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Number 147 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 30-05-2008**

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**The VOS TRAVELLER seen at the Dordtse Kil
Photo : Hans Lingbeek ©**

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EVENTS, INCIDENTS & OPERATIONS

Shipping costs soar

The high price of energy is undercutting the advantages of globalization by raising transportation costs so much that they could force businesses to look closer to home, says a CIBC World Markets report. "Globalization is reversible," Jeff Rubin, the bank's chief economist, wrote in the study released yesterday. "In a world of triple-digit oil prices, distance costs money. And while trade liberalization and technology may have flattened the world, rising transportation prices will once again make it rounder. Rubin and co-author Benjamin Tal say the cost of moving goods – particularly heavy materials such as steel – not the burden of tariffs, is the largest barrier to global trade today. They calculate that every \$1 (U.S.) increase in the price of a barrel of oil has translated into a 1 per cent increase in transportation costs.

In fact, the report says, the explosion in transport costs caused by the record price of oil has effectively offset all the trade liberalization efforts of the past three decades. In 2000, when oil was \$20 a barrel, the cost of transportation was the equivalent of a 3 per cent U.S. tariff rate, the report states. Now, transportation costs are equivalent to a 9 per cent tariff, and at \$150 a barrel for oil they would amount to an 11 per cent tariff – about the average of tariff rates in the 1970s. Given the costs of moving raw materials and finished goods, distance to market is becoming an increasingly important factor in business decisions, the report says.

The cost of shipping a standard 40-foot container from Shanghai to North America's east coast has jumped to \$8,000 from \$3,000 in 2000 when oil was \$20 a barrel, the report says. Nobody is predicting any sudden breakdown of Asia's exporting machine. After all, labour costs remain far lower in Asia, while shipping costs spread out over a container full of consumer electronics, clothing, sporting goods or the like may result in only a modest increase in per-unit costs. But the higher shipping costs are already affecting products with a high ratio of freight costs to final sale price, such as steel, the report says. It says China's steel shipments to the United States are down by 20 per cent from a year ago, the worst performance in a decade, while U.S. domestic steel production has risen 10 per cent. Eventually, some production could return to North America.

"Are we seeing a major inflow of jobs back to the manufacturing sector? Not yet," he said. "But if oil prices continue to rise and transport prices even double from the current rate, you will see more and more jobs coming back." United Steelworkers economist Erin Weir said the CIBC paper makes sense in theory, since globalization is partially made possible by cheap transportation costs.

Weir said he cannot point to any sudden increase in steel production in Canada, but noted that the country's steel industry has been acquired by foreign interests in the past few years, "so they must believe they are good investments."

High energy prices will have a minimum impact on Canadian exports, Tal said, since the vast majority are bound for the nearby U.S. market, and many are in commodities, for which markets have few alternative sources. CIBC's Rubin last month gained attention for predicting oil would surge to \$225 a barrel by 2012. Some of his past calls, on real estate and currency, for example, have hit the mark, while other calls have been off base, such as saying in 2000 the Canadian dollar was "on a path to extinction." **Source: The Star**

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Somalian troops pursue bulker

Somalia's semiautonomous Puntland region has sent troops to free a hijacked Dutch-controlled multipurpose ship. Puntland's president, Adde Muse, said Wednesday that troops have been sent in two vessels to the site where the 3,680-dwt **Amiya Scan** (built 2004) is being held.

The hijacked ship is at, or near, the city of Bargaal. "We will use force to release the ship if necessary," he told Reuters. The Puntland government also plans to send troops to block reinforcements that might aid the pirates. The Antigua-flagged **Amiya Scan** was hijacked in the Gulf of Aden over the weekend with a crew of four Russians and five Filipinos. The vessel is reported to be near the Puntland city of Bargaal, press accounts conflict on whether the vessel has arrived there.

Vessel owner Reider Shipping of Winschoten is said to be in negotiations with the pirates, and crewmembers are reportedly in good health. Puntland officials have asked that pirates not be paid a ransom. "We ask the world to help our military forces," Muse said. **Source : Tradewinds**

Update pirate attack of MV Amiya Scan off Somalia.

Reider Shipping, owners of the hijacked freighter MV **Amiya Scan** and charterers Scan-Trans, report they have been in contact with their vessel today. Contact has been made with both Russian and Pilipino crew members. The crew members are reported to be in good health and treated well.

Both companies confirm that they have requested the Danish, Dutch, Russian, Filipine as well as Antigua & Barbuda authorities in Nairobi to make contact with the highest officials of the semi autonomous region Puntland, Somalia, to urge restraint and diplomacy in resolving the current hijack situation.

Reacting to further reports that forces of the Puntland authority intend to attack the **MV Amiya Scan**, owners and charterers have sent a message to Puntland President, Ade Musse and Foreign Minister Ali Abdi Aware stating that only diplomatic and negotiating channels should be used to bring the current incident to a safe and peaceful conclusion. The owners believe that any other action will put the lives of the crew at risk. A spokesman for owners and charterers stated, "We do not intend taking any actions that might encourage future pirate attacks, but believe that only peaceful avenues should be explored leading to the release of the hostages. The safety and well being of our valued seafarers, together with concern for their families, is our first and only priority at this difficult time."

200 MAAL BERGE STAHL IN ROTTERDAM

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Op maandag 2 juni vieren de direct betrokken bedrijven dat de **Berge Stahl** - de grootste bulkcarrier ter wereld - voor de tweehonderdste keer arriveert in de Rotterdamse haven. Aan boord zijn dan aanwezig topmensen van ThyssenKrupp Steel (Ingo Batzel, directeur Grondstoffen), de Zweedse rederij BW Gas (marktleider in de transport van LNG) en het Braziliaanse Companhia Vale do Rio Doce. Deze Braziliaanse leverancier van ijzererts heeft momenteel twintig bulk carriers die groter zijn dan de **Berge Stahl** in bestelling!



Photo : Hans Hoffmann ©

De **Berge Stahl** vaart sinds 1986 op en neer tussen Ponta da Madeira, Noord-Brazilië, en de Ertsoverslagbedrijf Europort te Rotterdam. In die tijd vervoerde het 71 miljoen ton ijzererts voor de Duitse staalindustrie.

Berge Stahl

Draagvermogen: 365.000 ton (ongeveer 120 conventionele duwbakken)
Lengte: 343 meter
Breedte: 63,5 meter
Toegestane diepgang: 22,5 meter (74 voet)
In de vaart genomen: 6 december 1986
Eigenaar: Bergeson Worldwide Gas
Agent en charteraar: ThyssenKrupp Veerhaven
Jaarlijks vaart het schip tien keer op en neer, een tocht duurt circa vijf weken.

DE BERGE STAHL ARRIVEERT DE 31^{STE} EN ZAL OP HET HOOGWATER ROND DE MIDDAG AFMEREN BIJ DE EECV – WESTZIJDE

KAPING SCHIP

Somalische autoriteiten hebben militairen afgestuurd op het gekaapte schip van rederij Reider Shipping uit Winschoten. Ze zijn bereid geweld te gebruiken als dat noodzakelijk is, aldus de autoriteiten woensdag.

