caught by the developing piracy situation while being on the other side of the Indian Ocean and their simple request to safeguard their voyage home has been consistently refused. ECOTERRA Intl. and ECOP-marine fully support the rights of free sailors to cross the international oceans and to visit countries and peoples, who welcome them with natural hospitality. It is a shame for all Somalis that criminal gangs now prey on private sailors in non-Somali waters and it is a shame for the so-called international community to not be able to provide protection for convoys of these yachts twice or three times per year. Serious questions have come up and it has been asked, if the navies do work in cohorts with business interests of the shipping industry or private security companies.

To load a yacht like the **SY QUEST** on a cargo ship and to bring it to the Mediterranean from the Maldives - whereby such cargo vessel then could be protected by the navies - would have costed the owner e.g. of **SY QUEST** exactly US\$37,700 - an amount most yacht-owners simply can not afford, because the majority of them are not the rich - as they are often falsely portrayed by the media. But that wrong picture is then believed by the readers of glossy magazines as well as Somali sea-bandits. The only other alternative for a safe transit would be to hire a private security escort - an undertaking, which could prove to be even more costly. The gang, which boarded the U.S. American yacht, is expected at Ceel Dhanaane, observers in Somalia reported, but has at present not yet reached the Somali shores.

They are less than two days off the Somali coast, a U.S. military official said Tuesday, according to CNN, while the U.S. Navy was reportedly carefully tracking the **SY QUEST** with at least one warship and helicopters monitoring the vessel as she was commandeered to Somalia. Further details of the tragic end are awaited, while our deep and sorrow feelings go out to the families of those so unnecessarily slain sailors. **Source : Ecoterra / ECOP Marine**

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P&I clubs see the calm after the storm

With a continued improvement in claims trends, and a restored investment performance, ship-owners face the prospect of a benign Protection and Indemnity (P&I) renewal at 20th February 2011, according to Aon Risk Solutions, the global risk management business of Aon Corporation.

General Increases, the starting point for renewal negotiations, range between zero and 10 percent, which is in stark contrast to two years ago when owners faced General Increases in the 10 to 29 percent range. In an unprecedented move in recent times, four out of the 13 International Group (IG) Clubs called for a nil general increase, compared to a market average of 3.07% for the 2011 renewal. Steve Griffiths, director of Aon Risk Solutions' marine team comments: "The latter part of the last decade were a very trying time for the P&I clubs, with the implications of placing an ever increasing emphasis on investment returns coming home to roost at renewal time. It does seem, though, that the 2011 renewal is the calm after the storm, with improved claims trends helping many clubs to achieve a relatively flat renewal."

If clubs achieve their targets, approximately US\$91 million of additional premium will enter the P&I system on 20 February, 2011. Reflecting improved market conditions, this is significantly down on the previous two renewals, where the market was inflated by an additional US\$485 million in 2009 and US\$159 million in 2010. The IG Excess of Loss Reinsurance contract has been renewed with an increase in the attachment point to US\$60million from the current level of US\$50 million per claim. This has the effect of stretching the pool from the individual club retention of US\$8million to US\$60 million. Consequently, the upper limit of the reinsurance contract has increased by US\$10 million to US\$2,060 million. When taking into account the increase in tonnage insured by the IG, the reinsurance contract saw a modest reduction in premium, equivalent to about 5%. Consequently, individual rates have been reduced in the range of between 4.09% and 8.40% depending upon the category of vessel. In the majority of cases, clubs have automatically passed these reductions onto their members. However, in some cases clubs resisted attempting to retain the savings for their own account, a position which is clearly unacceptable given that in a rising reinsurance market, clubs are quick to pass on the additional cost. Griffiths continued: "The 2011 renewal season also saw EU enquiry into the IG non competition arrangements gather momentum. Club managers faced a new challenge, as the commission's fact finding teams requested information from each club relating to fleet movement within the IG system, dating back over a 10 year period. The EU and IG are due to meet in March to review the findings, and although it is likely to take some time before a final landing is reached, the 'easy money' is on the IG being maneuvered into lowering release calls in an attempt to assist competition." **Source: Aon Corporation**



The **ITC CYCLONE** and **ITC CHINOOK** conducting oil recovery exercises in the Bay of Rio de Janeiro, February 20th
Photo : ITC Management bv



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Somali piracy threat worsening by the week, warn shipping firms

Somali piracy is worsening by the week and governments lack the political will to tackle the crisis, which is threatening world trade routes, shipping industry officials have said.

