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**Overview of the Jurong Shipyard as seen from the West Leo – Photo : Patrick Kok ©**

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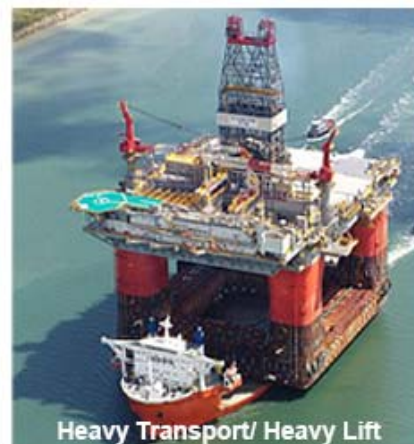
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The **BACO-LINER 3** seen approaching the Antwerp Locks - Photo : Stan Muller ©

## Piracy - lull before the storm?

There were only 12 pirate attacks in November, according to figures released by EU NAVFOR for its area of operation. While some sources have questioned such a low number of reported attacks, the figures themselves make for interesting reading, said Neptune Maritime Security in a note. Although the data does not list latitude and longitude



positions for the attacks, they still demonstrate the considerable 'reach' Somali pirates have in surrounding waters, despite the presence of the international naval force, with vessels being attacked 420 nautical miles off Mogadishu. Of more interest, said Neptune Maritime Security, were the successful hijackings, with just two vessels taken by Somali pirates, both of which were fishing vessels.

While the measures taken to avoid hijacking in five cases are listed as 'unknown', just one vessel cited best management practice (BMP) as the reason for its successful escape from pirates. Meanwhile, the other five merchant vessels all credited private armed security guards as the reason the attacks upon them failed. While this will not come as a surprise to anyone in the maritime security industry, it does reinforce the fact that so far, not a single vessel operating with an armed vessel protection team (VPT) has fallen into the hands of Somali pirates, the security company said.

As expected, the vessels which evaded attack in November were all 'high value' targets which could, if successfully hijacked, have provided their Somali captors with sizeable ransom payouts. As maritime insurance companies begin to offer considerable policy discounts to clients who use armed VPTs to guard their vessels, such data cannot be ignored by shipping companies and countries, which have yet to green light the use of armed security guards on board their vessels. Despite the end of the monsoon season, the anticipated surge in attacks has not yet arrived. Risk Intelligence, a Danish maritime intelligence company, cited continued bad weather in the Horn of Africa as potentially reducing the frequency of attacks. That, combined with pressure on land from local authorities (police in Somalia's Puntland region recently arrested 150 suspected pirates) and military action against al Shabaab by the Kenyan military may well be impacting pirate activity. Analysts are agreed, however, that vessels employing a layered approach to maritime security, which includes both the use of BMP and armed VPTs along with shore-based intelligence, as the best possible means to thwart pirate attacks, Neptune concluded. **Source: Tanker Operator**



Clippings contributor **RON DAMMAN** ([www.newdeep.nl](http://www.newdeep.nl)) wishes all readers a Merry Christmas and a Healthy 2012

## MARITIEME INDUSTRIE BUNDELT KRACHTEN IN ZUIDOOST-AZIË

Om effectief in te kunnen spelen op de marktkansen in Zuidoost-Azië opent **HME** op 1 februari 2012 een dependance voor de Nederlandse maritieme cluster in Singapore. Het kantoor komt onder leiding van Marjan Lacet, HME's exportmanager Azië, en wordt gevestigd in Suntec Tower 2. Het initiatief krijgt brede steun van de Dutch Maritime Trade Board en heeft tevens de aandacht vanuit de Topsector Water.

### Clusterbenadering en topsectoren

Vanuit HME Singapore worden per 2012 niet alleen alle collectieve Azië exportactiviteiten zoals beursdeelnames en handelsmissies georganiseerd, het kantoor gaat daarnaast ook Nederlandse maritieme bedrijven intensieve ondersteuning bieden bij het uitbouwen van handelsrelaties in geheel Zuidoost-Azië. Maritieme toeleveranciers, werven en technical managers profiteren van het kantoor in Singapore. Daarnaast wordt nauwe samenwerking met de water-technologiesector gezocht. Het ministerie van Infrastructuur en Milieu werkt momenteel aan een concrete invulling onder de Topsectoren aanpak.

## Deelnemende bedrijven

Het initiatief wordt zeer goed ontvangen door het bedrijfsleven. Binnen drie dagen meldden deze bedrijven zich aan: Aquality BV - Corrosion & Water Control BV - CSI Control Systems - Deno Compressors BV - Holland Ship Service BV - Kwant Controls BV - Loggers BV – Machine & Lierenfabriek C. Kraaijeveld BV - Maritime Consult - Netwave Systems - NRF, Nederlandse Radiateursfabriek BV - Oliveira Hydro, Marine & Shipping - Rubber Design - Serdijn Ship Repair BV

## Singapore ideale ingang voor Zuidoost-Azië

Singapore vormt een ideale draaischijf voor iedereen die succesvol zaken wil doen in Azië. Het land is een one-stop maritiem centrum voor reders, managers en agenten van over de hele wereld. Singapore beschikt daarbij over de op 1 na belangrijkste haven in Azië. Geografisch gezien vormt het land de perfecte uitvalsbasis voor vrijwel ieder land in Zuidoost-Azië. HME Singapore ondersteunt bedrijven bij gewenste commerciële activiteiten in o.a. Singapore, Maleisië, Indonesië, Vietnam, de Filipijnen, Thailand en Zuid-China.