„We hebben twee schepen met militairen gestuurd”, aldus het hoofd van de Somalische regio Puntland, Adde Muse. Het schip lag woensdag voor een haven van Bargal in Noord-Somalië. „We vragen de internationale gemeenschap en in het bijzonder het land waar het schip vandaan komt, geen losgeld te betalen.” Muse zei dat zijn regering ook grondtroepen heeft ingezet bij de haven, zodat de piraten geen hulp kunnen krijgen van handlangers.



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Maersk repeats its backing for slow steaming

The world's largest container liner Maersk Line is backing slower slow steaming as a response to rising bunker costs. Slow steaming is an efficient way to reduce bunker consumption, lowering operational costs as well as cutting CO2 emissions, according to Jesper Praestensgaard, CEO Asia Pacific of AP Moller-Maersk.

Bunker bills currently account for about 50% of the shipping firm's operating costs, compared to about 20% a few years ago, he said.



The **LAURA MAERSK** seen at the Westerscheldt River

Photo : Henk de Winde ©

Praestensgaard was speaking at the SustainableShipping Forum currently being held in Singapore (May 28-30). He admitted that Maersk Line was a "big contributor" to carbon dioxide (CO2) emissions, but he said slowing vessel speeds provided part of a solution. "Our customers want reliability and know we'll be slightly slower. But we are still able to deliver reliable product even with slower speed," Praestensgaard told Bunkerworld at the sidelines of the conference. Slow steaming also allowed tonnage to be absorbed, creating a much tighter supply-demand situation, he noted.

He gave an example of a round trip on the Asia-Europe string from Shanghai to Rotterdam, saying slow steaming versus regular steaming would bring a reduction in CO2 emissions of 5,000 metric tonnes (mt).

Regular steaming for eight vessels travelling at 22 knots would consume 9,500 mt of bunkers and emit 30,000 mt of CO2. In slow steaming, nine vessels travelling at 20 knots would consume 8,000 mt and emit 25,000 mt of CO2, he said

Maersk Line's ME3 service between Europe and the Middle East will be carried out by slow steaming from June 7, with Maersk Kensington departing from Algeciras. **Source: sustainableshipping**

Odyssey Marine Exploration Files Admiralty Arrests on Two Shipwreck Sites

Odyssey Marine Exploration, Inc. the world leader in the field of deep-ocean shipwreck exploration, today filed Admiralty Arrest Complaints in the U.S. District Court for the Middle District of Florida on two separate shipwreck sites recently discovered by the Company.

Both sites lie within the general area of the English Channel but are outside the territorial waters or contiguous zone of any sovereign nation. The sites both contain cannon and other artifacts which are believed to date from the Colonial period. Odyssey has conducted preliminary surveys but has not yet been able to confirm the identity of either site. The Company's archaeological and conservation teams are currently developing archaeological excavation and conservation plans for both sites.

As with other shipwreck sites that the Company discovers, if either site can be identified, any potential claimants will be notified through appropriate private or public notices.

Odyssey's core business is shipwreck exploration and archaeological excavation, so filing arrests on shipwreck sites to protect the Company's legal interests occurs in the normal course of business. For security reasons, no additional information about these sites is being released at this time.

Simplicity Itself

Maersk to get rid of needless assets

"Maersk is moving away from this vertical integration in order to simplify its business and make sure every business we are involved in is competitive", told to Financial Times Maersk CEO Nils Andersen. Under the "vertical integration" policy cargo on Maersk Line ships would often go in containers manufactured by Maersk, on ships built by the group, through the group's ports, manoeuvred by the group's tugs and delivered by its trucks.



Photo : Edwin Wiegiers ©

"We want to take this Maersk Line wake-up call and use it as an incentive to drive a simplification throughout the company," he says. "We want to be easier to do business with for our customers; we want to have simpler administrative and business procedures. Part of the simplification is to steer group companies away from relying so heavily on other group members as suppliers and customers for their services.", executive continued.

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He also stressed that a highly vertically-integrated group runs the risk of becoming embroiled in cumbersome procedures and not being clear how each part is performing. That's why Maersk plans to sell its non-strategic assets from which the company expects to raise \$800m this year.

Also Maersk holds a 20% stake in Denmark's Danske Banke, 67.7% stake in the company that owns Fotex and Netto supermarkets and a 37.7% stake in two Danish department stores. Both are regularly held up as examples of assets that could readily find a more natural owner than Maersk, but N. Andersen told that "We regard them as long-term investments, we manage them as independent businesses. So I think you can say we see them as part of the long-term structure." **Source : SEaNews**



The **MTS VALIANT** seen in Rotterdam-Caland Canal
Photo : Ferry van Rijsbergen ©

Transport Royal DHOW



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Recently **Maritime Transport services BV** performed the transport of a new building "royal " DHOW . The "royal" Dhow was shipped on board the dockship **CONDOCK V** at the port of : Port Sultan Qaboos (Oman) and is expected to arrive dd 2nd June at the port of Aqaba (Jordania)

The building of this traditional ship started in 2000 and lasted abt 8 years loa = 44 mtrs x boa 9 mtrs it is completely made of teakwood. It is said that the Dhow is a gift of the Sultan van Oman to the Royal Family of Jordanie



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Gaz de France and Höegh LNG partners for the Triton Offshore LNG project in Italy

Gaz de France and Höegh LNG AS have signed a Joint Development Agreement related to the design, the construction supervision and the operation of a vessel used as a Floating Storage and Regasification Unit (FSRU-vessel). Thanks to this partnership, the most up to date technology will be brought to the Triton project, an offshore LNG project developed by Gaz de France in the Adriatic sea, at about 30 km off the Marche region shore, in Italy.

The LNG storage capacity of the FSRU-vessel will be about 170,000 cu.m and the base load regasification capacity will be 5 billion cu.m. and could double through the addition of a second FSRU-vessel. The vessel will be leased from Gaz de France to an equally owned Joint Venture created by Gaz de France and Höegh LNG; and Höegh LNG will be missioned by this joint venture to operate this vessel.

The technologies involved in the FSRU-vessel and in the ship-to-ship LNG transfer will be selected in order to gather the safest and most cost efficient and environment-friendly solutions. Such concept is particularly well adapted to meet Italy's growing gas needs and the stringent environmental requirements of this Italian region. It will put Italy in the forefront of new technological developments in LNG regasification.

The studies related to the permitting and development of Triton LNG project are already well advanced. Final Investment Decision should be reached by end 2009 with first LNG deliveries before end-2012.

Gaz de France's Chief Operating Officer, Jean-Marie Dauger, says: "The Triton project serves a double purpose: allowing Gaz de France to be a player in LNG development and to reinforce its presence in Italy, where we ambition a long-term presence, contributing to the energy supply of the country. Our partnership with Höegh LNG will allow us to combine the best skills in order to bring together the innovative and environment friendly solutions that are necessary for the development of offshore regasification".

Höegh LNG's President and CEO, Sveinung Stöhle, says: "We are very pleased to develop this project together with Gaz de France, and I am convinced that Gaz de France's prominent overall position in the LNG market and Höegh LNG's innovative solutions to floating regasification will secure a cost effective terminal solution for the Italian gas market".

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Cargoship aground

Officials in Papua New Guinea are checking for pollution in Milne Bay after an unnamed cargoship ran aground.