Shippers have warned that more than 40 percent of the world's seaborne oil supply passes through the Gulf of Aden and the Arabian Sea and is at risk from seaborne gangs, who are able to operate ever further out to sea and for longer periods, using captured merchant vessels as motherships. The hijacking of two oil tankers last week in the northern Indian Ocean has put the key oil transport route in the firing line. "It is getting worse on a weekly basis," said Peter Hinchliffe, secretary general of the International Chamber of Shipping.

"This has been going on now for about three years. During that period of time we have seen a lack of political will to deal with the problem and contain it," said Hinchliffe, whose association represents about 80 percent of the global industry.

Pirate gangs are making tens of millions of dollars in ransoms, and despite successful efforts to quell attacks in the Gulf of Aden, navies have been unable to contain piracy in the Indian Ocean because of the vast distances involved.

"We have very clearly got to the stage where ships which want to trade oil and energy up through the Arabian Gulf, there is no option now to avoid pirates in the region," said Howard Snaith, marine director with INTERTANKO. "They have the whole of the Indian Ocean pretty much pinned down," said Snaith, whose members own the majority of the world's tanker fleet. The fight against piracy has been hampered by legal ambiguities over the appropriate venue to prosecute captured suspects. A UN envoy this month proposed special courts are set up rapidly in the Somali enclaves of Somaliland and Puntland, and in Tanzania, to try captured pirates. Shipping industry officials said the human cost was also rising as around 800 seafarers are now held captive by Somali gangs. Pirates are using torture to force crew members to operate captured motherships. "The industry is lobbying very hard together," Hinchliffe said.

"There is a lot of inter-government discussion going on but there is a lack of determination to make sure that the warships are correctly able to arrest and prosecute in particular, but also to have some kind of interaction, to make sure that the mothership activity is limited." **Source: Reuters**

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T&T Bisso completes several salvage projects in Texas

T&T BISSO, an industry leader in vessel emergency response, salvage and marine firefighting services, has completed several projects in Texas.



The first project was located in Greens Bayou off the Houston Ship Channel. Two regulation hopper barges loaded with scrap metal were salvaged after they took on water and sank. The cargo from both barges were unloaded using T&T Marine's underwater magnet. The cargo was transferred to receiving barges and shifted from the site. While the lightering phase was proceeding, divers were also rigging the barges with lifting slings. Once lightering and rigging operations were completed, each barge was lifted to the surface, dewatered and redelivered to the owners. This phase took one day per barge.

Following this incident, **T&T Bisso** was again mobilized to Texas City Harbor following the sinking of a Jumbo Hopper Barge. The barge measuring 80m x 17m and weighing 650 tons was surveyed and marked by divers the same day of the sinking. A lightering barge was mobilized to the site and the cargo was transferred to receiving barges. Divers then

rigged the barge to be lifted using two derrick barges. The barge was lifted, dewater and delivered to the owner in one day.

Formed in 2005, T&T BISSO is a stand-alone response contractor servicing the maritime, shipping and offshore energy industries. T&T BISSO combines the resources and experience of T&T Marine Salvage, which was founded in 1957, and Bisso Marine Company, founded in 1890. T&T BISSO's worldwide response network includes firefighting systems, inert gas generators, nitrogen generators, ship-to-ship pumping and lightering systems, pulling systems and diving systems. For more information, please visit www.ttbisso.com

Shipowners change stance on private armed guards

The International Chamber of Shipping (ICS) - comprising representatives of national shipowners' associations from over 30 countries and about 80% of the world merchant fleet - has decided to clarify its stance on the use of private armed security guards to defend merchant ships against attacks by Somali pirates.

ICS members have also identified a vital need for the military to disable the hijacked 'motherships' which the pirates are now using to launch attacks throughout much of the Indian Ocean.

Quoted by Hellenic Shipping News, ICS Chairman, Spyros M Polemis, said:

"ICS has had to acknowledge that the decision to engage armed guards, whether military or private, is a decision to be made by the ship operator after due consideration of all of the risks, and subject to the approval of the vessel's flag state and insurers. The consensus view amongst shipping industry associations remains that, in normal circumstances, private armed guards are not recommended, and are a clear second best to military personnel.

"However, in view of the current crisis in the Indian Ocean - with over 700 seafarers held hostage and, most recently, a seafarer being executed - ship operators must be able to retain all possible options available to deter attacks and defend their crews against piracy. Many shipping companies have concluded that arming ships is a necessary alternative to avoiding the Indian Ocean completely, which would have a hugely damaging impact on the movement of world trade." **Source : ftwonline.co.za**

Maersk ULCSSs may trigger capacity race

Maersk's order for 18,000 TEU containerships could change the competitive landscape for the container carriers, with the new designs expected to breach existing vessel dimensions in a significant way.