**HME Singapore** is een initiatief van HME. Projectorganisatie HME ondersteunt maritieme bedrijven bij exportpromotie, innovatie en trainingen en is onderdeel van Scheepsbouw Nederland. Neem voor meer informatie contact op met Marjan Lacet, exportmanager Azië T: 010 44 44 333 of E: [ml@hme.nl](mailto:ml@hme.nl) of Gert-Jan Huisink, directeur T: 010 44 44 333 of E: [gh@hme.nl](mailto:gh@hme.nl)



The **CHIQUITA SCANDINAVIA** seen moored in IJmuiden – Photo : Simon Wolf ©

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## Discover Hope: world's largest floating book fair to dock in Singapore



**MV Logos Hope**, the world's largest floating book fair, will soon visit Singapore on her maiden voyage around the world.

Following in the footsteps of her predecessors **MV Doulos** and **MV Logos**, which have visited Singapore over 30 times, **MV Logos Hope** is the newest vessel in the GBA Ships fleet. This larger ship allows for a wider book selection and more comfortable browsing.

The book fair on board **Logos Hope** offers an expanded selection of over 5,000 books at affordable prices. They cover a range of subjects including science, sports, hobbies, cookery, the arts, medicine, dictionaries, languages, philosophy, and religion. With children's titles, academic texts, dictionaries, atlases and more, the book fair is something the whole family can enjoy. Additionally, the rest of the fully air conditioned Visitor Experience Deck is also open for the public to explore. From the Welcome Area, which introduces the new vessel through a short movie and interactive displays, to the International Café, which has ice cream,



drinks and snacks for sale, there is sure to be something for everyone. The Visitor Experience also includes the "Life X-Perience", an interactive walk-through display set up in partnership with the Health Promotion Board (HPB). In addition to getting information about HIV/AIDS and ways to prevent and manage it, visitors to the walk-through will also receive a postcard which allows them to obtain subsidized anonymous HIV testing at the designated clinic

**Logos Hope** will open to the public at **The Promenade, VivoCity** from **Saturday, 17 December** until **Thursday, 29 December**. Entrance is free, but children under 16 must be accompanied by an adult. The ship will be open from 10 am – 10 pm Tuesday through Saturday, and from 3 pm – 10 pm on Sunday and Monday. Private tours will be offered on a first-come-first-served basis from 10:30 am – 8:30 pm Tuesday through Saturday, and from 3:30 pm – 8:30 pm on Sunday and Monday. Tickets cost \$10 for adults and \$5 for children aged 5-11. During Christmas weekend, the ship will close early on 24 December at 3 pm and remain closed on Christmas Day. **Logos Hope** will reopen at 10 am on 26 December.

**Logos Hope** is operated by **GBA Ships e.V.**, an international, charitable organization registered in Germany. In almost 40 years of service, the organization has welcomed 40 million visitors up the gangways in over 160 countries and territories around the world.

## Tug sinking, leaking in Richmond's inner harbor

A decommissioned Navy tugboat moored in Richmond's inner harbor was discovered to be sinking and leaking Sunday, a Coast Guard spokesman said. The Coast Guard Incident Management Division spread a three-layer boom to contain a black discharge leaking from the vessel, according to Petty Officer Caleb Critchfield. Another boom was placed around Brook's Island just south of the inner harbor. Critchfield said it isn't known how much fluid has leaked, how much was on board the tug, nor why the vessel began sinking. **Source : Contra Costa Times**

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The heavy lift vessel **EAGLE** owned by OHT (Offshore Heavy Transport) anchored at DSME shipyard, South Korea, awaiting her next cargo. Photo : Thom Jaspers ©

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## PortsWorld, Open University to publish freight logistics journal

PortsWorld and Open University Malaysia will jointly publish Journal of Freight Logistics to highlight new developments in the industry. Deputy International Trade and Industry Minister Datuk Jacob Dungau Sagan said the journal was the first of its kind in Malaysia and he was confident it would be valued by industry practitioners to help them keep abreast of the developments in the industry.

"For the Government, we are aware on the role and importance of freight logistics sector in fostering the development of the national economy. "It was in this context that not so long ago, Malaysian Industrial Development Authority and the Economic Planning Unit collaborated to support a detailed study of the issues and problems affecting the freight logistics industry. "The study was completed last year and the outcome was a report known as the Roadmap for the Development of the Malaysia Freight Logistics, which among others, identified bottlenecks in the documentation and cargo flow process," he said in his speech read by the International Trade and Industry Ministry deputy secretary-general Datuk Nik Rahmat Nik Taib at the launch of the journal.

According to Sagan, the report is important as Malaysia is very dependent on global marketplace for its exports and that its cargo must be transported in the most efficient, economical and safe manner."This is where freight logistics

and supply chain management come in because it secures an efficient solution by ensuring the right product is transported to the right place, time, quantity, condition and cost. "For the first half of this year, Malaysia's total exports increased 6.5% to RM336.6bil, while total imports grew by 9.6% to RM277.7bil, compared with the previous corresponding period.

