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**The STADT AMSTERDAM seen arriving in Willemstad (Curacao)**  
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The **Carnival Splendor** and **Disney Wonder** seen in Cabo San Lucas – Photo : John Lammerts ©

## About 600 evacuees ferried to Malta

More than 500 people, most of them American, arrived safely in Malta on Friday 25th February 2011 night, happy to have managed to get away from Libya but with some looking forward to returning there once the trouble was over. The Virtu Ferries catamaran **MARIA DOLORES**, sailed into Grand Harbour at around 2045hrs after an eight-hour journey through 20-foot high waves. Many were seasick, with some requiring medical assistance. Two were brought down on stretchers. The passengers had boarded the ferry on Wednesday, but spent another two days in Tripoli since heavy seas meant the catamaran could not sail. The **Maria Dolores** was chartered by the State Department, which announced that the US embassy in Tripoli had suspended operations. A second catamaran, the **SAN GWANN**, arrived



a short while afterwards. Four Maltese arrived on the catamarans. One passenger said he was happy to have left Libya because "it was no longer safe". He said he lived close to the Green Square and witnessed people running with machine guns in hand, shooting at any protesters. He wanted to get out of Libya as soon as he could and by sea seemed easier than by air. His family was constantly putting pressure on him to leave the country and go somewhere

safe, he said. A British businessman, who has worked in Libya for three years, said he was sad to leave because he had projects there. However, in the best interest of his 13 employees, he decided to get them out and will return to continue his work once the situation returns to normal. "Where I was, it was not so drastic, but it seemed to be getting worse and was spreading fast," he said.



Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)

The passengers were visibly tired but still found the energy to express their relief that they were safe. One of the four Maltese who arrived yesterday was Irene Schembri who said she wanted to go back to Libya after having spent seven years there working in a hospital. "I came here because my family wanted me to. Otherwise, I would have stayed. The people there are so nice. It is a pity there is this trouble. I wish them all the very best," she said. The two catamarans left Malta again last night and will today bring more people over to Malta. While the **Maria Dolores** has been chartered by a private company, the **San Ġwann** will be ferrying anyone who wanted to leave. **Virtu Ferries** were offering Maltese wanting to travel a free ticket to return home.



The cruise / ferry **SNAV TOSCANO** seen at Pinto 1-2, Valletta, Malta, after it arrived from the second voyage from Libya, evacuating foreigners from Libya. "**TOSCANO**" was built in 1994 and is 168 m, and can carry 2180 passengers.

Photo : Gejtu Spiteri (c)



Several ferries are moored in Libyan port Benghazi to evacuate people as can be seen above



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## ITF considers boycott of piracy areas as murders continue

The ITF is moving closer to advising seafarers to consider avoiding working in the areas most affected by spiralling piracy - including the Indian Ocean. A statement expressing "revulsion at the increasingly widespread and brutal piracy epidemic" follows the murder of two seafarers by Somali pirates in January, and came a few days after US special forces stormed a hijacked yacht, [Quest](#), on which Somali pirates had shot dead four US citizens. The statement from the ITF, on 25 February, also recommended the carrying of military guards on ships and recognised the use of private armed guards, subject to certain conditions. The Philippines Maritime Industry Authority (Marina) has just issued a directive to order shipowners to pay for armed guards on Philippines-flagged vessels transiting pirate-frequented waters. The move follows a mass protest by Filipino seafarers in Manila on 22 February against the killing of seafarers by Somali pirates in the Gulf of Aden.

Filipino seafarers are estimated to make up 155 of the 712 hostages currently held captive by Somali pirates. While pirates are continuing their attacks on shipping and seafarers, with reports of increasing brutality in the treatment of hostages, there has been growing frustration at the lack of action to challenge piracy. In a recent operation, naval forces released 33 suspected Somali pirates captured on board two pirate motherships operating in the Indian Ocean.



However, the legal process is operating, albeit slowly. A US court has sentenced a Somali pirate to 34 years in jail for his part in the attack on the US-flagged container ship, **Maersk Alabama**, in April 2009.

Abdiwali Abdiqadir Muse, who pleaded guilty, had been armed with an AK47 and led a pirate gang that boarded the ship. Three other pirates were killed by US Navy fire as they attempted to escape. The pirates had subjected the US captain, Richard Phillips, to a mock execution during the incident. One crew member, Colin Wright, told the court he was "not the same person I used to be and I never will be".

In Malaysia, seven suspected Somali pirates are currently on trial and face a possible death sentence if found guilty, apart for three who were just 15-years-old when arrested. They were arrested on 20 January after the Malaysian Navy stormed the chemical tanker **Bunga Laurel**, which had been boarded by pirates in the Gulf of Aden. Recent incidents have also confirmed that - with the use of captured vessels as motherships - Somali pirates are extending their operations even further into the Indian Ocean towards India. A Russian-owned, Liberia-flagged tanker, **NS Century**, came under attack just 40 nautical miles off Porbandar, India on 23 February. The tanker evaded capture after armed guards on board fired warning shots at the pirates and the captain took evasive manoeuvres. Recent successful Somali pirate attacks include the capture of the Yemeni fishing vessel **Alfardous** with eight crew off Socotra Island in the Gulf of Aden on 13 February, and the hijack of the Malta-owned and flagged **Sinin** with 23 crew - 13 Iranians and 10 Indians - 350 nautical miles off Oman on 12 February. The latest figures from the International Maritime Bureau (IMB) show that Somali pirates currently hold 33 vessels and 712 hostages.