Currently, the largest containerships, Maersk Line's 'E'-class, can carry up to 15,200 TEU, based on Alphaliner's estimates. These ultra large container ships (ULCS) are too wide for the new Panama locks and can thus be qualified as neo-over-Panamax ULCSSs.

Maersk Lines initiative has not remained isolated since four more carriers consisting of MSC, CMA CGM, CSCL and COSCO, have so far invested in the 13,800-15,200 TEU neo-over-Panamax ULCSSs, either owned or leased. Including the Maersk units, 58 such ships are either sailing or being constructed, according to Alphaliner records. All these ULCSSs are currently deployed on the Asia-Europe route, with no expectations to see them plying the transpacific route any time soon. To these 58 ships must be added 110 very large container ships (VLCS) of 12,500-13,100 TEU of neo-Panamax dimensions (beam of up to 49m with Loa of up to 366m), which are capable of transiting the new Panama locks. The majority of these ships were ordered in a massive wave starting six months after the Panama Canal Authority officially unveiled the new Panamax gauge in October 2006.

After a lull of some two years in VL/ULCSs orders, carriers are now thinking about ordering big ships again. The imminent Maersk ULCS order is expected to trigger off a wave of newbuilding contracts, even if most of carriers so far stated that they will steer clear from ordering vessels of above 14,000 TEU. The current ULVSs of Maersk Line, MSC, CMA CGM and CSCL suggest that such ships can be fully utilised and their huge volume of boxes can be handled

swiftly by appropriately designed terminals and by the well oiled logistics networks. Thus, projects for 18,000 TEU ships as rumoured for Maersk Line appear to be viable, especially as the infrastructure exists to support them since most terminals handling the 22-row 'E'-class vessels can also handle 23-rows ships.

Alphaliner has conceptualised a model of the new ULCS design with a geometric intake of 9,000 FEU HC boxes, which have become the staple of the container trades. Based on this, the equivalent nominal capacity of such a vessel could reach 20,000 TEU. **Source: The Motorship**

CASUALTY REPORTING



Fire delays Safmarine Nomazwe

A fire onboard the **SAFMARINE NOMAZWE** vessel has been extinguished, while investigations into the cause of the blaze continue, the South African Maritime Safety Authority (SAMSA) said on Thursday. Three containers of charcoal caught fire while the ship was en route from Durban to Cape Town. The containers had been loaded in Durban.

"Following the fire that broke out at the harbour on the vessel Safmarine Nomazwe, SAMSA surveyors discovered that there was no physical damage to the vessel and crew. The damaged containers are currently being offloaded to enable thorough inspection of entire vessel, which will provide us with a conclusive report. We are pleased that the vessel should set sail shortly," SAMSA executive head, Sobantu Tilayi, said on Thursday.

According to ship owner Safmarine, there were no injuries to the ship's crew and no oil pollution has occurred. "The exact cause of the incident is as yet unknown. A full investigation will be conducted. An assessment of potential damage will follow as soon as possible."


By the weekend **Safmarine Nomazwe** was back outside at anchor in Table Bay, awaiting a turn at the congested container terminal. The ship isn't expected to berth until later this week. Safmarine Nomazwe arrived from Durban at midday last Wednesday, 16 February. **Source : ports.co.za**



As reported earlier this week the ferry **LISCO GLORIA** has started their last journey. The tug **CLAUS** started towing the vessel from the Danish Port Munkebo to Klaipeda in Lithuania. The **LISCO GLORIA** was seriously damaged last year by a fire on board on the 9th October. **Photo : Frank Behling ©**

NAVY NEWS

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Navy falling short on submarine workforce target

The Australian navy is still one submarine crew short of the Australian Defence Force's manpower target for the submersible fleet, a Defence spokesman says. While the situation has improved markedly since the period from June to October 2009, when only one submarine could put to sea, the navy currently only has crews for three of the six Collins Class boats. "Navy's submarine target is four submarines crewed and in various stages of their routine operating, maintenance and training cycles," a Defence spokesman said. "This allows navy to meet its training and operational preparedness requirements."

Asked how many boats were currently ready for sea, Defence declined to provide a specific answer for security reasons. "Three submarines are fully crewed in Western Australia. Submarine programs are carefully prioritised and the submarine force continues to meet scheduled commitments." Asked if the capability gap with the submarine fleet was as serious as that with the sea lift ships, Defence said the challenges should not be underestimated. "However, navy and the Defence Materiel Organisation have been working closely together to improve submarine platform availability," the spokesman said.

