

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 011



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Fairstar's FJORD seen taking bunkers and stores in Cape Town

Photo : Aad Noorland ©

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Search still continuing for 4 missing crew members of Ocean Lark

The search is still continuing for the four missing crew members of the Singapore-registered tugboat which sank off Pedra Branca early Wednesday morning. The Maritime and Port Authority of Singapore said diving operations were hampered by bad weather conditions on Saturday.

It added that MPA will continue to inform all vessels passing the vicinity of the incident site to keep a lookout for the missing persons. Seven bodies have been recovered. Two seamen were found alive about five hours after the boat sunk.

All crew members are Indonesians. The tugboat, called '**Ocean Lark**' had left Batam, Indonesia and was headed to Matak, Indonesia, when the incident happened. **Source : Channel News Asia**

Queen Victoria cruise ship faces U.S. ban after vomiting bug outbreak

Thousands of passengers travelling on a British cruise ship could be refused entry into the U.S. after an outbreak of a winter vomiting bug. The **Queen Victoria** will not be allowed to dock if the virus reaches an epidemic rate, where 15 per cent of those onboard are affected, authorities warn.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 011

So far, 30 people have been confined to their cabins. The ship's captain has ordered a major cleaning operation of handrails, dining rooms and other public areas in a bid to protect the remaining 2,000 or so passengers and crew. The 90,000-tonne ship, the second largest ever built by Cunard, is due to arrive at New York on Tuesday before travelling to the Caribbean for a two-week tour. It left Southampton on Monday. A spokesman for New York's City Economic Development Corporation, which is in charge of passenger arrivals, said it was monitoring the situation.

One passenger said: 'It's actually very worrying here at the moment. We've saved up a lot of money for this cruise and now we're scared to leave our cabins in case we come down with the illness. 'When the message came around that we might not be able to dock in New York our hearts sank as my wife and I have never been there and that was going to be the highlight of the trip.

'We're keen dancers, but we haven't even done that yet as that's the place where you're most likely to catch it.'

The **Queen Victoria** is the second largest ship ever built by Cunard and weighs 90,000 tonnes. It has seven restaurants, 13 bars, three swimming pools, a ballroom and a theatre. A spokesman for Cunard Line said: 'We can confirm that there have been a small number of reported cases of viral gastroenteritis among the passengers and crew on board Queen Victoria during her current transatlantic crossing to New York.

'The clinical symptoms are consistent with Norovirus, a mild but very common and highly contagious gastrointestinal virus, which is easily passed from person to person and this has been confirmed by sample analysis.' It is the latest luxury cruise liner to be hit by sickness in a matter of weeks. A total of 519 passengers fell ill with norovirus during three cruises on the **Boudicca**, despite its owners insisting the ship was free from the virus.

Fred Olsen Cruise Lines said the vessel had been deep-cleaned twice following the outbreaks, but the virus has also returned to plague passengers at least twice. **Source : dailymail.co.uk**



Several tankers seen moored in the 3rd Petroleum harbour in Rotterdam-Botlek - **Photo : Marijn van Hoorn ©**

\$1.4M pollution fine demanded

THE OWNER and captain of the cargo ship **Matterhorn** are facing a €1M (\$1.4M) fine in France on charges of voluntary pollution. That penalty was demanded yesterday by a public prosecutor and would be the largest single fine demanded in France if they are found guilty of deliberately emptying the Liberian-flagged ship's tanks at sea.

Authorities told the court in Brest that a customs plane caught **Matterhorn's** crew causing a 22km oil slick off Brittany on 25 May last year. However, the Russian captain's lawyers replied that authorities have provided no evidence of the alleged offence. **Matterhorn's** Greek owner Eastwind (Hellas) did not pay a €300,000 bond deposit ordered by French authorities after the ship's arrest. A public prosecutor has called for the captain to pay 10% of the €1M fine. Neither the captain nor the owner attended the court. **Source : Safety at Sea**



The **DAN SWIFT** seen anchored off Rio de Janeiro - Photo : Capt. Jan Berghuis ©



Maritime Tales by Stephen Guy: The vital role of tugboats

TUG boats play a vital role in ports as they pull and push ships of all sizes unable to manoeuvre themselves while entering and leaving docks and quaysides. Before the advent of steam ships, manpower was used to bring vessels to dock sides. They were hauled by teams of men using ropes and capstans. As ships got bigger, the need for tugs grew. A picture called Tugs Off New Brighton in the Art & The Sea gallery at Merseyside Maritime Museum was painted by an unknown Liverpool artist.

It shows two early steam tugs towing a dismantled vessel into the Mersey assisted by four small sailing boats known as flats. The twin-funnelled tugs, **John Bull** and **Robert Burns**, were owned by John Watkins Jnr and were active on the Mersey in the 1850s. the damaged ship being towed is traditionally identified as the barque **Dickey Sam**.

She was built in Liverpool by William Seddon and launched in 1841 and made trading voyages to India and South America. Incidents of vessels losing their masts in rough weather were quite common in the days of sailing ships. Dickey Sam was a widely-used affectionate nickname for Liverpoolians in the 19th century. It was applied to anyone born within the sound of the bells of St Nicholas' parish church. The painting shows a group of passengers in a small boat watching the proceedings. In the background are the familiar landmarks of Perch Rock fort and lighthouse. To the left of the picture is the stern of a sailing ship with the helmsman at the wheel.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 011

The **Brocklebank** is a modern motor tug dating from 1964 which is a working vessel within the collections of the Merseyside Maritime Museum. She is the only active sea-going ship owned by a British museum. Run by an enthusiastic group of volunteers, **Brocklebank** acts as a floating ambassador for the museum. When in port she is generally moored in the Albert Dock.