In some better news from West Africa, two officers - a Ukrainian and a Greek - kidnapped from the Greek cargo ship **Perseas** off Nigeria in January were released on 11 February.

In other recent incidents reported to the IMB's worldwide Piracy Reporting Centre:

- Robbers boarded a tanker anchored in Chittagong, Bangladesh on 21 February and escaped with stolen ship's stores.
- Armed pirates fired on a bulk carrier in the Gulf of Aden on 19 February but abandoned their attack after the ship raised the alarm and took anti-piracy measures.
- Armed pirates fired on a container ship 90 nautical miles off Madagascar on 19 February but the ship evaded hijack through increasing speed and taking evasive manoeuvres.
- Robbers boarded a bulk carrier anchored at Taboneo, Indonesia on 19 February, stole ship's stores and escaped.
- Robbers boarded a bulk carrier anchored at Cochin, India on 18 February and stole ship's stores.
- Five masked pirates armed with long knives boarded a tanker off Kota Kinabalu, Malaysia on 17 February, took the crew hostage and tied them up, threatened and attacked the captain and then stole tanker's cash and crew cash and personal belongings. They cut down the supply cables before they escaped in a speedboat.
- Six pirates armed with long knives boarded a tug in the Singapore Straits on 17 February, held two of the crew hostage and demanded money. They also beat up the chief engineer. They escaped with ship's property and crew personal belongings.
- Three masked pirates armed with long knives boarded a tug off Labuan, Malaysia on 14 February, took the crew hostage and tied them up and damaged all the communication equipments. They escaped with cash and crew personal belongings. **25th February, ITF Seafarers.**



The **HAPPY RANGER** seen last Sunday at Luanda Anchorage from the Seven Oceans – Photo : Kenny Krieg ©

## Madagascar navy rescues pirate-seized vessel

Madagascar's navy Sunday towed into Antsiranana port a hijacked Comoros-flagged vessel almost a week after its captain and two suspected pirates arrived on the island to seek help, an official said. The **MV Zoulfikar** was captured by Somali pirates in November while on its way to Tanzania from the Comoros. It had 29 people on board -- 20 passengers and nine crew.

On Monday, six people arrived on a small boat at Madagascar's northern Antsiranana port to seek help. Among them were the **MV Zoulfikar's** captain and two Somalis suspected to be pirates.

All the six were detained for investigation. "It was a rescue operation. There were no clashes. The suspected pirates were not armed and they gave themselves up immediately," Rolland Rasolofonirina, the coordinator of Madagascar's anti-piracy efforts told AFP. "There were 37 people on board, 12 of whom are suspected pirates. The 25 passengers are from Madagascar, Tanzania and the Comoros and three of them are women," Rasolofonirina said.

The three women, weakened by their four months in the hands of the pirates, were given medical treatment as soon as they were transferred to the Madagascar rescue boat.

All of those aboard are being detained by the authorities in Antsiranana's military port. "We are in the process of deciding on the procedure to be followed ... so that prosecutions can take place," Rasolofonirina said. On February 21, six people, including two pirates and the ship's captain, put out in a small boat to seek help, saying the **MV Zoulfikar** had run out of fuel and was adrift.

After three days of searching the Madagascar authorities, with the help of the EU anti-piracy mission Atalante, found the vessel and set up a rescue operation. "The vessel was 70 nautical miles east of Cape Amber," Rasolofonirina said, referring to the northernmost tip of the Indian Ocean island. "They had run out of fuel and had only 30 litres of freshwater left," he said. **Source : google.com**



The **TENAZ** seen moored in Ciudad Del Carmen - **Photo : Charles-Dauphin Miller** - [www.Pixs-7seas.com](http://www.Pixs-7seas.com) ©



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The Qatar flagged 124 mtr long superyacht **KATARA** seen moored in Kingstown-Barbados

Photo : Cees Kloppenburg ©

## Somali pirate threat diverting grains shipments

Grains shipments are being diverted around Africa as Somali pirate gangs strike deeper at sea increasing journey times and potentially lifting insurance costs at a time of unrest over food prices. Pirates operating off the Horn of Africa are threatening traffic aiming for the vital Gulf of Aden trade route, either from Asia towards Europe and the Middle East Gulf or from the United States and Europe heading towards Asia.

While wheat shipments from Australia, one of the world's biggest exporters, were expected to accelerate shortly as the new export drive gathers pace, a trade source said sellers could find it harder to find vessels willing to make the journey through the Gulf of Aden to Middle Eastern buyers. A wheat cargo from Australia to Saudi Arabia this month cost an additional \$10,000 a day due to the higher risk.

"You have to find an owner who is willing to put his ship at risk for which there will probably be an insurance premium and higher costs," the source said. "If freight costs spike, it could hurt." The source said Australian canola shipments to European markets were being diverted around the Cape of Good Hope in South Africa, which was adding 10-12 days extra journey time.



Responding to the growing threat, London's marine insurance market last month expanded the stretch of waterways deemed high risk from seaborne raiders to include the Gulf of Oman and a wider stretch of the Indian Ocean. Pirates are making tens of millions of dollars in ransoms and despite successful efforts to quell attacks in the Gulf of Aden, international naval forces have struggled to contain piracy in the Indian Ocean owing to the vast distances involved.