"Hence, Malaysia's external trade balance had registered a surplus of RM58.9bil in the first six months of this year," he said. "In terms of export for transport services, Sagan said in the first nine months of this year, the value was RM11.2bil, of which 50% was contributed by sea freight," he said. PortsWorld is an organisation dedicated to serving the transport industry with expertise in transport data and resource management, research, media, editorial and consultancy. **Source : The Star**



The crew of the **Diamond Offshore** rig **OCEAN COURAGE** which is working offshore San Louis Brazil for Petrobras, wishing all readers and especially those away from their family **"a Merry Christmas and a Happy New Year"**



The **PRINCESS SEAWAYS** seen arriving in IJmuiden – **Photo : Hans Blomvliet ©**



## Vale in talks to sell 19 VLOCs

Brazilian miner Vale is in negotiations to sell its 19 owned VLOCs originally designed to transport iron ore to China, Seatrade Asia Online reports. Vale ceo Murilo Ferreira told the O Globo newspaper in Brazil that negotiations to sell the 19 400,000 dwt were "fairly advanced with a foreign shipowner" with the ships then leased back to the mining company. In total 35 vessels were ordered with the other 16 owned by third parties. To date six VLOCs have been delivered and none have been able to call in China. Last week the STX Pan Ocean owned Vale Beijing developed cracks in its ballast tanks when loading for its maiden voyage from Brazil. **Source : Seatrade Asia**



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The **Dongbang Giant No 3** loading in the Free-Port Abu Dhabi last Saturday - **Photo : Maarten Mostert ©**

## China joins Mekong River patrols

China says its armed police began joint Mekong River security patrols on Saturday with forces from Myanmar, Laos and Thailand, a development likely to deepen Beijing's influence in an unstable region on its southern flank. All ready: The Chinese force is made up of more than 200 officers and men drawn from border patrol units along China's coast and major rivers. The patrols are a response to the deaths of 13 Chinese sailors who were attacked on two cargo ships in early October along the Thai section of the river that flows through the lawless Golden Triangle region. The joint operations among the four nations will take Chinese vessels downstream over the border, a first for Chinese border



police. China has long contributed police to United Nations peacekeeping missions overseas, but this is believed to be the first time they will work in another country's territory without a UN mandate.

The official Xinhua News Agency reported on Saturday from Xishuangbann in Yunnan province near the borders with Laos and Myanmar that the patrols had begun. The patrols reflect how Chinese political influence is accompanying the country's economic penetration of the region, particularly in the impoverished nations of Laos and Myanmar. That doesn't come without political risk for Beijing, however, with many of its neighbours already wary of Chinese domination. China's military strength and willingness to assert its territorial claims have prompted many to seek stronger ties with the United States, which is focusing again on the Pacific as military operations in Iraq and Afghanistan are ending.

While Beijing has long provided key diplomatic and economic support for Myanmar, relations have been strained by fighting between Myanmar's army and rebel groups that has sent refugees into south-western China. China was also caught off guard by the suspension of a major dam project being built by a Chinese company in Myanmar that presaged a significant about-face in Myanmar's domestic politics.

Overall, the joint patrols should be positive for relations among the four and will have little real effect on the balance of influence, said Zhao Gancheng, director of South-east Asian studies at Shanghai's government-run Institute of Foreign Studies. The Chinese force is made up of more than 200 officers and men drawn from border patrol units along China's coast and major rivers. They will sail in 11 converted flat-bottomed passenger and cargo ships based in the Mekong River port of Guanlei on China's border with Myanmar.

State broadcaster CCTV ran footage showing the troops drilling on board a ship with the latest models of Chinese assault rifles. 'It's the first time in the history of Chinese border guarding to go abroad to another country to jointly enforce the law. This is a groundbreaking model of a police cooperation mechanism,' the force's political commissar, Liu Jianhong, told CCTV.

In addition to the patrols, China will host a multinational Mekong River security headquarters at Guanlei staffed by officials from the four countries. China has also offered to dispatch experts to help train security personnel in Myanmar and Laos. Sailors shipping Chinese manufactured goods and agriculture produce downriver have long complained of armed gangs that loot their boats or demand cash. But little action was taken to protect them until the Oct 5 attack near the Thai-Myanmar border that sparked Chinese demands for a thorough investigation. **Source : AP**



## Baltic index up again; capesize earnings soar

The Baltic Exchange's main sea-freight index, which tracks rates to ship dry commodities, rose for a third day on Friday helped by firm iron ore trade to China, with earnings for the larger capesizes jumping to their highest in over a

year. Nevertheless, the shipping sector is expected to see more turmoil in coming months as a supply glut and growing economic gloom keep earnings under pressure with growing worries over the outlook for Chinese raw materials demand. The overall index rose 40 points or 2.13 per cent to 1,922 points.

'Despite the demand headwinds from muted steel production in China and slowing industrial production, the capesize segment has been remarkably resilient. Mix of factors including higher port congestion, recovery in coal exports from Australia and increasing Chinese iron ore imports from Brazil, aiding tonne mile have supported the segment,' RS Platou Markets said. 'Declining steel output and slowing industrial production remains a key challenge going into 2012 for dry bulk demand and we still expect rates to see a gradual decline.'

China's industrial output growth hit its slowest pace in more than two years in November and inflation tumbled as economic conditions deteriorated, raising expectations Beijing will ease monetary policy again. Iron ore shipments account for around a third of seaborne volumes on the larger capesizes, and brokers said price developments remained a key factor for dry freight.

Shanghai rebar futures dropped for a second day on Friday, weighed down by a weak outlook for steel demand in top market China after fresh data suggested the Chinese economy was cooling off rapidly, although hopes of further monetary easing capped losses. Capesizes, which typically transport 150,000-tonne cargoes such as iron ore and coal, had driven a recent rally, helped by firmer coal and iron ore exports from Australia and Brazil to China as well as a pick-up in Japanese coal imports. A build-up of port congestion also provided support.