Brocklebank was built out of welded steel by W J Yarwood & Sons Ltd of Northwich, one of six ordered by the Alexandra Towing Co of Liverpool. **Brocklebank** served as a ship-handling tug on the Mersey throughout the 1960s and 70s. She would sometimes work at Heysham, Larne and Barrow to assist at ship launches. She also towed barges laden with stone from an Anglesey quarry for the construction of the Royal Seaforth Dock (Liverpool Freeport).

Brocklebank's commercial career came to an end with the advent of huge container ships requiring larger and more powerful tugs to handle them. She was acquired by Merseyside Maritime Museum in 1989.

Buy the **Maritime Tales book** (£3.99) at the **Merseyside Maritime Museum** open seven days a week, admission free, and at bookshops, newsagents and www.merseyshop.com



The **PAC DENE** seen moored in Fort Lauderdale

Photo : Ronald de Bloeme ©

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The 1965 built Research / Survey vessel **JEAN CHARCOT** [IMO 6505777], Hays Ships, 2,141gt, 591dwt, seen moored in an icy Leith, 8th January 2010.

Photo : Iain McGeachy ©

Port of Newcastle holds risky ships

ABOUT 50 ships have been detained in the Port of Newcastle in the past three years for defects that include faults with equipment that prevents the discharging of oily waste into the ocean. All of the vessels were foreign-flagged and most were coal ships, and were detained in the port for a few hours to about 11 days. A number were delayed from leaving the harbour because of the detentions. In two of the more serious cases of last year, the **Megah Tiga**, a flag of convenience vessel, and the **Achilles**, both carrying ammonium nitrate, were declared unseaworthy after the Maritime Union tipped off the Australian Maritime Safety Authority.

Another ship loaded with ammonium nitrate in Newcastle, the **Pacific Adventurer**, was declared unseaworthy when it arrived in Brisbane in March last year after enduring gales and spilling 31 containers of the substance and 270 tonnes of oil off the Queensland coast. Since October 2006 to November last year, 53 vessels have been detained in Newcastle following inspections, according to safety authority figures.

Data for last month was unavailable. The detentions were for defects that included faults with lifeboats' release mechanisms, engine-room fire dampers, which prevent air entering a particular space, wasted cargo hatch covers and poor maintenance. In three cases last year, a ship was held because its oily water separator discharge contained more

than 15 parts per million of oily substance, or the device was faulty. Ships can pump water from their bilges provided it is done through the filter, to prevent pollution. While the number of detained vessels was low compared to the thousands that visit the port, the International Transport Workers Federation described the defects as concerning and said more surveyors were needed as only a small portion of vessels moving through the country's ports were inspected. The authority has three full-time surveyors in Newcastle. Last year it inspected 347 vessels in Newcastle, up from 286 in 2008. Vessels are targeted on risk categories.

The Federation also wants the Commonwealth to prevent "flag of convenience" vessels, which fly the flag of a country other than the country of ownership, from carrying high-risk cargoes in Australian waters, arguing the vessels are often sub-standard. Federation executive officer Dean Summers said Australia's shipping industry had to be rebuilt after being decimated by Howard government legislative changes, with fewer than 50 Australian-registered ships in service. **Source : Gary Luxton**

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Sri Lankan youth to sail high on the Nippon Maru

Sri Lanka will send a team of 12 energetic youth from diverse communities to set sail on the popular Nippon Maru after a lapse of 7 years. The delegation will see Thushara Dahanayaka, Lakmini Wickramasinghe, Thilini Mithundi, Sasika Rasanga, Nilush Madhushanthil, Lahiru Madhushan, Rouzul Lahi, Bhagya Senaratne, Nipuna Ravinath, Liyanapathirage Kithsiri, N.Navarajakumaran and S.Mahendra setting sail on this enlightening journey. Here we spoke to the National Leader of Ship for World Youth 2010, Thushara Dahanayaka about it.

1. What is this **Nippon Maru Peace Ship** about?

The Ship for World Youth (SWY) is a unique international youth cultural exchange program organised by the Government of Japan. The most prestigious program of its kind, SWY brings together over 250 youth from around the world to learn about international cooperation and understanding.

Over a two-month period, youth are involved in a wide range of activities aimed at fostering cultural sensitivity, understanding and friendship. Most of the program is conducted onboard the cruise liner **Nippon Maru**, with some activities scheduled in Japan, and others in a number of seaports that are visited in the course of the voyage. Commencing in 1989, the program is run on an annual basis. Each year a different mix of nations are invited to participate and a different ports of call are incorporated into the itinerary.

2. How are the 12 Sri Lankan youth participants selected to go on this program?

The selection process was handled by the Embassy of Japan and the National Youth Services Council of Sri Lanka (NYSC). NYSC published advertisements in Sinhala, Tamil and English newspapers. Some three hundred youth applied for this and the NYSC conducted several rounds of interviews and selected ten youth out of 300.