Provincial emergency and disaster co-ordinator Eric Balaria said the ship, belonging to Consort Express Lines (CEL), ran aground when it hit the Tudobu reef near Waga Island three days ago, according to the Post Courier newspaper.

The cause of the accident was not known, and there were no details of any cargo on board. A tugboat was being brought to the scene to refloat the vessel, one of seven general cargoships in the CEL fleet. **Source : Tradewinds**

NAVY NEWS

U.S. Fourth Fleet in Venezuelan Waters

With U.S. saber rattling towards Venezuela now at its height, the Pentagon has decided to reactivate the Navy's fourth fleet in the Caribbean, Central and South America. It's a bold move, and has already stirred controversy within the wider region. The fleet, which will start patrolling in July, will be based at the Mayport Naval Station in Jacksonville, Florida and will answer to the U.S. Southern Command in Miami.

Rear Admiral Joseph Keran, current commander of the Naval Special Warfare Command, will oversee operations. About 11 vessels are currently under the Southern Command, a number that could increase in future. The Navy plans to assign a nuclear-powered air craft carrier, **USS George Washington**, to the force.

It's difficult to see how the revival of the Fourth Fleet is warranted at the present time. The move has only served to further antagonize Venezuelan President Hugo Chávez, already rattled by a U.S. navy plane's violation of Venezuelan airspace over the weekend. In the long-term, the Pentagon's saber rattling may encourage South American militaries to assert great independence from Washington, a trend which is already well under way as I discuss in my new book, *Revolution! South America and the Rise of the New Left* (Palgrave-Macmillan).

Reacting angrily to the Navy's announcement, Chávez said: "They don't scare us in the least." Chávez remarked that "along with Brazil we're studying the creation of a South American Defense Council" which would defend South America from foreign intervention. "If a North Atlantic Treaty Organization (NATO) exists," the Venezuelan leader postulated, "why can't a SATO exist, a South Atlantic Treaty Organization?"

Though the resuscitation of the Fourth Fleet has led many to believe that the U.S. is pursuing a course of gunboat diplomacy in the region, there was a time when the force arguably served a real need. What is the history of the Fourth Fleet in Venezuelan waters? On the eve of the Second World War, Venezuela was the world's leading oil exporter and during the conflict the oil rich Maracaibo fields, located in the westernmost Venezuelan state of Zulia, were considered a crucial resource for both the axis and allied powers.

British and American oil subsidiaries of Royal Dutch Shell, Standard Oil and Gulf had in fact long operated in the Maracaibo Basin prior to the outbreak of European hostilities. Transportation of crude from Jersey Standard's producing fields in Lake Maracaibo region was carried out through use of specially constructed shallow draft tankers. A refinery owned by Royal Dutch Shell located on the island of Aruba, which processed Maracaibo crude, was strategically important as it supplied products not only to Britain but also to France.

In 1940, Britain received fully 40 percent of her total oil imports from Venezuela, and during the first years of the war that total jumped to as high as 80 percent. Venezuelan oil also represented a vital commodity for the Nazis and the ability of the German state to wage war in Europe. As late as 1938, oil produced from Aruba, Curacao and Venezuela accounted for 44 percent of German oil imports. Germany did not buy oil directly from Venezuela but from U.S. and British-Dutch oil companies which shipped Venezuelan crude to refineries in Aruba and Curacao and then sold the final product in Europe. Venezuelan-German trade remained at normal levels but ended abruptly in September 1939 with the beginning of the British naval blockade of Germany.

By 1940, with Britain increasingly isolated as the result of German attack and prior to the entrance of the U.S. into the war, Venezuelan sentiment was bitterly anti-German. Meanwhile Venezuela moved into the U.S. orbit and became a chief recipient of American economic aid. U.S. military officials preferred that Venezuela publicly stay neutral in an effort to preempt any German moves to shell Venezuela's coast.

Venezuelan neutrality however was a mere legal fiction: in reality, the South American nation had granted U.S. ships and airplanes special access to ports and airstrips. Two days after Japan attacked Pearl Harbor, Venezuela declared its solidarity with the United States and on December 31, 1941 the Andean nation severed relations with the Axis powers.

It wasn't long before the Venezuelan government's decision to sell oil to the allies resulted in Nazi counter measures. On December 12, 1941 Hitler met with his naval advisers and approved PAUKENSCHLAG or "ROLL OF DRUMS" a U-

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boat operation in Western Atlantic/Caribbean waters. In February, 1942 German submarines plied the Caribbean, sinking 25 tankers in one month.

The Nazis were chiefly concerned with the Dutch islands of Curacao and Aruba, Dutch colonies where U.S. forces had set up defensive fortifications in order to protect refineries processing Venezuelan crude from Maracaibo (with an estimated crude capacity of 480,000 barrels a day, the Aruba refinery, owned by Standard Oil of New Jersey, and the Curacao refinery, owned by Royal Dutch Shell, outranked Abadan in Iran with 250,000 barrels; the Baku complex in the U.S.S.R. with about 230,000 barrels; and the largest plants in the United States at Baytown, Port Arthur, Bayonne, Baton Rouge, and Whiting with over 100,000 barrels each).

On 15 February 1942, a convoy of oil tankers and ships left the Maracaibo Bar. The first ships in line were the '**Monagas**,' of the Mene Grande Oil Company, followed by the '**Tia Juana**' and '**Pedernales**' both belonging to the Lago Petroleum Corporation. These tankers were followed by the '**Rafaela**' belonging to Shell, and the '**San Nicolas**' and '**Orangestad**,' belonging to Lago Oil and Transport Co, based in Aruba. A number of other tankers joined the column.

Suddenly a German U-boat torpedoed the '**Monagas**' which sank immediately. The tankers '**Tia Juana**,' '**Pedernales**,' '**Rafaela**,' '**San Nicolas**,' and '**Orangestad**' were also hit and sustained casualties. On the same day, the oil refinery on Aruba was attacked by German submarine shellfire. The political fallout from the attack was predictable: soon, angry street protesters hit the streets of Caracas, denouncing German aggression.

In response to stepped up German escalation in the Caribbean, the U.S. Navy created the Fourth Fleet to hunt submarines in the South Atlantic. The U.S. moves came none too soon: as the naval war raged in the Caribbean, Venezuela suffered tremendous economic losses. As a result of the lost tankers, production in the Lake Maracaibo Basin had to be cut back by nearly 100,000 tons of crude daily. By July 1942 the situation was still dire, with tankers operating at only one-third their average capacity of 30,000 barrels.

German attacks on the Aruba refinery marked the beginning of the Battle of the Caribbean. It wasn't until August, 1943 that the Fourth Fleet was able to turn the tables on the submarine menace in Venezuelan waters. In 1950, with German U-boats now long gone, the U.S. Navy disbanded the fleet.

The Navy claims that it needs to resuscitate the Fourth Fleet now to combat terrorism, to keep the economic sea lanes of communication free and open, to counter illicit trafficking and to provide humanitarian assistance and disaster relief.

However, the move comes at a particularly sensitive moment within the region. U.S. ally Colombia launched a deadly raid across the Ecuadoran border in March, killing 16 members of the FARC guerilla insurgency including the organization's number two, Raúl Reyes. Last weekend, Chávez accused Colombia of launching a cross-border incursion, while the Pentagon routinely lambastes Venezuela for its arms buildup including acquisition of high performance fighter aircraft, attack helicopters and diesel submarines.