The Baltic's capesize index rose 4.76 per cent on Friday, with average daily earnings rising to US\$32,617 and at their highest since November 2010. In August, the overall index, which gauges the cost of shipping commodities including iron ore, coal and grain, fell for 18 consecutive sessions and reached its lowest in more than three months. It has remained erratic and is still down over 12 per cent from the same period last year.

The Baltic's panamax index rose 1.18 per cent. Average daily earnings for panamaxs, which usually transport cargoes of 60,000 to 70,000 tonnes of coal or grains, reached US\$13,682. Daewoo Shipbuilding & Marine Engineering said on Friday it had lost an order from a European customer, including two dry bulk vessels, worth over half a billion dollars in a sign of worsening conditions in the seaborne sector and a growing eurozone lending squeeze. **Source : Reuters**



The MFV. **OCEAN VII Sch.333** seen in Tromsø (Norway) where the trawler discharged her caught Herring  
**Photo : Engine Room crew OCEAN VII – SCH 333 ©**

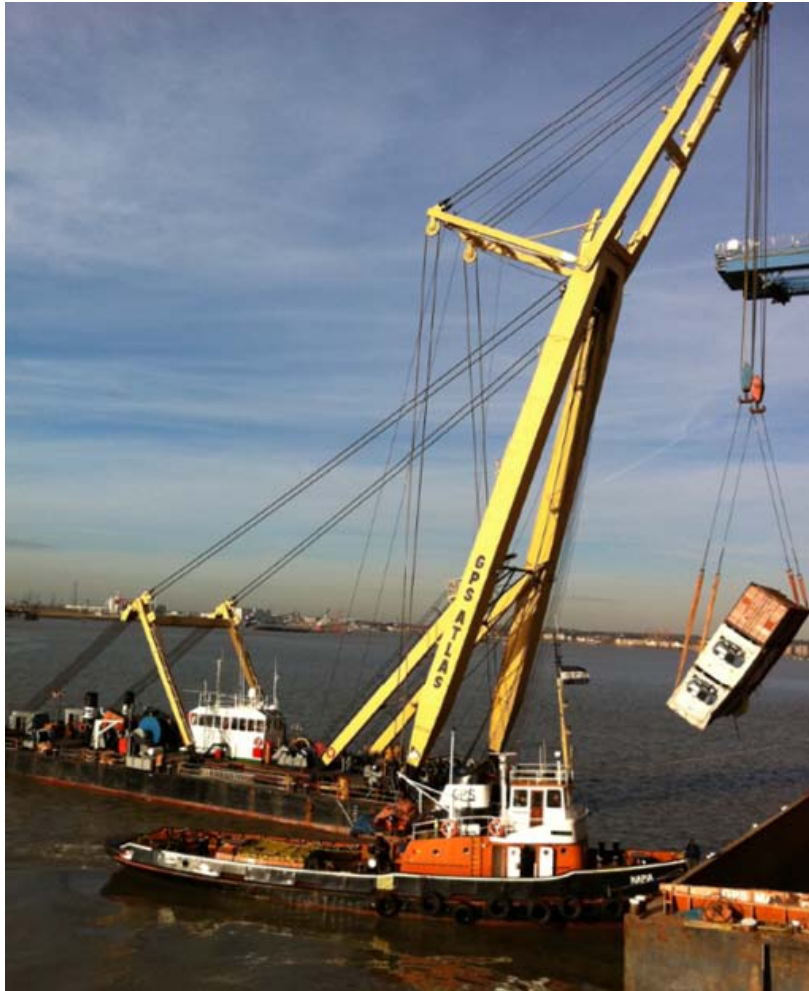




Above seen the mv **Pira Bhum** ( RCL lines Singapore ) leaving the port of Hai Phong Vietnam. **Photo : Ed Barten ©**



Seasons Greeting from Shippingnewsclippings contributor **GARY DAVIES** for all readers



The container vessel **Thuringia Express** arrived in Tilbury with some containers toppled overboard but hanging in the lashings, which problem was solved by the Sheerlegs **GPS ATLAS**.

Photo's : GPS Marine Contractors Ltd ©

## NAVY NEWS

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## Tu-16 crash after a low pass by aircraft carrier USS Essex

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A soviet jet bomber **Tu-16** commanded by **A.Pliyev** crashed into the Norwegian Sea on **May 25 1968** after a low pass by aircraft carrier **USS Essex**. Notice the Tu-16 flying by the **USS Essex** just 15 meters above the sea. At the end it's possible to see a second Tu-16 flying around trying to find out what happened to the other plane, Bodies of the crew were recovered by **Essex** and later passed on Soviet destroyer that came in the area with full honors

Read the full story at: <http://sovietrussia.co.uk/cold-war-blazing-skies/> and/or at:

<http://sovietrussia.es/los-ardientes-cielos-de-la-guerra-fria/>





Above seen the Argentinean [ARA Castillo](#) anchored in Antarctica

## China first aircraft carrier wraps up sea trials

The first Chinese aircraft carrier successfully wrapped up the second stage of its sea trials on Sunday, when it returned to the port of Dalian after a 12-day mission. According to the Kanwa Asian Defense magazine, deck-based aircraft were not used during the trials because a special inhibitory system is yet to be installed on board the carrier.