After that, the youth had a final interview with a board consisting of Japanese embassy officials, NYSC officials and an official from the Ship for World Youth Alumni Association of Sri Lanka which is an organization of ex-participants of this program. From the 10 youth, 6 were finally selected. Yet another 10 youth were selected by the Embassy after several rounds of interviews and they also faced the final interview of which five of them were finally selected.

The National Leader was selected by the Embassy through an interview bringing the total number of 12 youth.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 011

3. When and how will you all travel in the **Nippon Maru**? Will you meet other international participants on this ship?

We are leaving to Japan today on the aeroplane and there will be some programs where we will participate in Japan for around 10 days. After these, we will travel to Yokohama city and embark on the ship together with other 15 international participants. After we embark on the ship, we have different programs such as course discussions, national presentations of every country, seminars, cultural exchange programs, group activities, club activities, exhibitions and two visiting countries namely India and the U.A.E.

4. Why didn't Sri Lanka participate earlier and why now after a lapse of 7 years?

Since the beginning of this program, Sri Lanka did participate in it many times before. However, since 2002 Sri Lanka did not participate due to various reasons. This time, the Government of Japan selected countries and Sri Lanka was nominated.

5. What is the purpose of having such a delegation on the **Nippon Maru**?

The main objective is to create awareness among youth about this program because we believe that the exposure gained through this the Sri Lankan youth will really help them contribute to our society. In addition to this, they can develop their personality and attitudes in a positive manner.

Also, we can convince the officials from Japan that this program has given recognition to Sri Lanka so the youth can be motivated to have more opportunities in the future. In this way, we can also bring together youth from all communities on one platform and strengthen the unity amongst the youth in Sri Lanka. **Source : sundayobserver.lk**

Coast Guard diver dies after retrieving body

A seasoned diver of the Philippine Coast Guard (PCG) sacrificed his life while helping in the retrieval of the remains trapped inside the sunken ferry M/V **Catalyn B**.

Petty Officer 3 Arman Bonifacio, 42, was pronounced dead by doctors at the Jose Reyes Memorial Medical Center according to PCG-National Capital Region-Central Luzon district commander Commodore Luis Tuason Jr. Bonifacio reportedly died of cardiac arrest. Bonifacio, a Japan International Cooperation Agency (JICA)-trained diver, led several rescue sorties during typhoons "Ondoy" and "Pepeng."

The PCG team conducting search and rescue missions for the 16 missing passengers and crew of the **Catalyn-B** mourned the death of their comrade. PCG-Special Operations Group (PCG-SOG) deputy chief Lieutenant Commander Marco Gines, Bonifacio's longtime friend, said this was the first time that he has lost a man in an operation in eight years with the group.

The BRP Pampanga left the PCG headquarters at 5 a.m. Saturday and planned on doing three dives. However, they aborted their mission just before lunchtime when Bonifacio lost consciousness. Bonifacio and his diving buddy Petty Officer 3 Saturnino Cahilig Jr. were assigned to make the first dive at 8 a.m.

Everything went well during the start of the dive and they reached the wreck at 221 feet. "The two divers moved from the starboard (right) side to the port (left) side of the ship to look for bodies. They were able to get hold of two bodies," said Gines. But as they were ascending, at about 170 feet, Cahilig reportedly saw his buddy indicating by hand signal that he was not feeling well.

Bonifacio reportedly increased his ascent, which was against the rules because time was needed for the body to decompress. Cahilig tried to slow him down while assisting him to move up. The standby divers positioned close to the surface saw the situation and assisted them. Upon reaching 140 feet, Bonifacio lost consciousness and was immediately put inside the decompression chamber.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 011

"At first we thought that he would make it because when they tried to put an oxygen mask on him he would push it aside. When he was instructed to stomp his foot, he followed the order. We were all surprised that after about two hours of responding, his condition took a turn for the worse," Gines said.

Gines said they would have to determine what went wrong because it was standard operating procedure for them to take the blood pressure of the diver and Bonifacio's read 130/80 just before the dive.

The divers, however, were able to find the body of a woman who wore a white shirt and blue pants. She also had pink ponytail straps on left wrist and a lavender handkerchief. As for the second body, Commodore Tuason said it did not reach the surface and they sent a fast boat to look for it as far as 15 miles, but it was never found.

He said they would have to temporarily suspend the search and retrieval operations. "We would wait for the outcome of the autopsy and assess the problem to prevent a similar incident from happening," Tuason said. Gines said they checked Bonifacio's equipment and found it was in good condition. There are speculations that it might have something to do with his physical condition.

Gines said that even if they take a break, the loss of their colleague and friend would not deter them from continuing with their mission. "The remaining divers said they are still willing to dive. We would be dishonoring him if we would allow our fears to rule us. We were prepared for this eventuality to happen."

Tuason earlier promised the families of the victims that he would not call off the operations for as long as there are still bodies inside the wooden-hulled vessel. The SOG official earlier admitted that they would be embarking on risky dives since they do not have the proper equipment for the mission.

At the Senate, victims of maritime disasters in the country and their relatives said they are having difficulty getting compensation from shipping companies due to the absence of a system that would assist them after accidents. During yesterday's hearing of the Senate Blue Ribbon committee, Randy Peñaranda, whose sister died in the sinking of the M/V **Baleno 9**, said Besta Shipping Lines, which owns the vessel, did not provide immediate assistance and tried to negotiate with them for a lower amount of compensation.