"For the period January 1 to June 30, 2010, **HMAS Collins**, **Waller** and **Dechaineux** were fully operational with a full crew complement and capable of completing unit ready days." Manpower issues were being addressed. "The submarine workforce is also growing due to reforms introduced through the Submarine Work-force Sustainability Program." **Source : The Canberra Times**

Admiral Maksimov to leave Northern Fleet

Commander of the Northern Fleet Admiral **Nikolay Maksimov** is appointed Chief of Staff for the Western Military District, a navy web site writes. An official statement of the appointment is waited to come in the nearest days, Central Naval Portal reports, citing a source in the Ministry of Defense.

Nikolay Maksimov has commanded the Northern Fleet since September 2007. During his time as the head of Russia's most powerful fleet, the relationship between Norwegian and Russian armed forces has continued to develop in a very positive way. Last summer units from the Northern Fleet and the Norwegian Navy trained together in the joint navy exercise "POMOR 2010", and preparations for this year's exercise is well underway.

Vice-admiral **Andrey Olgertovich Volozhinsky** is expected to become the next Commander. He has held post as Chief of Staff and Deputy Commander of the Northern Fleet since July 2010. **Source : BarentsObserver**

Indian Navy to acquire 6 new survey ships

The Navy is shoring up its hydrographic facilities by acquiring six new survey ships, even as the force continues to provide its services to neighbours in the Indian Ocean region. Ahead of an international seminar on hydrography starting here on March 1, the country's Chief Hydrographer Vice Admiral B.R. Rao said these ships being built at Indian yards would be equipped with the latest maps and advanced equipment.

Its fleet strength will go up to 12 from 8 by 2014, after de-induction of two ageing ships.

The Dehradun-based National Hydrographic Office is tasked to prepare nautical charts for seas in its region. The office is now in the process of preparing electronic navigational charts moving away from traditional paper-based material.

The move, in line with international requirements, would earn revenue. The electronic charts have a validity period beyond which they have to be re-purchased. This is unlike the paper charts that cost depending on data, but could be physically passed around. Though the electronic charts are priced higher, they can be obtained through web-based applications. **Source : The Hindu**

SHIPYARD NEWS

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Above seen the pipelaying vessel **Castorone** fitting out at the CIMC Raffles Shipyard in Yantai, China.

Chouest LaShip shipyard project takes a step forward

Edison Chouest Offshore's LaShip shipyard project in the Port of Terrebonne, Louisiana, is moving forward. The port commission has now posted an RFP for the yard's 320 ft dry dock on the Central Auction website. The bid opening for the LaShip Dry Dock project is scheduled for March 30, 2011 and will be held at 10:00 A.M. at the Terrebonne Parish Government Tower 2nd Floor Council Meeting Room. The Notice to Contractors is being advertised in the Houma Courier and the Baton Rouge Advocate on February 16, 2011, February 23, 2011, March 2, 2011 and March 9, 2011. A

Pre-Bid Meeting Is scheduled for March 22, 2011 and will be held at 10:00 A.M. at the Terrebonne Parish Government Tower 2nd Floor Conference Room. The pre-bid meeting is not mandatory but attendance is highly recommended.

According to a story by Katherine Schmidt in the Daily Comet, once started the project is expected to take a year to complete. Meantime, says the Daily Comet, work on the superstructure for a \$150 million arctic supply vessel for Shell is ongoing at LaShip, and the hull is under construction at Chouest's North American Shipbuilding in Larose. In a few months, the hull will be floated down the Gulf Intracoastal Waterway to Houma, where the two pieces will be assembled. New construction at the yard will follow. The LaShip project was announced in 2006. The original completion date was projected to be in 2009, but has been pushed back several times. **Source : MarineLog**

Maersk orders huge boxships from Daewoo

Maersk Line has signed a contract with Korea's Daewoo Shipbuilding & Marine Engineering Co., Ltd. to build 10 of the world's largest and most efficient vessels (20 vessels in option). The ships are scheduled for delivery between 2013 and 2015, the shipping company's press release said.

The 'Triple-E' (Economy of scale, Energy efficient and Environmentally improved) class vessels will also surpass the current industry records for fuel efficiency and CO2 emissions per container moved held by the **Emma Mærsk** class vessels.



The EMMA MAERSK Class unit **EVELYN MAERSK** seen at the Wandelaar pilot station
Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/rorifocus/> ©

The Triple-E container ships will have length overall of 400m, breadth – 59m, height - 73m, making them the largest vessels of any type on the water today. Its **18,000 TEU** capacity is 16% greater (2,500 containers) than today's largest container vessel, **Emma Mærsk**.

The Triple-E will produce 20% less CO2 per container moved compared to **Emma Mærsk** and 50% less than the industry average on the Asia-Europe trade lane. In addition, it will consume approximately 35% less fuel per container than the 13,100 TEU vessels being delivered to other container shipping lines in the next few years, also for Asia-Europe service.