Unlike the Second World War, when many South Americans welcomed the Fourth Fleet in Caribbean waters, some view the current U.S. naval presence as a veiled threat directed at the region's new Pink Tide countries. In an interview with Cuban television, Bolivian President Evo Morales remarked that the U.S. naval force constituted "the Fourth Fleet of intervention."

Cuba's former leader Fidel Castro has asked why the U.S. has sought to revive the Fourth Fleet at this precise moment. Writing in the Cuban newspaper Granma, Castro suggested that the move constituted a return to U.S. gunboat diplomacy. Castro, whose island nation confronted a U.S. naval blockade during the Cuban missile crisis of 1962, remarked "The aircraft carriers and nuclear bombs that threaten our countries are used to sow terror and death, but not to combat terrorism and illegal activities." **Source : Venezuela Analysis**

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Probe launched as Scots nuclear submarine hits rocks

NAVY chiefs launched an investigation last night after a Clyde-based nuclear submarine hit rocks. The Ministry of Defence revealed **HMS Superb** damaged its sonar in the collision in the Red Sea on Monday and was forced to surface.

None of the crew was hurt and the sub remained watertight with the nuclear reactor intact, a spokesman said. But last night, families of the crew told how they were "desperately worried" for the safety of their loved ones.

One said: "We have been told that there are no casualties but that's it. "We just wish the MoD would tell us more." An MoD spokesman, however, insisted there was "no risk" to the 112 crew. He said: "We can confirm that HMS Superb was temporarily grounded in the Red Sea. There were no casualties "No other vessel was involved and there is no risk to the crew or the environment.

"She is on the surface operating under her own power." The 272ft long Swiftsure-class vessel is in international waters but unable to dive because of the damage to its sonar equipment.

Navy experts are examining how to return it to port. The **Superb** was launched at Barrow-in-Furness, Cumbria, in 1976. According to the Navy's website, her commanding officer is Commander Steve Drysdale, from Miskin, near Cardiff. The MoD would not confirm whether the father of one was in charge when the sub crashed. **Source :** **Glasgow Daily**

SHIPYARD NEWS

STX reveals design for world's largest containership

STX Shipbuilding of South Korea reports it has completed the design of a 22,000teu containership that at 450 metres in length would be the longest ship to ply the oceans. Two alternative versions have been designed, one with a single propellor and the other with twin propellers.

Compared to **Emma Maersk**, the world's largest existing containership, the new design represents a 50% increase in capacity and some 50 metres extra in length.

"The 22,000 TEU marks a breakthrough in the sense that the 20,000 TEU was once considered as the limit of a container ship can get in terms of its transport capacity both in terms of technology and economy," said STX in a statement. The current price of fuel is a major driver to bigger ships, added STX, and these new vessels could cut the shipping price per container by 40%. **Source : Seatrade Online**

HHI in talks to acquire financial units in CJ Group

South Korea's Hyundai Heavy Industries plans to improve its asset management and ship financing capabilities through the acquisition of holdings in two units of the CJ Group, reports Bloomberg. "We are in detailed talks to buy the stakes in CJ Investment & Securities Co. and CJ Asset Management Co. and will make an announcement when details are finalised," the Ulsan-based shipbuilder is reported to have said in a filing yesterday. The stakes are worth about 800bn won (\$770m), the Korea Economic Daily reported, citing unidentified industry officials.

Hyundai Heavy, the world's biggest shipyard, and units Hyundai Mipo Dockyard Co. and Hyundai Samho Heavy Industries Co. have combined cash assets of about 6 trillion won, and may report record earnings for a fourth year. The acquisition is expected to allow Hyundai Heavy to fund expansion and help customers finance costlier ships.

The acquisition would be the first for Hyundai Heavy since 2002 when it bought rival Hyundai Samho Heavy for 100bn won. Hyundai Heavy plans to seek board approval for the purchase tomorrow, the Korea Economic Daily said.

Source : [Seatrade Online](#)

Petrobras pushed abroad

Brazilian shipyards lack the spare capacity to meet the first round of rig orders planned by state energy giant Petrobras, a leading trade group says. Sinaval claims its members will fall short of Petrobras' target of delivering 12 drilling rigs by 2012 due to their already bulging orderbooks, Platts reports.

Ariovaldo Rocha, president of Sinaval, said: "Regarding the first phase of orders, it will not be possible for (Brazilian) shipyards to supply the first 12 rigs within the allotted timeframe." Petrobras will have to rely on foreign yards for the first round of rigs, Rocha says, but Brazilian builders will make plans to build the 28 units required by the company between 2012 and 2017.

He adds Brazilian yards are full to bursting following Petrobras orders for 23 new tankers and 146 support vessels, more than 20 of which are already under construction. TradeWinds reported earlier this week that Petrobras would ink 40 drillships over the next nine years. The \$30bn project comes following major oil and gas discoveries in the Santos Basin during the past six months. Source : [Tradewinds](#)

AP Moller Maersk eyes job cuts at Lindo shipyard

Odense Staalskibsvaerft A/S - Lind - is in an extremely difficult financial position. Lindø is still operating at a massive loss and is hit hard by the international fluctuations, including the development of the US dollar. The severe competition from the Far East where costs are substantially lower than here also contributes to putting Lindø under pressure. "This is the background for presenting a plan for an efficiency drive to Lindø's Board of Directors, a plan which the Board has discussed at today's meeting," says Lars-Erik Brenøe, Chairman of the Board, and he continues:



The **EMMA MAERSK** seen fitting out at the Lindo – Odense shipyard

Photo : Maersk ©

"The objective of implementing the plan is to ensure that there will still be a shipyard on Funen in the coming years. The Owner has in recent years invested substantial amounts in the yard, but it is necessary now to bring down the yard's costs significantly in order to provide momentum for its possibilities of surviving in the long term. In this connection, it might not be possible to avoid lay offs," says Lars-Erik Brenøe. The plan involves a number of requirements to be made by everybody in the yard - management, white collars and blue collars - with a view to strengthening the yard's productivity and competitiveness. **Source: Odense Steel Shipyard**

Geduld Kroes met Poolse scheepswerven raakt op

Het geduld van EU-commissaris Neelie Kroes (Concurrentie) met de Poolse regering raakt op. Kroes steggelt al drie jaar met de regering over 1,3 miljard euro staatssteun aan drie scheepswerven. Kroes staat op het punt om de steun aan twee van de drie werven illegaal te verklaren, zei haar woordvoerder donderdag. Alleen als de regering snel een koper vindt en een herstructurering doorvoert, kan Polen alsnog voldoen aan de voorwaarden voor de staatssteun. Kroes eist ook binnen een maand meer informatie over steun aan de werf in Gdansk. Deze werf is van historische betekenis. Hier ontstond in 1980 de vakbond Solidariteit van Lech Walesa. DiZe gaf de aanzet tot het einde van het communistisch bewind in veel Oost-Europese landen.