The committee is looking into the responsibility of government agencies and ship owners in the recent maritime accidents in the country. "(At first) they (Besta) assured us of P10,000 assistance. But it seems they were haggling. First it was P10,000 then P20,000, P50,000, P100,000 to P200,000," Peñaranda said, adding that the representatives of the shipping line sent them a document asking his mother to sign a "quit claim" or "waiver of desistance," telling them that they were not allowed to attend any hearing or file a case once they accepted the P200,000 that an insurance company would cover.

"Nothing happened to our talks. They did not contact me until this afternoon," Peñaranda said. He said other victims shared the feeling that if they would persevere and fight for their rights, no government agency would help them go after the shipping companies. "They are not doing anything. Nobody is coordinating with us, no government officials, nothing," Peñaranda said.

Maritime Industry Authority (Marina) administrator Len Bautista admitted that there was no government task force created to assist the victims of the sea tragedies. "We compel the ship owner to give all the assistance necessary and we issue the proper orders," Bautista said, but she clarified that it was not automatic for the victims' relatives to receive P200,000 each as insurance claim because this was not provided under the law.

"That is what we want but that is not automatic like in the land sector," she said. Bautista said victims of land accidents would have to be paid in five days while victims of maritime accidents would have to submit requirements to be able to make a claim. "In the maritime sector, as of the moment, we cannot do this. There are still many things lacking before we are able to assist them," she said. Peñaranda said they had to fight with shipping line personnel before they could transport the bodies of their loved ones for burial.

The problem is compounded when the victims are not listed in the passenger's manifest since many of the shipping lines carry more than what they are allowed to transport. It was discussed in the meeting that negligence and

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consideration for more profit have been the usual problems. Patrick Ang, owner of the **Baleno 9**, said they were still investigating the cause of the accident but “we are doing our best to attend to the needs of the survivors and relatives of those who died or are missing.”

Ang said they would need documents like death certificate, marriage contract and other papers that would prove the relationship of the passengers to the claimants.

Meanwhile, Malacañang has given the Marina until the end of February to submit its findings on the two sea tragedies that took place last month. Press Secretary Cerge Remonde said the victims must be given justice through a clear determination of what happened with the **Catalyn B** and the **Baleno 9**. The Department of Transportation and Communications (DOTC), on the other hand, will form a task force that will improve maritime safety in the country by holding random safety inspections on all ships.

Transportation Secretary Leandro Mendoza has ordered Undersecretary Thomson Lantion to head Task Force Ligtas Lakbay Dagat, which will undertake the random ship inspections. Lantion said the task force will have two inspection teams with members to be hired from the Marina, the Philippine Coast Guard, the Philippine Ports Authority, the Cebu Port Authority, and the Philippine Merchant Marine Academy.

The random ship inspections, Lantion explained, will serve as a post-audit on all ships after they undergo the audit of the Marina on their compliance with the International Safety Manual (ISM) in the first quarter of the year. **Source :**
The Philippine Star

NAVY NEWS



The Dutch frigate **F 804 DE RUYTER** entered the drydock at the DAMEN-DE SCHELDE yard in Flushing for maintenance

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USS Carl Vinson set to deploy January 12; other home port changes announced

The aircraft carrier, **USS Carl Vinson (USS CVN-70)** is set to deploy from Naval Station Norfolk January 12, 2010.

The ship, which recently underwent recommissioning in the Newport News shipyards, is set to sail around South America before reaching it's new homeport of San Diego, California. The three month long deployment will move roughly 3,000 sailors from the Hampton Roads area, as well as their families.

In March, Virginia lawmakers began the "keep the carriers in Virginia" campaign after the Navy announced the newly commissioned **USS George H. W. Bush (CVN-77)** would be home ported to Mayport Naval Station in Florida.

Hampton Roads is known for its large military presence and Naval Station Norfolk is the world's largest Naval base. When air craft carriers and other ships change home ports, it is hard not only on the families, but also on the local economies. Many areas that boast a large military presence have been shielded from the worst of the recession, thanks to the military spending in the area.

It was also announced that the submarine **USS North Carolina (SSN 777)** will be home ported to Naval Station Pearl Harbor in Hawaii this year. It will be the third Virginia-class submarine to have homeport there. The **USS North Carolina** was commissioned in May of 2008. **Source : Examiner**

LPD Machinery Issue May Affect Other U.S. Ships

The U.S. amphibious transport dock **New York** has suffered a mechanical failure and can't get underway, Defense News' sister publication Navy Times has learned. Engineers are investigating whether the ship's problems will affect its San Antonio-class siblings, several of which have struggled since joining the fleet.

Inspectors discovered problems with the bearings on the **New York's** diesel engines during an assessment while the ship was at sea, but it was able to return to its dock at Naval Station Norfolk, Va., under its own power, said Lt. Cmdr. Herb Josey, a spokesman for Naval Surface Force Atlantic. Bearings hold a ship's engines and vital propulsion gear in place. The broken ones aboard the New York are still under warranty and will be repaired by its builder, Northrop Grumman, Josey said.