"Many crews are having to run the gauntlet of small arms attacks that are endangering their lives and the safe passage of world trade," said Peter Hinchliffe, secretary general of the International Chamber of Shipping, which represents about 80 percent of the global industry. Trade sources said grains shipments from European and U.S. exporters to key buyers in the Middle East were also being re-routed around the Cape rather than run the risk of passing through the Gulf of Aden via the Suez Canal. "There is obviously extra voyage time involved but the lower freight costs are cushioning the impact. The dangers of having a ship hijacked are very large," a major European exporter said. Grains markets are increasingly sensitive to potential disruptions as adverse weather patterns have raised concern over global supplies at a time of growing unrest over food inflation. Food price protests sweeping across North Africa and the Middle East reached Jordan on Friday, following disorder in Algeria and Tunisia which has had many countries in the region moving to cut food prices and food taxes.

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, has tumbled to its lowest in nearly two years hit by a glut of vessels seeking employment.

The cost of hiring a panamax vessel, especially used to transport grains, on a 4 to 6 month time charter contract was estimated at \$14,500 to \$15,500 a day, around \$4,000 a day lower than a year ago. Nevertheless, some shippers were resigned to having to stump up higher costs due to a lack of any solution at present.

One of Australia's largest grain shippers CBH Group said it was still shipping through the risk area. "Premiums are being factored in. So it's just one of those things that has to be taken account of," a spokeswoman said. Security analysts said the move by underwriters to widen the piracy risk zone was set to have a bigger impact on shipping, although any premium rises would depend on what risk mitigation procedures were in place such as crew training and watch rotas.

"The extension should be seen as an official warning for the business community that piracy is spreading very far eastwards," said John Drake, senior risk consultant with AKE Ltd. "By using 'motherships' the pirates are able to travel much further out to sea because they can transport larger supplies of fuel, food and water." Maritime piracy costs the global economy between \$7 and \$12 billion a year with Somali piracy in particular driving up the cost of shipping through the Indian Ocean, researchers say. Frustration is also mounting among seafarers who have found themselves in the firing line, with more than 600 mariners held hostage by pirate gangs in Somalia. "Members are expressing profound fears about their vulnerability and the scale of the risk level now," said Andrew Linington, with seafarers' union Nautilus International. **Source: Reuters**



The Greek flagged bulker **Aetos** shifting from Dunedin to Port Chalmers to complete the loading of logs .

**Photo : Ross Walker ©**

## Ship faults cut voyage short



P&O Cruises has pledged to compensate passengers returning to Newcastle after a “technical fault” forced the cruise ship **Pacific Sun** to leave New Zealand ahead of schedule, missing two destinations. A spokesman for the cruise line



said the announcement was made on Friday night after the ship left Akaroa. He said **Pacific Sun** had a “technical fault in one engine”. “The ship is cruising safely but at a lower speed,” he said. “... New Zealand is under considerable pressure [due to the state of emergency in Christchurch] and it was not practical to do the repairs there.”

Christchurch was an intended destination for the luxury cruise liner but was cancelled because of the earthquake, before the engine problems were discovered. A daughter

of two passengers on board the ship who said her parents were “cranky” and “frightened” that the ship was attempting an ocean crossing with engine trouble. They also said they had not been given enough information or the opportunity to dock in New Zealand and fly back to Newcastle. “They honestly didn’t care [about compensation], the changed itinerary was not the issue, it was a lack of information,” she said.

The ship and its passengers could not be contacted yesterday but a spokesman said: “We recognise the natural disappointment passengers are feeling.” He said passengers had been compensated \$50 for each destination missed, onto their onboard account, and the ship’s crew had increased entertainment. P&O Cruises operator Carnival Australia’s director of corporate affairs Sandy Olsen said the ship would “never sail if there was anything to compromise safety”. **Pacific Sun** is expected to reach Newcastle on Wednesday, its intended destination time. The incident follows the **Pacific Sun**’s troubled maiden voyage out of Newcastle in September, which was marred by a forklift plunging into the harbour and passengers being left stranded after disembarking from the Dyke Point terminal with no connecting transport. **Source : Garry Luxton**



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HAL's **MAASDAM** seen moored in Kingstown, St. Vincent & Grenadines, 26-02-2011. Photo : **Matthijs Duppen** ©

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## ANOTHER YACHT SEAJACKED BY SOMALI PIRATES

On or about the 24. February 2010 a Danish Yacht was captured by pirates in the Southern Arabian Sea of the Indian Ocean. The Danish foreign ministry confirmed and stated this publicly only today, which is why we could release the alert only just now, since it always has also to be ensured that the next of kin are informed first.

According to our information the attack happened in position 14N and 58E and the name of the Yacht is **S/Y ING**. Four adults and three children aged 12, 14 and 16 are kept hostage. The yacht is at present commandeered towards Somalia. It is really hoped that the navies this time do not make the same mistakes as in the cases of **SY TANIT** and **SY QUEST**. According to our information also two other Danes from weapons-ship **MV LEOPARD** are still held hostage by a Somali pirate gang. Source : **ECOP Marine**



## Maersk: New orders to meet growing demand

Maersk Line, which recently ordered ten of the world's largest container ships valued at US\$190mil each, sees the new orders as in line with the demand on the Asia to Europe trade that is expected to increase between 5% and 8% annually in the next five years. Maersk Line country manager for Malaysia and Singapore Bjarne Foldager said they



ordered about 10 of the Triple-E vessels because they were the largest and the most efficient container ships. "Triple-E will make us even more competitive as it will drive down our unit cost and sustain our carbon leadership position. Expectations for demand on the Asia to Europe trade is an increase of 5% to 8% per year from 2011 to 2015.