Daelim books two LPG carriers at Shitanoe

Japanese shipbuilder Shitanoe Zosen has secured orders for two 5,000-cbm LPG-carrier newbuildings worth at least \$44m from South Korea's Daelim H&L. A Daelim executive says the company returned to Shitanoe after previously ordering five LPG carriers there. The latest units are scheduled for delivery in June and August 2011. Daelim does not disclose the price of the newbuildings but gas experts estimate it is at least \$22m per ship. Daelim is the shipping arm of Daelim Group, one of the leading players in the petrochemicals industry. The Seoul-based company says it currently operates a fleet of eight LPG carriers of between 3,500 cbm and 6,400 cbm. Two are time-chartered in.

Daelim says the gas carriers mainly transport cargoes for its parent company between Japan and Singapore. "Sometimes the ships trade to Europe," added the Daelim executive. Daelim also has a pair of 50,000-dwt medium-range (MR) products tankers under construction at domestic yard SPP Shipbuilding.

The two handymaxes were ordered early this year at a reported price of \$52m each. SPP is slated to deliver the ships in the first quarter of 2011. Daelim was set up in 1997. The shipping outfit has been expanding its fleet with both newbuilding resales and secondhand vessels as well as chartering in ships. The company also owns two long-range-two (LR2) tankers, five chemical tankers of less than 13,000 dwt and three MR tankers. **Source : Tradewinds**

S.Korea's STX says wins \$125 mln order from Europe

South Korea's STX Shipbuilding Co. said on Thursday it had secured a 128.7 billion won (\$124.7 million) order from Europe to build two build carriers. The carriers would be delivered by May 31, 2009, STX said in a filing to the Korea Exchange. **Source: reuters.com**

STX Shipbuilding to Build Shipyard In Azerbaijan

STX Group, a South Korean shipbuilding company, said Friday that it plans to build a shipyard in Azerbaijan by 2011 as part of efforts to tap into the Transcaucasian country's shipbuilding market. Along with two Azerbaijani companies -- the Azerbaijan Investment Co. (AIC) and the State Oil Company of Azerbaijan (SOCAR), the group plans to spend a total of US\$430 million on the project, reports Reuters

The shipyard will be 65 per cent owned by the SOCAR with STX Group and the AIC holding stakes of 25 per cent and 10 per cent, respectively, according to the South Korean business group. But STX Group said it will be wholly responsible for the operation of the shipyard. **Source : SeaNews**

IHC Merwede gains new orders for € 260 million

Chinese client orders dredgers to be built in the Netherlands bij IHC Merwede!

IHC Merwede is pleased to announce that the group has gained new orders to a value of € 260 million. Orders have been received in the Dredging & Mining market for the design and construction of:

- a custom-built stationary 12,000kW cutter suction dredger for a Chinese client;
- a custom-built stationary 12,000kW cutter suction dredger for a Chinese client;

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Both dredgers will be built in the Netherlands. The Chinese government approved a major investment programme in late 2007 that included these two contracts. It is remarkable that the Chinese government has acknowledged the quality of the Dutch product, bucking the current trend of building exclusively in China;

- a 5,000m³ gravel hopper dredger, **CHARLEMAGNE II**, for DEME. This is a sister ship of the **CHARLEMAGNE**, which IHC Merwede built in 2001. Its capacity makes it the largest and most advanced gravel hopper dredger in its segment;
- a 12,000kW custom-built medium-sized cutter suction dredger for the Panama Canal Authority (ACP), the Government of Panama's autonomous agency. The contract was signed on 14 March 2008. The new dredger will have the capacity to dredge along the entire Canal, including the Gaillard Cut (the narrowest stretch in the Canal) at a depth of 25 metres. This contract is part of the equipment upgrades for the ACP Expansion Programme;
- two IHC B 6525 cutter suction dredgers with a spud carriage and booster station for a client in India. The dredger can dredge to a maximum depth of 25m and is equipped with a 650mm diameter delivery pipeline; an IHC B 7525 cutter suction dredger with a booster station for a client in India. The dredger can dredge to a maximum depth of 25m and is equipped with a 750mm diameter delivery pipeline;
- an IHC B 6522 cutter suction dredger with a booster station for the Malaysian dredging contractor Inai Kiara Sdn Bhd; the dredger can dredge to a maximum depth of 22m and is equipped with a 650mm diameter delivery pipeline.

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Spanish owner to scrap veteran

Maritime del Norte's only LNG ship is being marketed for a quick scrap sale. A 38-year-old LNG carrier is being put up for scrap sale as shipping market conditions create tough times for some of the world's older and smaller LNG vessels.

Spanish shipowner Maritima del Norte has decided to market its 40,000-cbm **Laieta** (built 1970) for demolition after it has lain idle for the past 18 months. Specialist brokers suggest the 14,481-ldt LNG carrier, which has a very high aluminium content, could fetch upward of \$11m in today's market. Taiwan Maritime Transport (TMT) is still haggling over a scrap price on its 43-year-old, 25,500-cbm LNG carrier **Cinderella**, which is being sold "as is" in the Far East. The **Laieta** is on charter to Spain's Gas Natural until mid-December but Maritima del Norte managing director Javier de Sendagorta says the Spanish utility has agreed to terminate the charter.

He indicates that the running costs on the vessel, Maritima del Norte's only LNG carrier, are high and the company would prefer to see a quick scrap sale rather than put it forward for other business, such as conversion or storage, and risk a waiting period. The **Laieta** is in particularly good shape. Last year, Maritima del Norte shelled out around EUR 6m (\$9.5m) to put it through special survey in the expectation of fresh business from Greek utility Depa. The vessel emerged with condition-assessment programme (CAP) certificate 1 for its hull, machinery and cargo spaces, which the

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company thinks must be something of a first for a 38-year-old ship. But Depa had to withdraw the business after becoming embroiled in a row over the existing vessel it had on charter.

Maritima del Norte's decision to scrap the *Laieta* is, in part, a reflection of the poor market conditions that are creating a pool of modern and newbuilding tonnage sitting idle. In 2004, after major upgrading work, classification society Lloyd's Register said the ship's robust structure and local trading pattern in the Mediterranean gave it a "fatigue life" well in excess of 50 years as long as it was well maintained.

The *Laieta* has been with its Spanish charterers for around 22 years. The vessel was first bareboat chartered to Esso and then time chartered to what was then Enagas, which later became Gas Natural. The *Laieta* began a long-term charter to Enagas in 1985 and has mainly been employed lifting LNG cargoes from Libya and Algeria for discharge in Spain and sometimes Italy and France. The vessel suffered boiler problems in a storm in April 2005 while in ballast from La Spezia, Italy. The owner opted to undertake its scheduled biannual dry docking early and repaired its turbo generators ashore before redelivering the ship to its charterer in June.

The *Laieta* is one of four sisterships, all of which were fitted with double-aluminium cargo tanks. One of the sisters was scrapped by its Italian owner several years ago. The remaining two are employed by Italian oil-and-gas company Eni. **Source : Tradewinds**

Ampelmann added value



The **Ampelmann system** is currently providing "offshore access, as easy as crossing the street" on its first job off the Dutch coast. The unit, developed by **Delft University of Technology** and currently operated by the new spin-off Ampelmann Company, was built and tested in 2007. On Thursday 22 May 2008, the system was installed on SMIT's **Taklift 4** sheerleg barge. Upon arrival at **Wintershall's P14-A** platform the next day, the unit transferred the first 6 crew to the balcony at 12m above MSL for first preparations of the decommissioning of the platform.