A spokeswoman for Northrop Grumman told Navy Times she had not heard about the **New York's** problems and didn't know whether they might mean problems with earlier copies of the class. The **New York** - which enjoys international fame for the 7.5 tons of steel from the wreckage of the World Trade Center built into its bow stem - was commissioned with national fanfare Nov. 7 in its namesake city. Since then it has been doing at-sea tests and inspections, including the week-long "diesel baseline assessment" that revealed its failed bearings, Josey said.

Although Navy inspectors have noted an improvement in recent San Antonio-class gators, including the New York, the early ships in the class were plagued with technical woes and bad luck. After months of delays and millions dollars

before the San Antonio's first deployment, it was laid up for a month in Bahrain with debilitating lube oil problems. Sailors aboard the second ship, New Orleans, told Navy Times about adversarial relationships with shipbuilders in the yard, who turned in shoddy work and even stole their tools.

The **New Orleans** also had to spend weeks getting repaired in Bahrain last year after a collision in the Strait of Hormuz with the fast-attack submarine **Hartford**.

New York sailors told Navy Times in November before the ship's commissioning they were working out their own bugs in their new ship; for example, New York's helmsmen had gotten used to piloting it manually because its fiber-optic control network tended to blink out. **Source : DefenseNews**

Centaur's red cross still visible after 66 years

The hospital ship **Centaur**, sunk by a Japanese submarine off Moreton Island in 1943, killing 268 people. Photo: Joe Armao JAA The first underwater images of the torpedoed hospital ship **Centaur** now lying off the southern tip of Moreton Island in more than 2000 metres of water still clearly show the hospital ship's red cross.

The **Centaur** was torpedoed by a Japanese submarine without warning on 14 May 1943, about 50 miles east north-east of Brisbane. Of the 332 persons on board, only 64 survived. The wreck was found before Christmas about 30 miles due east of the southern tip of Moreton Island at a depth of 2,059 metres.

At 2.50am this morning the first images from a robot submarine were taken which clearly show the large red cross painted on both sides of the **Centaur's** bow and the number 47 which identifies the **Centaur** as the Australian Hospital Ship number 47.

The robot submarine was launched from the search vessel, the **Seahorse Spirit**, which was employed by the State and Federal governments late last year to hunt for the final resting place of the **Centaur**. Search director David Mearns said he hoped to get further images later today.

"As expected from the sonar imagery the wreck was found leaning over towards its port side at an angle of approximately 25 degrees and the bow is almost completely severed from the rest of the hull in the area where the single torpedo hit," he writes in the search log.

"Although the wreck is very badly damaged, characteristic markings and features that identify the wreck as the Centaur were clearly visible," he said. These markings include the four-foot wide green band painted around the entire hull, the large red cross visible of both sides of the bow and the number 47, painted white on a black square, that marks the **Centaur** as Australian Hospital Ship 47. Mr Mearns said conditions for filming the wreck were not good.

"The conditions for filming the wreck are also not as good as I would have liked, in part because of relatively strong seabed currents that are causing "dust storms" of particulate material that are obscuring our camera vision."

In these images you can see

- How steep the undersea gullies are where the wreck of the **Centaur** is located.
 - a close up of the number "4" within the number "47" clearly identifying the **Centaur**.
 - the small raised star on a oval plate which is virtually a "fingerprint" that the wreck is the **Centaur**.
 - the starboard anchor just slightly forward and below the number 47. The rope lines hanging off the bow - from their angle - shows that the bow is not only canted over to the port side but it is leaning forward as well.
- Special lights were used to illuminate the wreck on the sea bed so that high definition video can be recorded.

David Mearns said he and his crew were delighted to see the first images of the **AHS Centaur** after so many months of research and searching.

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"These first images are not as good as we would have liked because we only had two hours on this dive and then had to return to the surface," Mr Mearns said. "But these images confirm that this wreck is the **Centaur** and we are getting ready to go back down to get more."

A specially made bronze plaque created by **The CENTAUR Association** had not yet been placed beside the wreck, Mr Mearns said. "We carried out an experiment with a dummy plaque on this first dive and the mud on the seabed is so soft that the plaque would sink into the seabed," he said. "We need to place the plaque in an area where it will not simply disappear." **Source : Brisbanetimes**

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Shipping majors drop anchor for setting up lucrative repair facilities

Indian shipping companies, such as Great Offshore, Chowgule Ports and Infrastructure and Bharati Shipyard, are investing big bucks in creating repair facilities, a market pegged at around Rs 2,000 crore annually. International firms are also keen to tap the market, with Golten and Finland's Wartsila having rolled out repair services for Indian companies. Most of the Indian ships currently sail to Dubai, Colombo, Singapore or other destinations for repairs, increasing the time and cost for fleet owners.

"Ship repair is a safer business than ship building, which is cyclical. It is a cash positive business with no downside. Shipping companies, which have large repair bills, have captive demand and can use their yards for repairing, if they undertake some modifications," said Ramesh Singhal, CEO of Mumbai-based i-maritime Consultancy. According to industry experts, margin in ship repairs business is as high as 30% and it is recession-proof, as it is mandatory to send ships for maintenance periodically depending on their dead weight tonnage (DWT). Ships up to 10,000 DWT require mandatory maintenance twice every five years. Chowgule and Infrastructure is setting up a ship repairs infrastructure at Jaigadh in Maharashtra, entailing project cost of Rs 600 crore. It is installing a Rs 100-crore jack up lift for dry docking of ships. It will lift ships from sea level to dry ground for repair and maintenance. Chowgule Ports CEO Atul Kulkarni pointed out the two cost components for ship repairs industry — spares and steel for replacement and labour costs. "It is on the labour front that India has an advantage in terms of skills as well as lower costs," he told ET.