"By introducing these ships from 2013, we will be able to meet the increasing demand and maintain our market share," he told StarBiz. Maersk Line announced on Feb 25 that it had signed a contract with Korea's Daewoo Shipbuilding & Marine Engineering Co Ltd to build 10 of the world's largest and most efficient vessels, scheduled for delivery between 2013 and 2015 with an option for an additional 20 vessels.

Each of the Triple-E is 400m long, 59m wide and 73m high, making it the largest vessel of any type. Its 18,000 TEU (twenty-foot equivalent units) capacity is 16% greater or 2,500 containers more than the largest container vessel at present, the Emma Mærsk.

On this year's outlook, Foldager said the A.P. Moller-Maersk Group saw strong potential in growth markets, where the number of middle-income consumers was booming. "In 2011, the group will focus the main part of our attention and investments in these markets, where we already have a strong presence.

"We expect a 6%-8% increase in global demand this year, and expect to achieve a satisfactory 2011 result below the 2010 result," he said. Commenting on last year's performance, Foldager said the A.P. Moller-Maersk Group delivered a profit of US\$5bil due to increased competitiveness and a rebound in the global economy.

"It's the best profit ever, and we are very satisfied. Markets have improved in 2010, but container rates and volumes have only returned to pre-crisis level. This means that the record profit is first and foremost due to the efforts of the entire organisation to increase our competitiveness.

"For our container business, Maersk Line delivered a profit of US\$2.6bil in 2010 compared with a loss of US\$2.1bil in 2009. "We expect a 6% to 8% increase in global demand this year, and (expect) to achieve satisfactory results this year," he said. On freight rates, Foldager said currently rates were at a reasonable level and did not foresee major imbalances in demand and capacity.

"But markets are volatile and rate development for the rest of this year is uncertain. "Still, our assessment is that the industry will continue to behave rationally and we don't foresee major slumps in rates. "We see long term growth in the Asia-Europe trade from the higher penetration of Asian goods in the European market, and the newly ordered Triple-E vessels are meant for this trade," he said.

Elaborating on some of the specifications of the Triple-E, Foldager said this new breed of container vessels would emit 20% less carbon dioxide per container moved compared with the most efficient container vessel operating today and 50% less than the industry average for vessels operating on the Asia- Europe trade.

"One major reason for its superior efficiency is what is happening in the Triple-E's engine room. The Triple-E is designed for a top speed of 23 knots, compared with [Emma Mærsk's](#) top speed of 25 knots. "That tiny difference in maximum speed lowers the power output needed from the engine by 19%, which allows for slower revolutions in its engines and far greater fuel economy," he said. He added that the Triple-E also has two slow running engines and two large propellers, a combination called "twin skeg". **Source : The Star**

## Wait for missing Keralite from Malaysian ship continues

Over one-and-a-half months after the Malaysian ship in which their 26-year-old son was working on was reported missing off the Malaysian coast, P.G. Raju and his wife, Annie, are still waiting for news on the whereabouts of Arun Mathunny Raj, their firstborn. It was on February 9 that the couple got a telegram from the High Commission of India in Kuala Lumpur saying that four Indians, including Arun, were missing after the merchant vessel they were sailing on, [MV Soon Bee II](#), sunk in the rough seas about nine nautical miles off Kuala Rejang, Sarawak, Malaysia. The Sibubound ship, according to information passed on from the High Commission, had lost contact with the shore on January 11.

The family was also informed that among the nine Indian nationals who were onboard, five were rescued while four, including Arun, were missing. On February 21, another communiqué from the High Commission said that the

Malaysian Foreign Ministry had informed the Commission that the Maritime Agency of Malaysia and other authorities had ended the search and rescue operation.

However, the family feels that if the Indian government could put more pressure on its Malaysian counterpart, the search would resume or at least that they would get some information on what happened to Arun, who was supposed to reach home on February 28, his first visit to home after he left for the job in Malaysia three years back.

"Our efforts to contact the ship authorities too have failed. It seems that the office from where Southern Navigation Sdn Bhd, the firm owning the vessel operated, has been closed down," said V.P. Leji, Arun's cousin.

The family is upset over the response of the State and Central governments after they had submitted requests for action to Chief Minister V.S. Achuthanandan, Leader of the Opposition Oommen Chandy, Union Minister for Overseas Indian Affairs Vayalar Ravi and Union Minister of State for Power K.C. Venugopal, among others. The Overseas Indian Affairs Department has not even replied to their mail and memorandum while the rest "have made no visible effort to help," they said. Arun's brother Appu and Mr. Leji, among other relatives, have been on the Internet 24x7, trying to gather information from Sarawak-based newspapers, local websites and other authorities, but so far, to no avail.