The **Ampelmann** provides access for a 20 person crew every morning, during lunchtime and in the evening. The system had its first major test during the weekend, when a summer storm

past across the Dutch coast. Wind speeds reaching Beaufort 7 and a significant wave height up to 3.0m showed the added value of having the Ampelmann onboard: only 3 hours of downtime were recorded, compared to a full 4 days downtime when a normal gangway would have been used.

The **Ampelmann** is a motion compensation platform with 6 hydraulic cylinders. By continuously measuring the ship motions and controlling the cylinder length, the transfer deck is completely stationary compared to the offshore structure. Besides the incidental whistling of the hydraulics, the crew on the transfer deck hardly notices anything of the unit below: they are standing perfectly still. With good weather on the way, the project is on course for on-time completion with the Ampelmann making offshore access, as easy as crossing the street.



www.ampelmann.nl

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Van Oord awarded Yamal dredging and trenching contract

Van Oord's trailer **Utrecht** will undertake the Russian project. Van Oord has been awarded a dredging and trenching project on the Yamal Peninsula in Northern Russia.



Photo : Klaas Touber ©

The company will execute the Baydaratskaya Bay Crossing Project as a contractor for the Russian company MRTS. The final client is Gazprom. Van Oord will execute the project with the trailing suction hopper dredger **Utrecht** during the ice-free window in 2008. The total contract value is approximately Euros 20 million.

Gazprom is developing the Yamal area in order to connect gas reserves to its local network and for export to Western Europe. The works entail the dredging and pumping ashore of sand for a reclamation area and dredging and backfilling works for a pipeline trench. **Source : Dredging News Online**

GulfMark Offshore to acquire Rigdon Marine

GulfMark Offshore, Inc. reports that it has entered into a definitive purchase agreement to acquire Rigdon Marine Corporation (RMC), in a deal that values Rigdon at upwards of \$550 million, based on yesterday's \$63.56 per share closing price for GulfMark stock.

Under the terms of the agreement, GulfMark will acquire 100% of the outstanding equity interest of Rigdon Marine and its holding company for comprising \$150 million in cash and approximately 2.1 million shares of GulfMark common

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stock, plus assumption of approximately \$268 million in debt and approximately \$19 million in expenditures to complete the vessels under construction. GulfMark expects to finance the cash portion of the consideration with cash on hand and borrowings under its current \$175 million revolver.

Larry Rigdon, President and CEO of Rigdon Marine, will join the GulfMark board.

GulfMark says the purchase will add the Rigdon management team, an experienced group of mariners and a fleet of modern vessels designed to support the expanding demand in the deepwater Gulf of Mexico. The combined company will initially operate 90 vessels with an additional 16 vessels under construction for delivery through 2010. Geographically diversified, the combined fleet will have 24 vessels in the domestic Gulf of Mexico bringing the total fleet to 34 vessels based in the Americas, 42 vessels based in the North Sea and 14 in Southeast Asia.

The deal will give the expanded GulfMark an enterprise value approaching \$2 billion. It will add annualized revenues of over \$115 million from the 22 owned vessels in the Rigdon fleet at closing. Revenue contribution from the total 28 owned vessel Rigdon fleet could approach an annual rate of \$150 million.

It will create one of the world's youngest, largest and most geographically balanced, high specification offshore support vessel fleets with an average age of less than 10 years.

The combination of GulfMark and Rigdon Marine will create an organization of over 2,000 employees and 90 vessels, capable of working in virtually all OSV markets, with an additional 16 vessels of several different designs under construction.

Nine of the vessels will deliver between the middle of 2008 and the middle of 2009 and the remaining seven between mid 2009 and mid 2010.

Bruce Streeter, President and CEO of GulfMark said, "Rigdon Marine has an excellent employee base with a strong management team, excellent market penetration and a growing fleet of well designed vessels. The addition of Rigdon Marine will complement and expand the strong asset base of GulfMark. The integration of the two companies with strong safety cultures, highly skilled employee bases and equipment designed to meet the future needs of the industry, strategically positions the combined company for future growth and value creation. In addition to the domestic U.S. vessel operations and customer base, we will add operations in Trinidad and a vessel working in support of seismic services worldwide. Our Americas operations will now encompass the U.S., Mexico, Trinidad and Brazil. We expect the combination to be accretive to GulfMark earnings and cash flow per share from the outset, including the remaining part of 2008. More importantly, as future vessel deliveries of the combined company enter the market, GulfMark will have a strong position in the domestic United States market and the capacity to expand to further locations, thus complementing our strong international presence."

Larry Rigdon, President and CEO of Rigdon Marine, commented, "GulfMark is a solid company with a large technically-advanced fleet and a company culture that blends well with Rigdon's. I believe that the combination of Rigdon and GulfMark will benefit the shareholders of both companies, and more importantly, provide further opportunities for all our employees to grow and reach their career objectives." **Source : MarineLog**

More than 100 container cranes

This year, Rotterdam will become the first port outside Asia with more than 100 specialised container quayside cranes in operation. Last year, the number was 92, this year it will be 103. This is according to the latest edition of "Rotterdam Port Statistics". A unique feature of the port of Rotterdam is the large number of specialised cranes for inland and coastal shipping: 30. It requires less investment and it is possible to load and unload more quickly if smaller cranes are used to handle smaller ships. This year, new cranes have arrived or will be arriving: Euromax Terminal, ECT Delta Terminal Delta Barge Feeder Terminal, Interforest Terminal Rotterdam and Rotterdam Shortsea Terminal.

Source: Port Of Rotterdam

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Stena Bulk to net \$25m profit on tanker sale

Stena Bulk of Sweden is set to book a big profit on selling a modern aframax tanker on which it has just declared a purchase option. The Imabari-built, 107,000-dwt **Stena Confidence** (built 2003) is said to have been sold to Neste Oil of Finland for \$70m. The price is in line with the \$68.5m achieved last week by the one-year-older, 106,000-dwt Fantasy and Fidelity (both built 2002). Stena Bulk managing director Ulf Ryder confirms the sale.

The company concentrates on ice-class aframax for the North Sea/Baltic trade. The **Stena Confidence** had earlier been reported fixed from delivery by Stena Bulk from Island Navigation of Hong Kong on a five-year bareboat charter at \$11,000 per day. But Ryder says the deal was for a 15-year bareboat charter with a purchase option concluded in November 2002.

Island had acquired the ship for \$34.5m from Itochu of Japan three months earlier. Sources suggest the option price for Stena was \$45m so the Swedish owner stands to net a \$25m profit on the sale.

Ferry route axe to cost 300 jobs

MORE than 300 jobs are being axed by cruise giant DFDS after the firm blamed "skyrocketing" oil prices for its decision to scrap its North East route to Norway.

The Danish company, which took over the loss-making service from the region to the western Norwegian ports of Stavanger, Haugesund and Bergen in 2006, will close the route on September 1. Around 270 staff on the MS **Queen of Scandinavia** – 72 of whom are UK-based and some of whom are on time limited contracts – plus 70 land-based jobs spread across the UK, Norway and Denmark will go.