Great Offshore, India's largest integrated offshore services company, is now also offering ship repairs to utilise its skilled workforce. India has close to 240 shipping companies owning more than 900 Indian flagged ships, constituting close to 16 million DWT. "Additionally, thousands of smaller ships, barges, fishing trawlers registered with port and state governments as well as foreign-owned ships visiting Indian ports require repair and maintenance. There is a ready business in India," said Mantrana Maritime Advisory director Anand Sharma. "In the small segment, lack of dedicated infrastructure leads to poor job quality. So all those who are setting up infrastructure stand to gain," he said, adding that India has the potential to capture 8-10% of global ship repair business, if dedicated infrastructure is created. Globally, marine repair and conversion industry is pegged at over \$20 billion. Bharati Shipyard will also start ship repair work at the floating dock of Swan Hunter Shipyard, acquired in 2007, and now installed at Dabhol in Maharashtra. The dock will soon be commissioned and be used for repairs, while ship construction will follow. Bharati has invested around Rs 300 crore in Swan Hunter. Global ship major Golten, which entered India in October '09, is investing \$10 million across four new facilities in Asia Pacific, including the India centre. "The ship repair sector in India

is not organised and there aren't any players who can provide a one-stop solution to the needs of the shipping community," Goltens Worldwide president Paul Friedberg said, adding that Goltens was looking at bridging this gap.
Source: The Economic India Times

All set for flow of funds to Hindustan Shipyard

With the decision to shift Hindustan Shipyard Limited (HSL) from Ministry of Shipping to Defence, there will be free flow of funds for capacity augmentation and meeting national security needs. The shipyard will become the fourth dedicated shipyard owned by MoD after Mazagaon Docks, Garden Reach Shipbuilders & Engineers and Goa Shipyard after the Union Cabinet's decision. Sources said it will be engaged for indigenous construction of Advance Technology Vessels and second line submarines under the Project 75 India.

"Being in MoS it used to get planned funds as per the recommendation of Planning Commission. Once transfer formalities are over, there will be direct funding from defence budget," former Union Expenditure Secretary E.A.S. Sarma told The Hindu.

Mr. Sarma, who played a key role in framing rules for Fiscal Responsibility and Budget Management (FRBM), said the coming out of Planned Fund Regime would ensure large flow of funds for HSL, which was started in the private sector in 1941 by Scindia Navigation Company. Later it was taken over by Government of India.

A source, who was associated with the revival of HSL, hinted that for sometime HSL may continue to undertake contracts for repair of merchant ships till MoS sets up a shipbuilding yard of international standards. The Cabinet has accorded in-principle approval for the Greenfield shipyard by MoS under Public Private Partnership format with an initial investment of over Rs.1,000 crores. It will be located somewhere in the East Coast.

"It is just a matter of formality and we are expecting that there will be good days ahead for HSL," says Gadasala Appa Rao, general secretary, Hindustan Shipyard Staff & Workers' Union. The MoD takeover was mooted on health grounds though it is able to generate income from shipbuilding and repairs for past few years. With accumulated losses of Rs.856.23 crores and negative net worth of Rs.706.82 crores, HSL future became a matter of concern for all, Union Minister of State for HRD D. Purandeswari informed Union Shipping Minister G.K. Vasan in a letter before the Cabinet decision.

The MoS had submitted the proposal on the recommendation of Board for Reconstruction of Public Sector Enterprises for rehabilitation and financial restructuring of HSL in March, 2007. The package amounting to Rs.833.68 crores was put before the Cabinet Committee for Economic Affairs. The Group of Meeting headed by then External Affairs Minister Pranab Mukherjee had observed that due to its strategic location and track record, HSL should be handed over to MoD in February, 2008. **Source : The Hindu**

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Daewoo Shipbuilding wins total \$750 million orders

South Korea's Daewoo Shipbuilding & Marine Engineering, the world's second-biggest shipbuilder, said on Saturday that it had won orders totalling \$750 million. Part of the orders came from Angelicoussis Shipping Group of Greece, for which Daewoo will deliver two oil tankers and two bulk carriers by the second half of 2012, Daewoo said in a statement.

Also among the orders was a contract for an offshore oil production facility from an unidentified oil company. Yonhap News had reported on Friday Daewoo had won a \$400 million order from Exxon Mobil Corp for a marine plant but Daewoo had declined to confirm. **Source : DNA India**

China's shipbuilding to consolidate

New orders for China's shipbuilders from January to November 2009 fell to 22.94 million dwt, down 61% from the previous year according to the China Association of National Shipbuilding Industry. China's shipbuilding industry is likely to speed up consolidation in 2010 in accordance with the policy of adjusting the industry's structure.



Early in 2009, the State Council, China's cabinet, approved the Plan for Adjusting and Rejuvenating the Shipbuilding Industry during the year 2009 to 2010.