Source : The Hindu



## NAVY NEWS



The Royal Thai Navy frigate **HTMS Bangpakong (FFG 456)** is underway alongside the guided-missile destroyer **USS Higgins (DDG 76)** - Photo : US Navy



## SHIPYARD NEWS

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### China's biggest offshore construction yard expects to post loss

The Board of CIMC Raffles Offshore (Singapore) Limited said Friday that it expects to report a loss for the financial year ended December 31, 2010. CIMC Raffles Offshore, now a subsidiary of China International Marine Containers (Group) Co. Ltd., owns and manages the biggest offshore construction shipyard in China via its subsidiary, Yantai CIMC Raffles Offshore Ltd.

Friday's announcement said "unforeseen changes in basic design for three semi-submersible rigs and their scope of work have caused significant costs overrun and severe delay. On-going negotiations with the rig-owner on compensation amounts have yet to reach a consensus, thereby resulting in a negative impact on the FY2010 results." The group expects finalization in FY 2011. New orders intake "was cautiously reduced in order for resources to be focused on delivering existing projects," resulting in significantly higher overheads, operating costs and financing costs.

Despite the disappointing financial results for FY2010, the group expects to "leverage on the valuable experiences gained from delivering three vessels in FY2010 and is confident of delivering remaining projects on schedule. Delivery of external projects will see substantial milestone collections. The completion and sale or lease of internal projects will generate immediate revenue and cash flow in FY2011. The Group will focus on actively pursuing new orders in FY2011. Meanwhile, the Group will continue to upgrade its facilities to better serve its customers' requirements."

The statement said "shareholders of the company and potential investors are advised to exercise caution when dealing in the shares of the company." **Source : MarineLog**

### Bangladesh: 'Financing major problem for local shipbuilders'

Financing is now the major problem for development of the country's shipbuilding industry, said stakeholders in a meeting this week. They said lack of comprehensive policy, cost of fund, bank guarantee and power crises are the other hindrances for the sector. They also said the government should reduce import duty and tax to tap the huge potential of the inland shipbuilding sector. They were speaking at a meeting of the stakeholders on 'Identifying Regulatory Barriers and Improving Transparency in Shipbuilding', organised by International Business Forum of Bangladesh (IBFB) in collaboration with USAID Progati at its Banani office.

"We now have orders amounting to Tk 9.0 billion, but we are afraid of not getting required finance to deliver the ships, as the banks are suffering from liquidity crisis," said Shakhwat Hossain, managing director of Western Marine Shipyards Ltd. He said Bangladesh Bank had a Tk 2.0 billion refinancing scheme, from which no shipbuilder was ever benefited. Bangladesh can export 12 to 14 ships annually, if its full production capacity is used," said Abdur Rahim, executive director of Khan Brothers Shipbuilding Ltd. Local shipyards - Western Marine, Ananda, Khan Brothers, Dhaka Dockyard, Bashundhara, South Marine Dockyard and Shipbuilders Ltd - are building ships for buyers, and at present they have order for 70 ships. Ananda Shipyard and Western Marine are exporting ships also.

"Bangladesh now has orders worth Tk 14 billion for the next two years. Western Marine has export order for 10 ships and eight local ships," Mr Shakhwat added. The stakeholders of the shipbuilding industry emphasised a comprehensive policy for the export-oriented sector, like the RMG sector. They also demanded to place the sector's operation under one specific ministry, as the government declared it a thrust sector in the Industrial Policy 2010.

"We do not have any comprehensive policy for shipbuilding, which is the major barrier for the development of the sector. China has banned export of steel plate to protect their industry. But there is no policy here regarding this raw material," said Mr Shakhawat. Last year China emerged as the top ship-building country, superceding Korea and occupying 40 per cent of the total global market share. China wants to capture 50 per cent of the global market within this year.

Steel, the major raw material for building ships, has 25 per cent import duty, he said. "Overall import duty of materials, like steel plate, machinery, engine, generator and pump, ranges from 25 to 85 per cent, which is on an average 35 per cent, resulting in high production cost and losing of competitiveness in global market."

"For developing the local ship building industry the government must reduce the tax and import duty." "Bangladesh will need more ships like oil tanker (for carrying fuel to power plants), container ship, cargo ship and passenger ship in near future," he added.

Saiful Islam, chairman of Western Marine Shipyard Ltd, Masud Hossain, managing director of South Marine Dockyard and Shipbuilders Ltd, M Saiful Islam, technical director of Ananda Shipyard Ltd, Sohel A Chowdhury, former commerce secretary, AKM Motahar Hossain, former shipping secretary, Khorshed Alam, additional secretary, Mahmudul Islam, president of IBFB, and Brig Gen M Mofizur Rahman, executive director of IBFB, also spoke on the occasion.

Source: Financial Express

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The **BRIGGA** seen enroute Amsterdam – Photo : H. Blomvliet ©



## OFFSHORE SHIPBROKERS GHANA LIMITED

Offshore Shipbrokers has opened an office in Ghana to serve the local and West African markets. Offshore Shipbrokers Ghana Limited will provide consultancy and broking services both within the Ghanaian market and the wider West African offshore industry from its offices in Tema.

The company will introduce knowledge transfer by apprenticeship training for local employees via the Institute of Chartered Shipbrokers, as well as employing support staff for the office. Mentoring will be provided by Offshore Shipbrokers' London and Aberdeen offices.

Miles Dymock, FICS, a Director of Offshore Shipbrokers Limited said "with this expansion into the rapidly developing West African market we will promote growth in the Ghanaian offshore industry and secure our position as the leading independent offshore shipbroking company.