The Triple-E vessel is a significant step towards addressing the environmental challenges associated with transporting goods around the world. Each vessel will cost \$190 million. Two 'ultra-long stroke' engines turn two propellers, and specially optimized hull and bow forms guide the vessel through the water at the speeds typical in the industry today. An advanced waste heat recovery system captures and reuses energy from the engines' exhaust gas for extra propulsion with less fuel consumption.

To reduce the environmental impact of the vessels beyond their lifecycle, Maersk Line is setting a new standard for the way vessels are recycled. All the materials used to build the Triple-E class will be documented and mapped in the vessel's 'cradle-to-cradle passport'. This means that when the vessel is retired from service, this document will ensure that all materials can be reused, recycled or disposed of in the safest, most efficient manner. **Source: maerskline**

Krasnoye Sormovo launches tanker, built for VF Tanker

Official naming and launching and naming ceremony was held at yards of Krasnoyer Sormovo Plant on Saturday, February 19, 2011. The shipbuilder launched oil tanker, built for Volga Fleet Tanker (VF Tanker), said the press service of MNP, the shipyard owner. The vessel was christened the **Mechanic Belov**.


The contract between the two companies was signed in July 2010. According to the contract terms Krasnoyer Sormovo will built seven oil tankers of Project 19614. All tankers are scheduled for delivery in 2011. The first vessel of the series - the **Mechanic Antonov** - was launched on Dec. 30, 2010.

The river and sea-gong tankers are intended for transportation of crude oil and petroleum products. DWT - 5,530 tons, length - 141 m, beam - 16,9 m, depth - 6,1 m, draft - 3.73 / 3,6 m, cargo tanks capacity - 6720 cbm, speed - not less than 10 knots, crew - 14/16, endurance - 15/10 days. Navigation area - inland waterways and sea, non-arctic areas in accordance with the class of ships. Class: KM * Ice1 R2-RSN AUT3 VCS Oil tanker.

Krasnoye Sormovo Shipyard is one of the oldest Russian shipbuilding companies, founded back in 1849. All vessels built at Krasnoye Sormovo plant meet the requirements of MARPOL conventions, having the state-of-the-art equipment. The shipyard, along with Nizhny Novgorod-based Sormovo machine building and Volga Caspian Design Bureau, is part of MNP Group.

LLC VF Tanker was founded in 2001 with participation of Volga Shipping Company. VF Tanker is engaged in hydrocarbons shipments on the country's inland waterways. VF Tanker's fleet is more than 40 vessels of total 170,000 DWT. The main route - from the refineries located on the rivers Belaya and Kama to St. Petersburg and then by sea-going tankers to the ports of destination. **Source : PortNews**

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Saga Tankers announces losses

VLCC owner Saga Tankers reported a net loss \$2.7 mill for the 4Q10, which brought the net loss for the year to \$5.1 mill. Gross freight revenues for 4Q10 were \$16 mill and \$41 mill year-to-date, while operating revenues for 4Q10 were \$8.1 mill and \$20.6 mill YTD. EBITDA for the fourth quarter was \$2.4 million and \$6.9 mill YTD. The company reported a total of 15 offhire days during the quarter. Average TCE obtained on all four VLCCs was \$22,930 per day during the period. For the three spot trading vessels, the TCE was \$19,044 per day in the quarter, while the average operating cost per vessel was \$13,609 per day, the company said. **Source: Tanker Operator**

BOURBON Shipowner of the Year 2010

BOURBON is named Shipowner of the Year 2010 by the Offshore Support Journal. The Group is publicly recognized by this award as "the company which above all companies has shown excellence in the operation of its ships" (*). The

"Shipowner of the Year 2010" Award has been received by Christian Lefèvre, Chief Executive Officer of BOURBON, during the Annual Offshore Support Journal Conference, on 16 February 2011 in London.

"This award recognizes the commitment of BOURBON's women and men in the running of daily operations" says Christian Lefèvre. "It was made possible by the Group's capacity to deliver on the promises of its strategic plans. And, above all, by BOURBON's first principle: satisfying and renewing the trust of our clients". This priority is expressed through safe operations, competences of the crews, availability of our fleet and cost optimization. In 2010, BOURBON took delivery of 61 new vessels. Through the BOURBON 2015 Leadership Strategy plan, the company is investing \$ 2 billion into innovative and cost efficient vessels for deepwater growth and shallow water substitution, raising its fleet from 408 vessels to 600 vessels in 2015.