Earlier, Russia refused to sell four such systems to China, citing strategic nature of the equipment. The vessel is the former Soviet carrier [Varyag](#) which China bought from Ukraine in the late 1990s. **Source :** mastiviews

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## Newport News Shipbuilding releases shipyard safety rap video

[Huntington Ingalls Industries](#) reports that its [Newport News Shipbuilding](#) (NNS) division has released a shipyard safety music video featuring a song written by one of its shipbuilders. Shipfitter Alfred Flythe wrote "Safety First" for a safety song contest NNS sponsored over the summer.

"The safety song contest provided a great opportunity for me to combine two of my passions: singing and shipbuilding," Mr. Flythe said. "Our jobs can be dangerous if we don't put safety first. I considered all of the different environments in the yard when I wrote the lyrics. I'm excited that my song will serve as a reminder to my co-workers that knowing all of the different safety factors that come into play is important." Mr. Flythe's rap song was one of 25 contest submissions in genres ranging from country and gospel to rock and rap. "Safety First" was determined the winner by shipbuilding employees who voted online. Mr. Flythe won \$1,000 and production of the music video featuring his rap. The video was produced on location at NNS by shipyard videographer Carter Mahnke and the

shipyard's in-house video team. "Safety First," as well as other safety song contest submissions, are available online at <http://www.huntingtoningalls.com/nns/safety>.

"Safety is a top priority at Newport News Shipbuilding," said Matt Mulherin, corporate vice president and NNS president. "The safety song contest encourages ownership and creativity among our 20,000 shipbuilders and promotes safety awareness across the shipyard in a fun and memorable way. Mr. Flythe did a great job capturing the shipyard's safety themes in his lyrics, making 'Safety First' the perfect safety anthem for 2012." **Source : MarineLog**



At the **PPL shipyard** in Singapore the new Jack-up rig **ATWOOD MAKO** was launched.

**Photo : Piet Sinke ©**

## Thyssen sells civilian shipyards to Star Capital

German steelmaker ThyssenKrupp agreed to sell the civilian business of its Blohm + Voss shipyards to British buyout firm Star Capital, it said on Monday, as the company's shipbuilding operations focus on military vessels, Reuters reports. ThyssenKrupp expects the well-flagged deal, for which it did not disclose the selling price, to be completed in

It also had to cancel a separate deal with ADM on a joint venture to sell naval surface ships to the Middle East and North Africa, blaming changes in political landscape in those regions. ThyssenKrupp in 2009 sold its Kiel-based container ships and yacht builder HDW Gaarden and struck other deals to sell the first quarter of 2012, it added. The assets that were up for sale include three civilian shipbuilding units -- yacht-builder Blohm + Voss Shipyards, ship repair unit Blohm + Voss Repair and components maker Blohm + Voss Industries. In July this year, ThyssenKrupp's plan to withdraw from civilian shipbuilding hit a snag when it had to scrap a deal for Abu Dhabi Mar (ADM) to buy Blohm + Voss. its yards for fast passenger, ferry, cargo and container hips after new orders dried up in the recession. Overcapacity in Europe has also been compounded by competition from shipbuilders in China and Korea. Following the sale of civilian shipbuilding assets, ThyssenKrupp's Marine Systems will comprise naval shipbuilding at its yards in Kiel in Germany and Kockums in Sweden, as well as design, equipment and project management capabilities for military surface vessels at Blohm + Voss Naval in Hamburg. **Source : PortNews**

## El Hakim praat met Damen Shipyards

De huidige stand van zaken van de onderhandelingen omtrent de Curaçaose Dokmaatschappij (CDM) werd onlangs besproken door de vertegenwoordiging van Damen Shipyards en de minister van Economische Ontwikkeling, Abdul



Nasser El Hakim (MFK). De bespreking met de Regional Sales Director Americas van Damen, Sander Oord, vond in New Orleans plaats gedurende de conferentie 'Caribbean and Central America'.

De minister benadrukt dat een eventuele samenwerking met internationale aannemers gepaard moet gaan met een voordeel voor Curaçao, waarbij de ontwikkeling en de toekomst van CDM en de werknemers van de maatschappij bevorderd moeten worden. "Dankzij het Turn Around Team kan er beter onderhandeld worden door het verworven inzicht in de betreffende industrie", aldus El Hakim.

Het team werd begin oktober op initiatief van de minister gevormd door experts, die een beleidsplan dienen op te stellen voor het CDM-management. Eerder werd aangegeven dat het team voor 15 december een plan zal presenteren, dat op 1 januari 2012 geïmplementeerd zal worden. "We blijven de verschillende opties onderzoeken welke de koers van CDM kunnen veranderen, maar we kunnen geen tijd meer verliezen of afhankelijk zijn van offertes van andere bedrijven. We moeten onze toekomst in eigen handen nemen", aldus een eerdere uitspraak van de minister. De vertegenwoordigers van Damen zullen eind januari op Curaçao zijn, wanneer een gesprek gepland staat met minister El Hakim over een mogelijke samenwerking. Bron : Amigoe

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The **ORANGE TRIDENT** seen enroute Rotterdam – Photo : Anton de Krieger ©

## Stranded NATO supplies clogging Pak sea ports

Pakistani authorities are facing a major problem of clogging at two sea ports as a blockade on NATO supplies to Afghanistan has meant that as many as 1200 military vehicles and 2,000 containers have been stranded at the facilities for almost 15 days.

The Karachi port and the bin Qasim terminal, also at Karachi, are being occupied by the stranded supplies after the government said it would not allow transit to NATO supplies following the Mohmand air strikes that killed 24 Pakistani soldiers.