The **THOMSON DREAM** seen moored in Willemstad (Curacao)

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

## Second phase of H'tota port on schedule

The second phase of the Hambantota port project is scheduled to commence next month with dredging on the last stretch currently in progress. Ports and shipping experts are sceptical about the success of the project due to lack of marketing and a sound supply chain which are vital to position the new port on the global shipping map.

Chief Engineer, Southern Ports Development Sri Lanka Ports Authority, Agil Hewageegana said work on the port is in progress and is well ahead of meeting the deadline for the completion of the first phase. "Around 40,000 cubic metres have to be dredged and we hope to complete work by early April", Hewageegana said. According to the contract agreement the first stage of the port has to be completed by April 15, 2011. The project is funded by the China Exim Bank and the contractor is China Harbour Engineering Company. "Currently dredges are being fixed to commence work in the Karagam lagoon. Dredging will commence in two weeks time" the chief engineer said.

The first phase which is estimated at US\$ 361 million will comprise four berths and at the completion of the second stage another five berths will be added enabling larger vessels to anchor. SLPA officials said that there are no evaluations made regarding the third and fourth stages of the port. The new port which is a service and industrial port is expected to give a complete facelift to the economy of Hambantota, one of the lowest per capita income regions in the country. The new port which would be the largest port in the country after the port of Colombo will provide bunkering, ship repair and building and crew exchange facilities. The port will also provide commercial and a host of entertainment to sea-farers. Work on the first phase of the project commenced on January 15, 2008 and the duration of the project is 39 months. The first vessel was ceremonially berthed at the port on November 18, 2010. Experts believe that since the maximum draft Colombo is about 10m for cargo vessels, manufacturers may show interest in Hambantota to take advantage of economies of scale. The Hambantota port has a distinct advantage over many ports

in the region due to its strategic location along the east-west shipping route. Later phases will increase capacity of the port up to 20 million TEUs a year. The port is operated by the SLPA. **Source: Sunday Observer**

## **Bangladesh shipbreakers survive headwinds**

Bangladesh's shipbreaking industry, which claims to supply 80% of the country's iron demand, is fighting renewed legal moves against its environmentally hazardous, and often fatal, business in the runup to growth that may be even greater than it has enjoyed since its last round of court battles. On February 27, in response to a High Court order a week earlier, the Bangladesh Ship Breakers Association (BSBA) was due to submit an affidavit on whether the country has sufficient human and logistical capacity to clean ships, before breaking them up, without risking human health. The court in January banned until further notice any further scrapping of vessels.

Prime Minister Sheikh Hasina, in apparent backing of an important tax earner that also helps fuel an economy growing at around 6% a year, told ministers on February 13 that the sector "has been identified as a separate industry considering its huge potentials and economic involvement". She also urged industry stakeholders to "abide by conventions and laws about environmental impacts of the shipbreaking".

The number of shipbreakers in Bangladesh has doubled in the 21 months since the High Court in March 29, 2009, imposed restrictions on their activity. About 2.4 million tonnes of iron were obtained from ships scrapped in Bangladesh in 2009, compared with 650,000 tonnes from 2007 to 2008 and 1.22 million tonnes in 2006, industry and government data show. Opportunities are set to increase further as the European Union next year completes a phase-out of single-hull tankers operating in its waters.

"More ships are likely to find their way to Bangladesh in the next two to three years, as around 2,000 single hull tankers will be phased out from the EU waters by 2012," Rizwana Hasan, an advocate of the Supreme Court of Bangladesh and chief executive of Bangladesh Environmental Lawyer's Association, told Asia Times Online.

Vessels destined for scrap frequently carry remnants of fuel or toxic material that are liable to explode or cause health or environmental damage as the ships are broken up, creating pressure to have them "cleaned up" outside the territorial waters of the receiving country. On January 19, a day after an explosion reportedly killed four workers and injured at least eight others at the Mak Corp shipbreaking yard in Chittagong, the High Court issued a suo moto rule (ie of its own accord) directing the government to stop ships being scrapped in Bangladesh until further order. The court also issued a contempt of court order against shipyard owner Abul Kashem, vice-president of the BSBA.

Nevertheless, the same bench also ordered the government to explain within two weeks why it should not be directed to allow four imported ships, now in outer anchor at Chittagong, to enter into the inner anchor for breakage. Three shipbreakers have filed four separate writ petitions on the issue this year.

BELA opposed the shipbreakers' petitions, claiming the four ships were not safe as they had no pre-cleaning and environmental certificates.

The latest court action comes almost two years after the High Court in March 17, 2009, directed the government to close 36 shipbreaking yards if they were running without environmental clearance within two weeks of the judgement. The ruling came after BELA, the lawyers' association, had filed to prevent in September 2008 the entry into Bangladeshi waters of MT Enterprise, which environmental group Greenpeace listed as "hazardous". The 36 shipbreaking yards were categorized at the time as "Red" (extremely dangerous).

The High Court also ordered that ships be pre-cleaned before import, that shipbreakers guarantee safe working conditions, not dismantle ships on beaches and not break ships without environmental certificates from the Department of Environment. The court, which expressed dismay at the indifference of the related ministries to the sector's failure to comply with environmental laws, told the environment ministry to frame within three months regulations in line with the country's international obligations and domestic legislation.