The **BOURBON LIBERTY 227** seen anchored off Singapore - **Photo : Capt. Jelle de Vries ©**

(*) The "**Shipowner of the Year**" Award is given each year by the Offshore Support Journal (OSJ), with a final decision made by OSJ readers. It is awarded to "a company which above all other companies has shown excellence in the operation of its ship(s) and has, in the past year, demonstrated an exemplary record of achievement in the management of one or more of business development and growth, of safety, quality, efficiency and environmental sustainability."

Beluga Shipping handles huge cargo

A 420-ton shiploader measuring 40x20x34 meters was loaded on board of **MV Beluga Sydney** combined with six 300-ton engines. The heavy-lift cargo was delivered from Trieste, Italy to Paradip, India, the company's press release said.

Several protruding parts made the shiploader a complicated item to move. "During the lift we did not have more than half a meter of clearance between the cargo and the vessel's cranes", Beluga Transport Engineer Yahaya Sanusi said.

The first 30 meters ashore of the approximately 6000 sea mile long voyage to Paradip in India remained the most difficult part of the journey, the company said. For the voyage, **MV Beluga Sydney** had to be equipped accordingly due to the cargo which significantly restrained visibility from the bridge. Additional radars, cameras and outlooks were arranged to restore the fully functional capability of the vessel.

"A proper project management is critical. From the first meeting up to the final discharge on January 16 we provided for an open flow of information to all involved parties such as client, forwarder or manufacturer", reports Sanusi.

"The client in India wanted a fully assembled machine delivered directly to the port in Paradip. This possibility is most valuable for some of our clients since for various reasons it is not always possible to assemble on the dock at final site. Beluga did excellent preparations and found out the best solutions for the difficult lifting arrangement. Lifting and lashing as well as unloading in India was done with outmost care by the qualified crew", says Bengt Svensson, Project

Manager at Cargotec. Bremen-based Beluga Shipping GmbH is a global leader in handling and shipment of project and heavy-lift cargoes. In 2009 Beluga Shipping become the first foreign commercial shipping company, that successfully transported transit cargo on the Northern Sea Route. **Source: beluga-group**

Here come the queens - ocean liners cross paths in Sydney



HUNDREDS of people lined Sydney Harbour to welcome the world's most majestic ocean liners - the **Queen Mary 2** and **Queen Elizabeth** - as they arrived yesterday morning. On the water, dozens of boats formed a guard of honour.

Business workers, joggers, workmen all watched on as **Queen Elizabeth** and **Queen Mary 2** gracefully sailed through the harbour, just after 6.30am.

It is the first time the pair has arrived in tandem in Sydney. A

tourist Peter Basstle, from the UK, described the sight of the two Cunard liners together as "magic".

"Does it get any better than this, this is incredible," Mr Basstle said. But while the superships had a smooth passage, it will be far different story on the Harbour foreshore. The historic visit is expected to cause gridlock as thousands flock to the CBD for a glimpse of the royal rendezvous. Cunard's newest liner, the 90,900-tonne **Queen Elizabeth**, is making her maiden voyage and met the regal **Queen Mary 2** outside Sydney Heads about 5.30am, before they sailed into the Harbour. The stately sisters glided either side of Fort Denison, sounding their whistles as they passed about 6.30am before going their separate ways. The luxurious 11-deck QE, complete with a croquet field and royal spa, will berth at Circular Quay's Overseas Passenger Terminal until midday tomorrow. Its opulent transatlantic sister, the QM2 - taller than the Eiffel Tower and featuring a planetarium - sets sail from Garden Island about five hours later. The royal visit is expected to inject more than \$3 million into the NSW economy, with around 6000 cashed-up passengers enjoying the delights of the Harbour City. Sydney's Transport Management Centre is bracing for mayhem on the roads.

Source : Garry Luxton

Tanzania plans new ports to ease pressure on Dar

The government plans to construct two new seaports at Mbegani and Mwambani in Bagamoyo and Tanga respectively, to ease congestion of cargo at the overwhelmed Dar es Salaam port, the minister for Transport, Mr Omar Nundu has disclosed. The minister said in the city yesterday that while the planned ports were on the drawing board, work to expand the Dar es Salaam port's gates 14 and 15 were well underway. "We want to use the advantage of being the gateway for more than five landlocked countries to improve our transport infrastructure," he said.

Tanzania borders six landlocked countries, namely Zambia, Malawi, Rwanda, Uganda, Burundi, and DRC. And if the potential was utilised fully, the country would tap enough foreign exchange by handling transit cargo from and to those countries.