According to 'Dawn' daily, since the embargo was imposed after the November 26 attack in Mohmand agency, four container ships and two vehicle carriers have unloaded around 2,000 boxes and 1200 military vehicles at the two sea ports. This has clogged the container terminals at both ports. "Since November 26th two vehicle carriers unloaded 400 and 800 military vehicles belonging to the US army," the report said. It said before the embargo was imposed, already over 600 containers and oil tankers were to go to Afghanistan via Torkham and Chaman. These containers and tankers too are now stranded at the border as the government has not allowed them to cross the border.

"They are there for 16-days now in the chilly and cold weather," a port source said. Sources said that security forces have also held back scores of Afghan transit trade containers on way to Afghanistan on the suspicion of carrying NATO goods at Takhta Beg check post in Jamrud. The report said that if the large number of NATO containers and tankers were not removed soon from the two ports, there will hardly be any space left for movement of commercial cargo and this would badly affect the country's imports and exports.

"There is a daily flow of containers coming with goods booked by merchants from the China market," one source said.

The report said that since ports are meant to be transit points and not for storage, the government would have to immediately decide on the removal of the containers from ports that have clogged up traffic and trade. Three days back unidentified gunmen set on fire 42 NATO containers and oil tankers in Quetta in the Balochistan province.

Source : Zeenews



HAL's **VOLENDAM** seen leaving Wellington, NZ. - Photo : Peter Stacey – Wellington Pilot ©

## 150 wharfies go on strike in Western Australia's ports

More than 150 wharfies have gone on strike at Western Australia's busiest ports, mainly over concerns that a poor safety regime will lead to deaths on the waterfront. Maritime Union of Australia Western Australia (MUA WA) branch



secretary Chris Cain said up to 200 wharfies at Fremantle, Port Hedland and Bunbury ports had downed tools on Saturday over safety concerns. They are also seeking an annual pay rise of six per cent over three years.

Mr Cain said the wharfies, employed by Sydney-based stevedoring company POAGS, would remain on strike until tomorrow. POAGS had appealed to Fair Work Australia to try to prevent the strike, but that was rejected, so the workers had a legal right to take the action, Mr Cain said. **Source : Postcourier**

## China to Increase Tonnage Taxes for Large Ships Beginning Jan. 1

China will raise taxes for larger commercial vessels arriving from overseas as it restructures tariffs to reflect increasing vessel sizes. Ships bigger than 50,000 tons will have to pay 5.3 yuan per ton beginning Jan. 1, the State Council said in a statement posted on its website. The cost will increase if the levy is paid later than 30 days. The previous top rate was 4.65 yuan for ships larger than 10,000 tons, according to a national policy statement posted on Guangdong Maritime Safety Administration's website. The tax mechanism was first published in 1952 and amended in 1994, it said. **Source: Bloomberg**



The **STOLT COMMITMENT** seen enroute Rotterdam – **Photo : Ria Maat ©**

## Antwerpen helps to further develop port of San Pedro

The port of Antwerp is to collaborate in further developing the port of San Pedro in Côte d'Ivoire (West Africa) over the next few years. San Pedro, the largest cacao port in the world, has 2000 hectares of vacant land that will be put into

use in stages in the near future. Port of Antwerp International (PAI), the international subsidiary of Antwerp Port Authority, will assist San Pedro in further drawing up the master plan for the port. These arrangements were laid down in a Memorandum of Understanding signed by representatives of PAI and San Pedro at the end of November.

The challenge of San Pedro The port of San Pedro, which currently handles a freight volume of between 1.5 and 2 million tonnes annually, has the ambition to expand significantly on a regional scale. A number of practical investment and development projects have already been drawn up for this. Logistics

zones will be set up in the hinterland of the port, in among others the cities of Odienné, Touba and Man. Further, space will be created in the port of San Pedro for logistics zones to handle rice, cashew nuts, fertilisers and cotton. Finally, an additional 150 hectares of port area will be made ripe for development with a view to attracting investors.

PAI consulting and help with training and marketing Previously, in October 2010, PAI and San Pedro signed an agreement to look at areas in which PAI could assist the West African port. The relevant areas have now been defined and are described in the MoU that was signed at the end of November. "One of the objectives of PAI is to further bind freight and customers to Antwerp, and this will form the starting point of our activities there," explained Nico Vertongen, Africa manager at PAI. For example, PAI has undertaken to carry out specific studies for port facilities and operation of the port area.

Training for port professionals will be provided by APEC, the training subsidiary of Antwerp Port Authority. For this purpose Antwerp Port Authority will make three scholarships per year available to its counterpart in San Pedro. There will also be support for commercial activities. To promote the port of San Pedro a joint Port Day will be held in 2012. Further, prospecting missions will be sent to the hinterland of San Pedro (the South of Mali, the East of Guinea and the South-East of Liberia) with a view to further developing San Pedro on a regional scale. **Source : PortNews**

## **SUBSEA 7 ANNOUNCES AWARD OF TWO CONTRACTS WITH SHELL IN THE GULF OF MEXICO**

**Subsea 7**, a global leader in seabed-to-surface engineering, construction and services, today announces the award of two engineering and installation contracts from Shell for the Cardamom and West Boreas Projects in the Gulf of Mexico. Subsea 7's scope of work on West Boreas is the installation of a 6,096m (20,000ft) long umbilical as well as subsea distribution hardware for the field. Installation will occur in water depths up to 959m (3,146ft) in the Mississippi Canyon block area. On the Cardamom Project, Subsea 7 will install a 9,266m (30,400ft) long umbilical plus subsea distribution hardware for the field in depths up to 914m (2,999 ft) in the Garden Banks block area. The project management and engineering for Shell's projects will take place from Subsea 7's Houston office. Subsea 7's construction vessel the Skandi Neptune will be used on both projects. Ian Cobban, Subsea 7's Vice President for the Gulf of Mexico, said: "We are very pleased to have been awarded these contracts by Shell, which build upon our strong track record in the deepwater subsea construction market in the Gulf of Mexico."