By May last year, when the BELA told the High Court that shipbreakers were violating its orders, the BSBA conceded that the number of shipbreaking yards had risen to 108 and that, despite the court orders, around 2.4 million tonnes of iron in the form of end-of-life ships had been imported in 2009. Around 128 of the total of 181 vessels concerned were imported right after the High Court's March 2009 ruling that operations of many yards be shut down.

At least 36 shipbreaking workers have been killed since the March 2009 ruling, or about one in four of the total 122 killed since 1998, according to data from various sources, including the International Federation of Human Rights and BELA. "Clearly there has been a violation of the High Court orders," BELA chief executive Hasan told Asia Times Online. Shipbreakers were able to "influence" the most senior officials at the ministries and other government bodies, he said.

Shipbreakers employ 150,000 to 250,000 workers, according to BSBA president Hefazatur Rahman, and supply "over 500 re-rolling and 50 private steel mills" and "raw materials to cottage industries like the welding shops and automobile workshops," and supporting the furniture business, steel plate re-manufacturing, and the paint and lubricants industries.

Some of BSBA's 137 or so members, which included Mak Corp, Chittagong Ispat, Peninsula Traders, and Mamun Steel, also own ship-building yards, or steel and re-rolling mills. Loss of shipbreaking trade, worth 9 billion takas (US\$127 million) to the government in import duties and various taxes according to Young Power in Social Action, a non-government organization seeking to improve shipyard working conditions, would undermine government revenues.

Rahman said the sector will be seeing brighter days now that it has been recognized by the government. "At least now the industry will have a structure which it lacked for the past three decades," he said.

Government revenues from shipbreakers are also likely to increase as they outbid rivals in India and Pakistan by "at least 20-25% ... making Bangladesh the preferred choice for the 'burial ground' of a large and medium-sized ships," the Financial Express recently reported. Bangladesh "cuts" ships that generate 12,000-20,000 tonnes of scrap per vessel, compared with the 4,000-5,000 tonnes per vessel targeted by Indians and Pakistanis, the report said.

Syed Sultan Uddin Ahmmed, assistant executive director at the Bangladesh Institute of Labour Studies told Asia Times Online there was still concern whether shipbuilders would be more responsible toward the environment and the workforce," pointing out that while toxic contents in most end-of-life ships are hazardous to the environment, the flammable materials present in most ships are leading to the deaths of untrained shipbreaking workers.

Hasan of the BELA, citing the number of deaths and injuries in the the sector, said, "We want such incidents to stop and are therefore trying to press home the idea that the ships be pre-cleaned at the source country and not be cleaned when it reaches the destination or even at the outer anchor, as has been implied through the Hong Kong Agreement."

The Hong Kong Agreement, signed on May 15, 2009, at an International Maritime Organization conference and to come into effect by 2015, will ease an earlier rule that ships be cleaned at the source country, as enforced by the Basel Convention, and allow ships to be cleaned "immediately before reaching the destination [shipbreaking yards]".

As the workers in Bangladesh clean and cut ships with outdated equipment, "this will increase the risk of explosions and deaths of workers along with environmental degradation at the outer anchor if the ships contain highly toxic materials," Hasan said.

Rahman, of the shipbuilders' association, said the number of accidents "has come down and all this negativity around the industry is possibly part of an international conspiracy to weaken this fast-growing sector. We are already training our workers and most association members are ensuring better working conditions." **Source : Asia Times**

## Seadrill orders two tender rigs

Seadrill is to build two tender rigs at the COSCO Nantong Shipyard in China. The two new units, T15 and T16, are scheduled for delivery in the first quarter and third quarter 2013, respectively. Total project price is estimated at \$225 million, which includes project management, drilling and handling tools, spares and capitalized interest.

The two new units will be of similar design and specification as recently built tender rigs, but with enhanced drilling capabilities allowing for higher drilling efficiency including the advantage of a light weight drilling equipment set.

Both of the two new tender rigs have been contracted to Chevron Thailand Exploration and Production for a five-year period offshore Thailand. Estimated contract value for the two units is approximately \$420 million. Commencement of operations is scheduled in the second quarter 2013 and fourth quarter 2013.

Seadrill Management CEO Alf C Thorkildsen says: "These newbuilds are an important addition to our present tender rig fleet. The new orders increase earnings and visibility, and enhance the attractiveness of our fleet. The \$420 million of new contracts demonstrates the competitiveness of our tender rig concept. T15 and T16 will be added to a fleet of four tender rigs already operating for Chevron, further strengthening our relationship with a leading global client."

**Source : MarineLog**





Above the **VENTURA I**, IMO 9037238, seen on Kiel-Canal transit on February 26th, 2011.

Photo : Michael Brakhage ©

## New Zealand's Lyttelton port reopens core services

New Zealand's Lyttelton port has resumed all core services on Monday following operational disruptions due to a powerful earthquake last Tuesday. Pacifica Shipping's The Spirit of Endurance

completed a container exchange and the port is expecting more container operations from the company tonight. Fuel exchange commenced at the oil berths and three further ships are scheduled for the next three days, the port said in a statement.