Besides a series of measures supporting the industry, the plan also highlights the need to address overcapacity and adjust structure. On 23 December, 2009, China's top authorities, including the People's Bank of China (PBoC), the China Banking Regulatory Commission, the China Securities Regulatory Commission and the China Insurance Regulatory Commission, jointly issued a document to rein in overcapacity by financial means.

Although the document did not specifically list the individual shipyards, it has cast clouds over the industry where overcapacity looms large.

Statistics from the China Association of National Shipbuilding Industry shows Chinese shipbuilders produced 36.54 million dwt of ships in January to November, up 41% on year. They received 22.94 million dwt of new orders, down 61% on year. Over 65% of shipyards received no new orders in 2009; this was especially true of some new shipyards.

The policies issued by the PBoC and the other three regulators are very specific in purpose and hard-hitting, cutting industries with overcapacity from sources of capital, said Liang Zhiyong, an analyst with the research center of the China State Shipbuilding Corporation. The policy has all ready had some effect. Bank loans are going to large efficient companies and small private shipbuilding firms are finding it hard to get loans. As time goes by, a number of small and medium size shipbuilders will eventually cease to operate. Liu Qi, chairman of the Xinhai Ship Group, a shipbuilder in eastern China's Zhejiang province, told China Industrial and Economic News that its company has halted its shipbuilding business last year and had no plans to resume operation. **Source : The Motorship**

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Out and about at speed on a Scottish Loch last week was the MOD Police Launch **JURA**.

Photo : Tommy Bryceland, SCOTLAND ©

Mozambique: More Cargo Handled by Ports, Less by Railways

Mozambique's public owned Ports and Railways Company (CFM) recorded a drop in the volume of cargo carried by the country's railways, but figures for the cargo handled by the ports showed a 4.2 increase in January-October 2009, compared with the same period in 2008. In his message for the New Year, the chairperson of the CFM Board of Directors, Rui Fonseca, said the ports handled 10.16 million tonnes of assorted products in the first ten months of 2009, compared with 9.76 million tonnes in the same months of 2008.

However, the railways handled 528.8 million tonne/kilometres, compared with 599 million in 2008, which is a decline of 2.4 per cent. Fonseca pointed out that it is the railways that contribute the greater part of CFM's profits, "and so we have to reverse this scenario, carrying more traffic on the longer routes, but also increasing the amount of freight carried on the shorter routes".

As for passenger service, Fonseca stressed that the number of passengers carried on the railways had risen by 28.6 per cent, from 1.7 million in January-October 2008 to 2.19 million in the same period of 2009.

CFM's provisional operational profits for 2009 (up until November) were 569.3 million meticaes (about 20.7 million US dollars). Last year, CFM purchased (from Botswana) 29 passenger carriages, four restaurant cars, four generator

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 011

wagons and another four for cargo, an investment estimated at about 1.9 million US dollars. According to Fonseca, these carriages and wagon will soon enter into use in the southern railway system, where they will provide passengers with a safer and more comfortable service. Fonseca said that 2008 and the first half of 2009 were particularly difficult for CFM, because of the impact of the international financial crisis. "The economic recession was mostly felt in our railway system, particularly in the south, the only one of the systems which is directly operated by CFM, and which did not meet the established targets for the first half of 2009", he said. **Source: All Africa**



The **VOS HADES** seen in Ravenna – Photo : Lorenzo Succi ©

Dubai cruises forward in 2010

Dubai is rapidly emerging as the destination of choice for global cruise liners and passengers alike, with figures showing that the number of cruise tourists visiting Dubai is expected to increase by almost 80 per cent from 2008 to 2010. And the opening of the new Dubai Cruise Terminal by the end of January 2010 will allow for more passengers and ships than ever before. Located at the crossroads between east and west, Dubai has the location and facilities to rival the competition; offering the epitome of luxury and affordable holidays which offer something for everyone for pre and post cruise stays.

The cruise industry in Dubai is growing rapidly with 250,000 cruise tourists visiting the emirate during 2009; a 37 per cent increase on the previous year. And in 2010, Dubai is expected to host 120 ship calls with over 325,000 passengers when the Dubai Cruise Terminal becomes fully operational by the end of this month.

Spanning an area of 3,450 square metres, the new terminal will further fuel Dubai's burgeoning cruise industry. Designed to handle up to three to four ships simultaneously, Dubai Cruise Terminal has been built to cater for the emirate's increasing number of cruise tourists. It is the only cruise terminal in the world operated by a government tourism department, which means it can provide extra attention to every visitor and enhance the experience by including elements such as certified tour guides and a swift entry system with no visa issues for visitors.

Dubai continues to be the destination of choice for many global cruise lines. Costa Cruises provided the up-and-coming cruise industry with a major boost in 2007 when it made Dubai its regional cruise hub. And on 23 February 2010 the latest jewel of the Costa Cruises fleet, Costa Deliziosa, will be inaugurated in Dubai, during her Grand Maiden Cruise, which departs from Savona on 5 February. This will be the first time an Arabian city has hosted a cruise ship christening ceremony and promises to be an unforgettable occasion.