## **Kazmortransflot announces purchase of 2 large capacity Aframax tankers**

The ceremony of acceptance of the first large capacity tankers by JSC NMSC "Kazmortransflot" (KMTF, a wholly-owned subsidiary of JSC NC "KazMunayGas" was held on 9 December 2011 in the port of Batumi (Georgia). Managing Director for Oil Transportation of JSC NC "KazMunayGas" Nurtas Shmanov, Chairman of Management Board of JSC NMSC "Kazmortransflot" Marat Ormanov and other officials took part in the event, Kazakhstan Today reports refekring to company statement.

KMTF has purchased two Aframax crude oil tankers with the deadweight of 115 thousand tons each. The new ships have been named "**Alatau**" and "**Altai**". These tankers have been constructed by the South Korean ship-building company Samsung Heavy Industries and are designed for transporting crude oil and oil products on the Black and Mediterranean Seas. This way, the NMSC "Kazmortransflot" group of companies is increasing its own fleet with large capacity tankers and expanding the geography of its business. The tankers have been purchased as part of the measures to implement the long-term development strategy of JSC NC "KazMunayGas" and with the support of JSC "NWF "Samruk-Kazyna". KMTF sets the goal of creating a technologically efficient transportation corridor through reliable operation of the logistics system for transportation of the Kazakh oil to the global market, according to the "exploration-production-transportation-refining-delivery" principle. Currently, the fleet of the Kazmortransflot group of companies is comprised of 21 ships of various kinds and purposes, including 8 tankers. In accordance with the development strategy until 2020, KMTF plans to increase the total tonnage of the own fleet to 1,426,000 tons though



acquisition of additional 4 large-capacity ships. KMTF is pursuing the goal of further participation in the "big oil" transportation both on the Caspian Sea, and in the high seas. Being one of the most dynamically developing companies on the Caspian, KMG continues strengthening its positions through increasing the assets at the international market of marine multimodal transportation. **Source: Kazakhstan Today**

## Shanghai index continues to fall, Asia-Europe rate slips below US\$500/TEU

ASIA-Europe rates fell below US\$500 last week to \$490 per TEU, down two per cent from the previous week, according to the latest Shanghai Containerised Freight Index (SCFI). Asia-Mediterranean rates continued their recent downward surge, dropping 5.6 per cent week to week to \$652 per TEU. The latest weekly decline on the trade represents a 19.1 per cent plunge from just four weeks ago.

On both the Asia-US west and east coast trades rates were down a relatively modest 0.5 per cent to \$1,419 per FEU and \$2,524 per FEU, respectively. The SCFI declined again last week by 1.5 per cent to 855.54 points **Source : Schednet**



The **OCEANIC SIRIUS** seen in Le Havre – **Photo : Fabien Montreuil ©**

## Vale may start Philippines-based Asia iron ore shipments in January

Vale may start operating an iron ore transshipment centre in the Philippines early next year, two years ahead of a similar facility in Malaysia, as the world's top iron ore miner moves closer to its biggest market, China, Reuters reports. The Brazilian miner is spending more than \$2 billion to build a fleet of 19 giant vessels that each can carry 400,000 tonnes of iron ore, to cut its shipping costs to China.

But with China keeping its ports closed to these Valemaxes, the transshipment facility would allow the company to unload cargo onto a large floating storage vessel in the Subic Bay Freeport, a source at the port told Reuters. The ore would then be transported to China and other Asian buyers through smaller vessels such as panamaxs or capesizes.

"We are just waiting for the arrival of their floating storage vessel right now and we are in contact with Vale Singapore regarding the project," the source said. "We expect it to start in late January or early February." "Subic is deep enough

to accommodate these vessels. It's a very strategic location, it's near China, South Korea and Japan which are the big users of iron ore in Asia," the source added. Subic Bay is located in the Philippines' main Luzon island.

Officials at Vale in Singapore and the port declined to comment.

The Subic iron ore transshipment centre is one of at least two that Vale plans to set up in Asia. The hubs are part of the firm's strategy to move the steelmaking raw material closer to China, buyer of around two thirds of global seaborne iron ore. The Brazilian miner in October broke ground for a \$1.3 billion iron ore distribution centre in Malaysia's northern Perak state. The centre, however, would only be ready to handle the Valemaxes by 2014.

Vale's Philippines' centre had been due to open in October under an agreement signed earlier this year. "There was a delay because the floating storage vessel that will be stationed in Subic had to be retrofitted," the source said. The source said the vessel had to be upgraded to include cranes and other equipment to facilitate transfer of cargoes, adding that Vale "could bring in more storage vessels to Subic if the operation is successful." Vale has yet to secure approval for its Valemaxes access to Chinese ports, mainly due to strong opposition by domestic steelmakers and ship owners who fear the Brazilian firm is seeking to monopolise their businesses.