Mr Nundu was speaking during the official opening of a two-day African Logistics Conference, which will discuss the African logistical problems and propose ways to ease the hitches. The conference has been organised by the Berlin University of Technology in cooperation with the National Institute of Transport (NIT). It is attended by participants from Tanzania, German, Switzerland, Malawi, Spain, South Africa and Namibia. He said the decision to construct the Mwambani port aims at serving the proposed Tanga- Musoma railway line. "We are also finalizing a special plan to expand and improve the national railway network countrywide for fast movement of transit cargo," he explained.

The government, the minister said, was working hard to ensure that the transportation system in major cities was operated smoothly, citing the ongoing demolition of some buildings in Dar es Salaam to pave the way for the expansion of roads. Making a presentation on Humanitarian Logistics and Development, the managing director of the Switzerland based Kuehne Foundation, which is funding the conference, Mr Martin Willhaus, said he was not happy to see a large number of unloaded ships docked at the Dar es Salaam harbour. **Source: The Citizen**



Above seen from the **SIGNET VOLUNTEER** looking aft with only her stack in view , Shown are the Dockwise **Mighty Servant I** ready to float-off the Rowan Jack-up Rig **Bob Palmer** at Ingleside (Corpus Christi) with the Exmar rig and KOS in the background. **Photo : Kees Kuyper ©**



Tuticorin Port renamed V.O.C Port

The formation of International Trans-shipment Container Terminal at Vallarpadam, Kochi, in Kerala recently would not affect the growth of V.O. Chidambaranar Port, previously known as Tuticorin Port, under any circumstance, according to Union Minister of Shipping, G.K. Vasan. The V.O. Chidambaranar Port would emerge as the best port in India. The United Progressive Alliance government was formulating successful strategies with Union Ministry of Shipping to record an incredible growth in terms of handling cargo through the container terminals of V.O. Chidambaranar Port, he said

while addressing the media ahead of the programme scheduled for rechristening of Tuticorin Port after freedom fighter V.O. Chidambaram here on Saturday.

Exporters from Erode, Coimbatore and Tirupur would be involved in shipping their consignment directly from the Vallarpadam container terminal. Subsequently, the manufacturers of goods would experience gainful business, he said.

The Tuticorin Port dock workers who remained in seclusion from the Port for over thirty years, would be merged with V.O. Chidambaranar Port. They could enjoy privileges on par with regular employees of this Port. The Shipping Ministry in association with V.O.C. Port made efforts consistently to sort out this problem, which had been pending for a long period. As many as 993 dock workers would benefit from new regulations. With more infrastructure developments, this Port would achieve 100 million tonne handling capacity by 2020. **Source : The Hindu**

Korean firm STX Pan Ocean reports 2010 net profit of US\$69.9 million

South Korean shipping company STX Pan Ocean has returned to the black, reporting a full-year net profit of US\$69.9 million last year, against a loss of \$62.2 million in 2009, reported the Straits Times. Sales for the year ended December 31 were up by 53.8 per cent at \$5.59 billion. This was mainly due to a less volatile market compared to the year before, the mainboard-listed company said.



The **STX FREESIA** seen at the Cowichan Bay anchorage, Vancouver Island, BC, Canada - **Photo : Paul Stenner ©**

The group's large bulk service, which mainly operates Cape size and Panamax size bulk carriers, contributed \$2.37 billion to total sales, an increase of 41 per cent from \$1.68 billion previously. Tramp service sales increased by 72 per cent to \$1.76 billion. Revenue from its breakbulk liner service, which operates on relatively designated ocean routes, as compared to tramp service and large bulk service, jumped 92 per cent to \$749 million.

In the non-dry bulk service segments, sales from the container service rose from \$458 million to \$684 million. Sales from other segments including tanker service and pure car and truck carrier also grew by double digits. But costs have also risen, with the bunker accounting for the biggest increase in percentage terms, largely due to the increase in fuel price and consumption.

For the year, STX chalked up earnings per share of 34 cents, against a loss of 30 cents previously, while group net asset value per share grew by nine cents to \$10.44. **Source : PortNews**

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MSC to deploy 18 new 8,000-9,000 TEU ships by 2014

MSC will take on long term charter six 8,800-TEU wide beam container ships direct from the builder Hyundai Heavy Industries as from September 2012. The ships, which are being built for Ofer Bros (3) and three from the Schulte Group, will join 12 others in the 8,800 to 9,000-TEU wide beam range, bringing the total on charter to 18 ships.

Source : ports.co.za



Yesterday a fire started in a storage depot at the Western part of the Port of Amsterdam - Photo : Tim Nijk ©

Hapag-Lloyd to be worth as much as \$4.75 bln

Hapag-Lloyd, the world's fifth-largest container shipping line, aims to be valued at between 3 billion and 3.5 billion euros (\$4.07 billion-\$4.75 billion) when it lists on the German stock exchange on April 15, a newspaper reported. Citing an analyst presentation, German financial daily Boersen-Zeitung wrote that Hapag-Lloyd would increase its capital by 350 million euros, with which it would redeem a high-yield bond.