Most of the affected staff are from the UK and Denmark but DFDS UK managing director John Crummie yesterday said he could not comment on how many were from the North East while a consultation with staff was going on.

The Danish-owned company had tried to turn around loss-making route which it took over from Norwegian company Fjordline, by changing the tonnage, on board crewing and service.

But Mr Crummie said: "Over the last couple of years there have been a couple of business trend: skyrocketing oil prices have doubled year-on-year. "There is general overcapacity in the market, with a combination of air and sea, and particularly competition in Norway, which has meant a downward pressure on volumes and average prices.

"We are clearly into a downward part of the economic cycle and we didn't see the basis of a viable route."

Mr Crummie said a study by the Port of Tyne had suggested that passenger shipping brought around £45m into the region annually. "Inevitably and unfortunately, the closure of this route will have an effect on retail and tourist business," he added.

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Sarah Green, the regional director of the Confederation of British Industry, said the news was a blow to North East tourist businesses. "Retailers and the local tourism industry have benefited from Norwegian visitors who came on regular shopping trips to benefit from the lower prices in the UK," she said.

"DFDS state high oil prices are a cause of their decision and whilst high oil prices are impacting many manufacturers, they are increasing demand for businesses linked to the offshore sector, many of whom have Norwegian commercial connections.

"Therefore we would still expect the connections between the North East and Norway to flourish."

Andrew Dixon, the chief executive at destination marketing agency, the NewcastleGateshead Initiative, said the closure of the route was "a huge disappointment". But he added: "There has of course been a growth in air routes to Newcastle International, however, with Eastern Airways only recently announcing its first direct, daily weekday service from Stavanger. This new service started earlier in May and is expected to not only appeal to business travellers but also visitors taking short breaks."

Mike Parker, from the North East Chamber of Commerce, said although the end of route would hit tourism and shopping, Scandinavian tourists were not the main overseas visitors to the region. "We are attracting a wider tourism base from elsewhere in the globe and businesses in the North East benefit directly and indirectly. These positives in other areas are mitigating."

Earlier this year, DFDS said the number of passengers travelling through the Port of Tyne increased by 17%, with the number of vehicles going up by 5%. At the time, Mr Crummie said "fewer than expected" Norwegian and Dutch tourists had come to the North East and warned of rising operational costs. DFDS also operates a service to Amsterdam from Newcastle and sails between Harwich in Essex and Denmark.

Mr Crummie refused to discuss the future viability of these other routes. But he said: "Within DFDS, our focus is on improving the financial performance and building the profitability of the business unit. "The expectation is that it will be profitable this year."

The last sailing will take place on 1 September. The company's service from Newcastle to Holland will continue.

Source : journallive.co.uk

Maersk, ESL boost services to Indian west coast

Container transportation services to Indian west coast ports have received a shot in the arm with major box operators Maersk and Emirates Shipping Line upgrading their services to Middle East Gulf destinations, and further improving connectivity between China and India.

From June 7, Maersk will be introducing higher capacity vessels on its weekly Europe/Middle East (ME3) service that has a stop at the Jawaharlal Nehru port at Nhava Sheva. Vessels of 6,250 teu capacity will replace the present 5,500 teu vessels on the route in phases. The Danish carrier will also add an extra vessel on the route.

"The process of induction of the larger vessels is to be completed within four weeks," a senior Maersk executive said. "Also, the port of Tangiers will be the additional port of call on the ME3 service to facilitate connection to ports in the Mediterranean and Africa."

Meanwhile, ESL's Hyper Galex II service has, from May 20, started calling at Port Pipavav, with direct connections linking North China, India and the Middle East. Six vessels in the 2,500-3,100 teu range will serve this route. "Now that there is a fixed-day weekly sailing from Pipavav, we are able to provide shippers from Gujarat and North-west India with direct connections to ports in China and the Arabian Gulf," said Port Pipavav's chief commercial officer, Ashley Dinning.

"The Hyper Galex II service provides direct connections with the rapidly growing trading and commercial centres in Northern China and the Middle East. It is a welcome addition to the services touching Port Pipavav," he said. Another service to offer a direct connection between China and India is the recently launched India China Service, which is operated jointly by TSK Line, Hapag-Lloyd, Hyundai Merchant Marine and Regional Container Line. The service also covers Singapore and Malaysia with five vessels of 2,700-teu each, on a 35-day round trip with fixed day weekly sailing **Source:loydslist.com**

Vietnam starts construction of Cai Mep container terminal

Construction on Vietnam's newest container port, the Cai Mep International Terminal Co Ltd (CMIT) container facility, began yesterday.

The groundbreaking ceremony for the new terminal was held onboard a vessel overlooking the CMIT construction site on the Cai Mep River in Ba Ria-Vung Tau Province's Tan Thanh District.

The new terminal is due to open in late 2010 and will have a handling capacity of some 1.1 million TEU (a 20-foot equivalent container) per year.

The port, with 600 metres of berth, is equipped with six high-tech cranes.

It will offer customers state-of-the-art IT and container handling equipment and a safe, secure and speedy handling of vessels and cargo, allowing importers and exporters efficient connection with global markets.

CMIT will offer shipping lines and their clients fast and direct access to and from the main shipping markets in Asia, Europe and the Americas.

CMIT general director Michael Them Rasmussen said CMIT would build on the site one of the largest and most modern container facilities in Southeast Asia. "Investment in infrastructure, and particularly the timely development of modern and efficient facilities such as this, will be an important part of Vietnam's ongoing and remarkably rapid economic growth," said Rasmussen. The groundbreaking ceremony followed the signing of the design-build construction contract with Korean joint-venture POSCO-ECSAMWHAN Corp last month.

At the end of the ceremony CMIT presented a VND100mil donation to the fight against blindness campaign organised by Ba Ria-Vung Tau People's Committee. Cai Mep International Terminal Co Ltd. was established on January 26, 2007, as a joint venture "between the Vietnam-based Sai Gon Port, Viet Nam National Shipping Lines and the Hague-based APM Terminals. **Source: vietnamnet.vn**

Neptune Orient to raise rates and impose surcharges on the Asia-U.S. route

Neptune Orient Lines Ltd., Southeast Asia's largest container-shipping company, gained the most in almost two weeks in Singapore on optimism earnings will rise as it charges more to carry cargo to the U.S. Neptune Orient shares advanced as much as 4.8 percent to S\$3.74. The company, a member of the shipping group Transpacific Stabilization Agreement, won approval to raise rates and impose surcharges on the Asia-U.S. route, Raymond Yap, an analyst at CIMB Securities Sdn., wrote in a report yesterday.

Higher prices on the company's biggest cargo route will help offset a 30 percent increase in the cost for bunker fuel in Singapore. The company, whose profit almost tripled in the last quarter, had said business this year will be challenging due to cost pressures. "Overall profitability should be better this year," Yap said in a note on the company today after an analysts' meeting yesterday. "We believe the market has underestimated the strength of NOL's operating and financial performance."

Neptune Orient and members of the Transpacific Stabilization Agreement had managed to impose a fuel levy for more than 90 percent of contracts negotiated between May 2008 and April next year, according to Yap. The liners have also boosted rates by an average of between \$400 and \$600 per forty-foot-equivalent box, he added.