Beijing's approval may be further pushed back after one of the giant vessels, the Vale Beijing, suffered a ruptured hull while preparing to set sail on its maiden voyage last week, underscoring the need for more stringent safety checks.

Source : PortNews

## **Mega ships coming to Hamburg in ever growing numbers:**

### **14,000-TEU mega-containership "CSCL Mars" in Port of Hamburg on maiden voyage**

Year by year, the number of exceptionally large ships (known as AGFs in German) calling in the Port of Hamburg is growing and with it, the size of such ships. With the call by the **"CSCL Mars"**, visiting Hamburg this week for the first time on her maiden voyage, the Hanseatic City welcomed one of the very largest containerships currently serving the Port of Hamburg. With a capacity of 14,074 TEU (20-ft standard containers) and operated by China Shipping Container Lines, this vessel is one of the AGF class of exceptionally large containerships and bulkers. This expression covers units with a length of more than 330 metres and/or a breadth of 45 metres. Between January and September 2011 alone, 674 mega-vessels called at the Port of Hamburg, including 621 containerships. Whereas in 2010 ships with a slot capacity of up to 10,000 TEU represented the giants among the containerships seen in Hamburg, even larger craft are now being deployed, in the Asia-Europe trade especially.

The giant ocean-going vessel with a length of 366 metres and a bread of 55 metres was given a commensurate welcome by representatives of the Port of Hamburg: Werner Viessmann, Head of harbour master's division and Bernd Ahlf, Director of Finances for Port of Hamburg Marketing, who presented Anatoliy Borodulin, Captain of the Hong Kong-flag ship with a Hamburg Admiralty plaque. The **"CSCL Mars"** had sailed on her maiden voyage in the joint Asia Europe Express Service 7 (AEX 7) run by the China Shipping Container Lines and Evergreen shipping lines from Shanghai at the end of October. She continued from there to the ports of Ningbo and Shekou and then on to Hong Kong, Yantian and Port Kelang. The **"CSCL Mars"** then passed through the Suez Canal and made two stops in ports in Western Europe before berthing at Eurogate Container Terminal in the Port of Hamburg on the afternoon of 7 December.

The increased deployment of larger ships on liner services between Asia and Hamburg is evidence of further growing container traffic between the two regions. In the first nine months of this year traffic with Asia attained a volume of over 3.9 million TEU and was accordingly up by 10.6 percent by comparison with last year. China continues to occupy No. 1 spot in the ranking of Hamburg's top trading partners for container handling and this is another still growing link. At the end of the first nine months of 2011, around 2.3 million TEU had already been transported between Hamburg and China by sea, representing growth of 11.7 percent. The intensive cargo flows between Hamburg and East Asia are currently catered for by 27 liner services.

Built at the Samsung shipyard in Koje, South Korea, with a capacity of 14,000 TEU the **"CSCL Mars"** is among the largest of over 140 vessels in China Shipping's fleet. At a press conference to mark a call by her sistership **"CSCL Star"**, China Shipping's Vice President Hangzhou Zhao did not exclude the possibility that in future even larger vessels could play a role for China Shipping.

The Port of Hamburg also needs to be prepared for calls by larger ships. The European Commission has in the course of the planning process expressed itself in favour of the adjustment of the Elbe navigation channel. "We are delighted



that the European Commission has given the green light. We are reckoning on the neighbouring states of Schleswig-Holstein and Lower Saxony also reacting favourably and agreeing. The adjustment of the navigation channel is indispensable for both the infrastructure and the economy of North Germany. The Port of Hamburg powers jobs in the region, making it a leading employer," said Claudia Roller, Port of Hamburg Marketing's CEO in emphasizing the urgency of the work. In Berlin and Hamburg it is being assumed that the necessary planning consent can be granted in spring 2012.

## Zorgen KTK-personeelover ingehuurde bemanning

Nadat de havenautoriteiten een sleepboot met bemanning uit de Dominicaanse Republiek hadden gehuurd (de Ocoa) en er onlangs een tweede op het eiland arriveerde (de **Caucedo**), spreekt het personeel van Kompania di Tou Kòrsou zijn zorg uit over de tewerkstelling van personeel uit het buitenland.

"Het ging om ongeveer tien bezorgde matrozen en kapiteins die zich gisteren op de kade onder de brug hadden verzameld, en om nadere uitleg vroegen", aldus de interim-directeur van de Curaçao Port Authorities (CPA), Humberto de Castro die gisteravond na zeven uur het personeel toesprak. Hij licht toe dat het personeel na uitleg, 'gewoon zijn werkzaamheden heeft hervat'. Omdat CPA eigen sleepboten voor een lucratieve som in Venezuela heeft kunnen verhuren, stelt De Castro dat er een 'economisch voordeel' voor het bedrijf is behaald door de huur van twee sleepboten uit de Dominicaanse Republiek. "Omdat we over de huur van de tweede sleepboot extra hebben onderhandeld, zal de huur exclusief de Dominicaanse bemanning zijn. Zij zullen na de overdracht van ongeveer een week tot tien dagen, weer terugkeren. De bemanning van de Ocoa zal wel op het eiland blijven. De KTK-personeelsleden maakte zich zorgen omdat ze dachten dat ook de bemanning van de tweede sleepboot hier zou blijven. Na de uitleg waren ze weer gerustgesteld", aldus De Castro. **Bron : Amigoe**

## .... PHOTO OF THE DAY ....



The **GOUWE STROOM** seen north of the German Wadden Islands enroute from Cuxhaven to Hardinxveld

**Photo : Marijn van Hoorn ©**

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