The port added that the dry dock facility remained water tight and work is continuing on a tug. Structural checks are currently on-going and these checks will be completed within the next working week. The port's road tunnel and IT systems are also operational. A 6.3 magnitude earthquake rocked Christchurch last Tuesday, causing extensive damage with death toll expected to reach 200. **Source: Seatrade\_Asia**

## Red ink at OSG

Tanker giant Overseas Shipholding Group, Inc. reports a net loss for FY 2010 of \$134.2 million, or \$4.55 per diluted share, compared with earnings of \$70.2 million, or \$2.61 per diluted share, in the prior year. Adjusted for special items, the loss was \$98.4 million, or \$3.34 per diluted share, compared with a loss in 2009 of \$23.1 million, or \$0.86 per diluted share.

For the quarter ended December 31, 2010, the loss was \$55.3 million, or \$1.83 per diluted share, compared with a loss of \$23.2 million, or \$0.86 per diluted share, in the same period in 2009. Adjusted for special items, the fourth quarter loss was \$59.0 million, or \$1.96 per diluted share, compared with a loss in the fourth quarter of 2009 of \$15.9 million, or \$0.59 per diluted share. Morten Arntzen, President and CEO, said, "2010 was clearly a disappointing year financially as a result of very depressed rates in all tanker segments in the last two quarters of the year. Nevertheless,

we made substantial progress on a number of fronts that will benefit the company in 2011 and beyond. We made further strides forward in our G&A reduction campaign; we kept ship operating costs in check; we put the two state-of-the-art FSOs we have in joint venture with Euronav to work in Qatar on log-term charters; we equipped our U.S. flag business unit with the assets, contracts and cost base to return to profitability; and we continued to enhance our already strong commercial platforms."

Mr. Arntzen added, "We will continue to focus on internal actions that can enhance our competitive position and improve our margins in 2011. With critical mass in our three main businesses, Crude, International Products and U.S. Flag, in 2011 we will concentrate on flawless execution of our balanced growth strategy." **Source : MarineLog**



Last week ITC's **BOULDER** shifted the **SEAFX 1** together with the tugs **ELBE** and **THORAX**. The tugs needed 3 attempts to position the **SEAFX 1** in her final location due to the weather.

**Photo : Capt. Bram van der Hout ©**

## ABERDEEN HARBOUR COMPLETES £500,000 FOOTDEE REDEVELOPMENT

Work has been completed on the £500,000 redevelopment project to upgrade and enhance the Footdee area at Aberdeen Harbour. The half a million pound investment by Aberdeen Harbour Board has been designed to develop the public space beside the Roundhouse and North Pier.



The project has seen a number of improvements including new road surfacing, seating, lighting and information about the harbour, the surrounding area and its history. The work has been carried out by JKF Group, with the design prepared by Aberdeen Harbour and landscape architect Ironside Farrar.

Ken Reilly, engineering director of Aberdeen Harbour said: "It is important that we maintain the public areas around the port to as high a standard as possible. Footdee is well used by members of the public to watch vessels entering and leaving the harbour. It is also a great vantage point to spot local wildlife.

"Through this investment we have greatly improved the area. It is much more welcoming and the addition of local information will help to educate those less familiar with the port."

This project is part of Aberdeen Harbour Board's £65 million development strategy, which has been designed to upgrade and expand capacity of the port. Rolled out over the next five years the developments will offer new and improved facilities, opening up the port to greater opportunities.

## M. Kevin McEvoy to take helm at Oceaneering International

Oceaneering International, Inc. has named EVP and COO M. Kevin McEvoy to succeed T. Jay Collins as President and CEO immediately following the 2011 Annual Meeting of Shareholders, which is set for May 6, 2011.

Mr. McEvoy has been with Oceaneering for 32 years, serving since late February 2010 in his current position. He started his offshore career as an officer in the U.S. Navy working in the areas of diving, salvage, and submarine rescue. At Oceaneering, he has held a variety of progressively more responsible domestic and international positions in marketing, administration, and operations.

T. Jay Collins stated, "I am very pleased to turn over the executive leadership of Oceaneering to such a qualified and experienced individual as Kevin, who I have worked with since I joined the company in 1993. I am confident he will continue to manage and plan for the growth of Oceaneering and am positive our business strategy of focusing on deepwater services and products will continue to prosper under his direction."

Mr. Collins will stand for re-election as a Class I Director at Oceaneering's May 2011 Annual Meeting of Shareholders. It is anticipated that concurrent with Mr. McEvoy's appointment as President and CEO after the Annual Meeting of Shareholders, Oceaneering's Board will also add him as a Class II Director. **Source : MarineLog**



## MARITIME ARTIST CORNER



Painting of the RNLI Severn class Buckie Lifeboat **William Blannin (17-37)**  
Painting : Rob Andrew - [www.robandrew.co.uk](http://www.robandrew.co.uk) ©

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## OLDIE – FROM THE SHOEBOX



The above photo is a follow-up to the picture of **Indian Valour** in Newsclippings No58 dated 27/2/2011. Above is seen on 25/3/1986 the **Vishva Mohini** berthed in Grangemouth, ready to load more parts for the Power Station in Bombay, The flatpack Power STation can be seen in the foreground. **Vishva Mohini** was built 1978 at Veb Warnowwerft Warnemunde Yrd No 411, 10,092grt for The Shipping Corporation of India Ltd –

**Photo : Iain Forsyth ©**

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



Above seen the **VOS Venturer** arriving in Great Yarmouth a short while ago. She was inbound after a short passage from Lowestoft.

**Photo : Ashley Hunn ©**