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The 10-member Westbound Transpacific Stabilization Agreement said yesterday it will step up efforts to recover higher costs by increasing fuel surcharges from July 1. Neptune Orient said this week the average revenue per box climbed 13 percent to \$2,940 in the four weeks to May 2, from the year before. It moved 203,000 forty-foot-equivalent units, 14 percent more than the year earlier. The price of 380 Centistoke Bunker Fuel, used by ships, jumped to a record \$644.50 a ton in Singapore on May 23, according to Bloomberg data. **Source: bloomberg**



The **GEOWAVE ENDEAVOUR** seen fitting out at the Fosen Shipyards in Rissa Norway (Trondheim).
Propulsion and Engines from Wärtsilä

Photo : Tim de Klerk WPNL / Lips propellers ©

Hapag-Lloyd upgrades Asia-Mexico services

The Hamburg-based shipping line Hapag-Lloyd will turn its weekly Asia-Mexico Express Service (AME) into twice weekly services with an amended port rotation from mid-June. "This will give customers a further improvement in transport capacities with three additional ports calls at Qingdao, Xiamen and Hong Kong, as well as weekly departures from Ensenada in north Mexico (so far every two weeks)," a company statement said.

The new AME I service will call at: Qingdao, Ningbo, Shanghai, Busan, Yokohama, Ensenada, Manzanillo (Mexico), Lazaro Cardenas, Ensenada, and Yokohama. The first departure is scheduled from Ningbo on June 19.

The new AME II service will call at: Xiamen, Hong Kong, Chiwan, Kaohsiung, Lazaro Cardenas, Manzanillo, and Yokohama. The first departure is planned to depart from Hong Kong on June 14, and it will shorten the transit time between Kaohsiung and Lazaro Cardenas to 15 days instead of the present 23 days.

The two services are offered in cooperation with APL. Hapag-Lloyd will deploy six 4,200-TEU ships and APL six 5,100-TEU on the new services. Four Hapag-Lloyd and two APL units, each with 4,200 TEU capacity, have up to now been used on the AME service. **Source: schednet.com**

Maruba expands Asia-to-South America east coast service

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Maruba has announced the June 20 launch of a new loop on its SEAS service between Asia and South America East Coast, in partnership with CSCL, CMA CGM and "K" LINE. The coverage of the SEAS service will be improved with the implementation of two complementary strings (SEAS I and SEAS II), operated each with 10 vessels of an average nominal capacity of 2,500 TEU. This will be the only direct service linking North China with South America's east coast. The upgrade also involves an increase on reefer slots, with an average of 140 plugs per week between the two slings. Maruba will deploy a total of 4 vessels, CSCL 5, CMA CGM 9 and KLINE 2.



The weekly rotation of each loop will be; SEAS I: Qingdao, Busan, Shanghai, Chiwan, Port Kelang, Rio de Janeiro, Santos, Buenos Aires, Montevideo Rio Grande, Itajai, Santos, Port Kelang and Hong Kong

Left the **MARUBA PARANA**
Photo : **Marcelo Vieira**
©

Kelang, Santos, Buenos Aires, Sao Francisco do Sul, Paranagua, Santos, Rio de Janeiro, Durban, Port Kelang, Hong Kong, Shanghai. **Source: schednet.com**

Polarcus orders X-BOW seismic vessels

A new company has been formed by some of the individuals involved in the formation of Eastern Echo, which ordered a number of X-BOW seismic ships from Dubai Drydocks and was subsequently acquired by Schlumberger.

Polarcus describes itself as "a pure play marine geophysical company with a pioneering environmental agenda, specializing in high-end towed streamer data acquisition from pole to pole."

Polarcus is launching a fleet of six advanced seismic vessels designed by Norway's Ulstein Design AS which also incorporate the innovative ULSTEIN X-BOW hull.

Four of these are innovative high end 3-D seismic vessels with a 12 streamer configuration and two are multipurpose seismic vessels with a 2-D/source configuration, which are also "future proofed" for six streamer operations.

Polarcus will operate worldwide providing high-end towed marine 3-D and 4-D contract acquisition services and multi client projects to the oil and gas industry. The company's vision is "to be a pioneer in an industry where the frontiers of seismic exploration are responsibly expanded without harm to our world."

Among other aims, the company aims to become what it called the "supplier of choice" for operations in the Polar regions.

The company's new vessels are being built in Dubai, UAE, by Drydocks World - Dubai LLC. The first 12-streamer 3-D vessel will be operational in the third quarter of 2009, with all six vessels fully operational within 2010.

Polarcus has employed a well-established management team mainly from within the seismic industry, with recent senior experience from Eastern Echo, PGS Geophysical, and Schlumberger WesternGeco. **Source : Offshore Shipping Online**



The **SEA CLOUD 2** seen in the port of Ostend
Photo : **Bob van Baarle** ©

Evergreen to Place Massive Order

After its newbuilding program failed

Evergreen Marine is set to sweep back into containership ordering with a massive fleet renewing program involving 20 post-Panamaxes costing close to \$3 bln.



The **EVER DEVOTE** – Photo : **Richard Wise** ©

The liner company intends to place a slew of orders mostly for 8000 TEU vessels after its prevailing strategy failed. Evergreen has been ordering newbuildings since it has been waiting for prices to fall, but they kept raising, reports TradeWinds.

PLEASE BE INFORMED THAT DUE TO TRAVELLING OF THE EDITOR THE NEXT 10 DAYS THE SHIPPINGNEWSCLIPPINGS WILL BE PUBLISHED IRREGULARLY



The **DELMAS MAROC** seen in the port of Zeebrugge
Photo : Henk Claeys ©

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FJORD TO ARRIVE IN ROTTERDAM



Photo : Kevin Blair ©

FAIRSTAR reports that their FJORD will arrive at Maaspilot station today (Friday) at 09:00 hrs bound for the offshore put (8th Petroleum harbour) , the cargo loaded will be discharged Saturday or Sunday

.... PHOTO OF THE DAY



The **STADT MASTER** seen riding high - Photo : Jan Plug ©

BOEKBESPREKING

Door : Frank NEYTS

“Het Nieuwe Complete Zeilhandboek”.

Bij uitgeverij De Alk & Heijnen Watersport verscheen onlangs een buitengewoon leerrijk boek onder de titel “**Het Nieuwe Complete Zeilhandboek**”. Het boek werd samengesteld door Steve Sleight. Ellen MacArthur, zeilster van wereldfaam, schreef het voorwoord.

Het recente boek is de meest complete en vernieuwde geïllustreerde gids voor elke zeiler, van beginner tot vergevorderde. Het is een uitgelezen naslagwerk met praktische adviezen en gedetailleerde informatie over alle denkbare aspecten van zeilen en het bezitten van een jacht. Of het nu gaat om zeilen in zwaardboten, open kielboten, catamarans of grote zeegaande cruiser-racers, het staat helder beschreven in dit nieuwe complete zeilhandboek.

Auteur Steve Sleight is een voormalige Britse nationale zeilkampioen en een ervaren zeilinstructeur. Dit uitzonderlijk goede boek vormt de neerslag van zijn jarenlange ervaring. “**Het Nieuwe Complete Zeilhandboek**” (ISBN 9-789059-610576) werd als hardback uitgegeven en telt 448 pagina's. Het boek kost 39.90 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

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