An initial public offering (IPO) of Hapag-Lloyd is seen as a first step in a strategic reshuffle at TUI, which may lead to a combination of TUI and its British unit TUI Travel. Credit Suisse, Goldman Sachs and Deutsche Bank are global

coordinators for the IPO. Citigroup, HSBC, JP Morgan and UniCredit are co-bookrunners. Co-lead managers are M.M. Warburg, Berenberg Bank, DZ Bank and NordLB -- all German lenders. **Source: Reuters**

CSAV launches new Asia-US East Coast service

CSAV Group has launched a new service called AMEX Sling 2, linking Asia and the US East Coast. With this new service and the existing AMEX service Sling 1, CSAV will provide coverage by separate services of all major ports in North and South China to the US East Coast, Cargonewsasia reports.

The first sailing starts on March 21 at Shanghai. Amex Sling 2 will deploy nine vessels of 4,200 TEU capacity each with the following port rotation: Shanghai, Xiamen, Yantian, Hong Kong, Lazaro Cardenas, Port Elizabeth, Norfolk, Savannah, Miami, Lazaro Cardenas, Shanghai. **Source : PortNews**

OLDIE – FROM THE SHOEBOX



m.v. "**GAROET**" at anchor at Gibraltar in 1953. Sketch made by **Aart van der Veen**, at that time my colleague "stuurmansleerling" with "Koninklijke Rotterdamse Lloyd". **Aart** sadly passed on a few years ago.

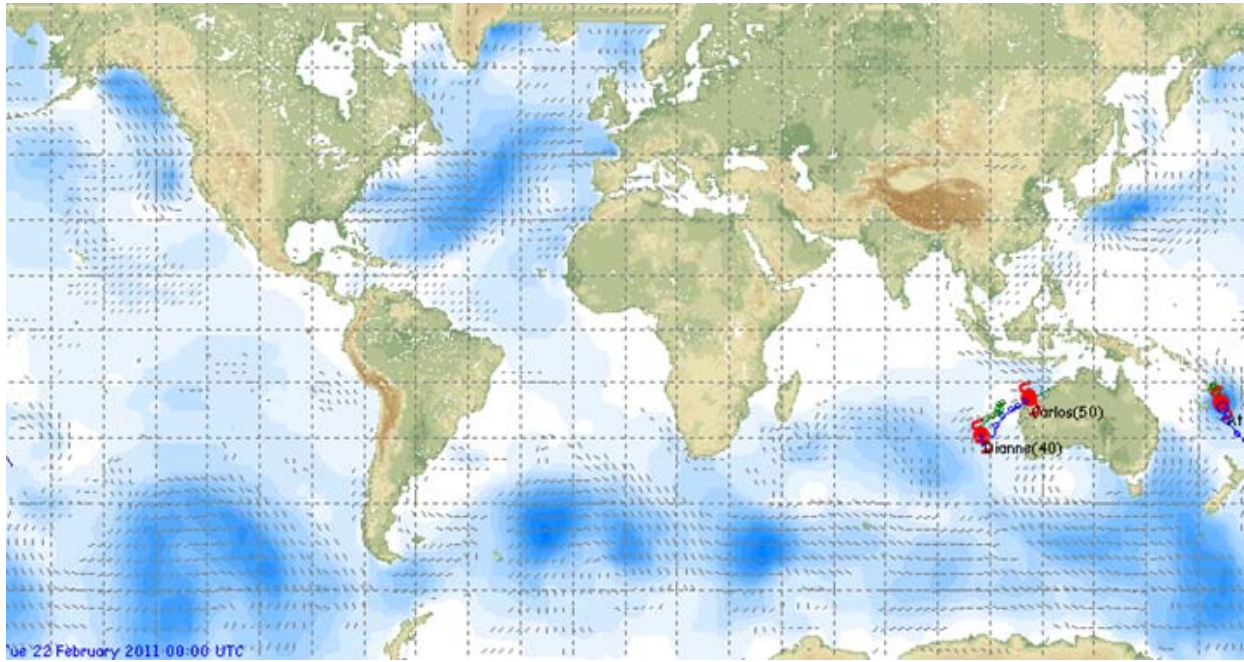
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.... PHOTO OF THE DAY



An anchor handler waiting to start work set against the rising sun just before a stunning day in the Arabian Gulf.

Photo : Grant Bairstow ©

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