From January 2010 Royal Caribbean International (RCI) will become the second major cruise line to base a ship in Dubai. The US line will be deploying Brilliance of the Seas in Dubai for seven night cruises between January and April 2010. The itineraries will promise holidaymakers an exciting and relaxing break on this popular and innovative cruise

ship featuring 13 decks of activity, entertainment and accommodation. Passengers will also have sufficient time to explore Dubai with overnight stays at the beginning and end of the voyage. **Source : TravelDailyNews**

Minder cruisevissagiers in 2009

In 2009 bezochten 9,7 procent minder cruisevissagiers St. Maarten dan het voorgaande jaar. Voor dit jaar wordt er weer een opleving voorspeld. Die is gebaseerd op een schatting van het aantal cruiseschepen dat in 2010-2011 in St. Maarten aanmeert.

In de afgelopen 12 maanden bezochten in totaal 1.215.146 cruisevissagiers St. Maarten. Dat zijn er 130.666 minder dan in 2008. Deze cijfers zijn verstrekt door St. Maarten Harbour Group of Companies. Ondanks de afname, die grotendeels toe te schrijven is aan de wereldwijde economische crisis, overtrof het aantal de vooraf aangegeven prognoses voor 2009 met 5,6 procent (64.288 passagiers).



Haast iedere maand nam het aantal passagiers af. Met uitzondering van januari, februari en april. In januari kwamen er in 2009 195.440 passagiers naar het eiland tegenover 174.774 in het jaar daarvoor. In februari kwamen er 170.828 passagiers tegenover 162.491 voor dezelfde maand in 2008.

Links : de **OCEAN VILLAGE** arriveert in St. Maarten - **Photo : Ronald de Bloeme ©**

December stond vorig jaar op de derde plaats voor wat betreft hoge aantallen cruisevissagiers, maar desondanks lag dit aantal een stuk lager dan het jaar daarvoor, 168.201 tegenover 190.154. Er waren in 2009 500 aanvragen voor cruiseschepen om aan te meren op St. Maarten. Dat waren er 18 minder dan in het voorgaande jaar.

Sinds 9 december meert het grootste cruiseschip ter wereld, '**Oasis of the Seas**', aan in St. Maarten.

De vooruitzichten voor dit jaar zien er goed uit. Cruiseschip-gigant Carnival Corporation en hun belangrijkste concurrent Royal Caribbean Cruise Lines hebben meer boekingen gedaan. Daarnaast heeft gedeputeerde Theo Heyliger aangekondigd dat er door veranderingen in de marketingaanpak van de haven van St. Maarten meer toeristen en cruisevissagiers naar het eiland gaan komen.

Princess Cruise Lines meert in 2010 50 keer aan in St. Maarten, in 2009 was dat 32 keer. Ook in 2011 zullen ze 50 keer aanmeren. Holland America Lines (HAL) verhoogt de bezoeken aan St. Maarten met 28 in 2010 en 35 in 2011. In 2009 waren dat er 23. Carnival Cruis Lines verhogen hun bezoeken van 95 in 2009 naar 112 in 2010. "Dit betekent dat er het hele jaar door schepen komen en niet alleen in het hoogseizoen, dit is heel bijzonder voor het eiland en speciaal voor Philipsburg," aldus Heyliger. **Source : Amigoe**

Ferry stopped as harbour freezes

The ferry service from Bristol has been suspended because water in the harbour has frozen, its operator has said. Bristol Ferry Boat Company said the conditions made it potentially dangerous to operate.

The situation will be kept under review and a decision over whether boats will resume service this weekend is expected to be made later. The company said many of the landing stages and quayside walkways were also icy, making accidents more likely.

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Rob Salvidge, of the Bristol Ferry Boat Company, said: "It's a shame that we have been forced to suspend services at this time when lots of people have been enjoying using the ferries as an alternative to the bus or car. "But the safety is of paramount importance both to our own passenger boats and others moored in the harbour, so the prudent option is to suspend our public timetable service until the harbour thaws."

More than 100 schools remain closed in Bristol and the surrounding areas as the severe weather conditions continue.

The city council said their gritting efforts remained concentrated on A roads, public transport routes and major residential roads. The First bus company said their services are operating where possible, but some may be diverted along clearer main roads if icy conditions prevent the use of smaller roads. **Source : BBC NEWS**



The TSHD **ORANJE** seen turning into the Beercanal (Rotterdam-Europoort)

Photo : Rik van Marle ©

Fife hovercraft ferry 'in two years'

A HOVERCRAFT service between Edinburgh and Fife is set to be up and running in the next two years. Work on the long-awaited project is finally expected to be launched within months, transport giant Stagecoach revealed yesterday. The announcement, two and a half years after a successful pilot on the proposed route between Portobello and Kirkcaldy, has come in the wake of £14 million in funding for the project which was secured just before Christmas.

It is hoped almost 900,000 people a year will use a service estimated to take just 18 minutes to cross the Forth. Stagecoach has now lodged plans for a new ferry terminal in Portobello, next to Lothian Buses' depot at Seafield Road.

New images show how a landing slip for the hovercraft and the terminal would fit into Portobello's existing beach and promenade. A hard landing ramp would be built on the beach, as well as a covered shelter for passengers. Another new terminal is expected to be built at the former Stagecoach depot in Inverteil, in Kirkcaldy.

The hovercraft itself would have room to store bicycles, pushchairs and luggage, and there would also be easy wheelchair access. Stagecoach has already struck a deal with hovercraft manufacturers the Bland Group for the fledgling venture, which has yet to win the backing of council leaders in Fife or Edinburgh.

It emerged in November that that the two local authorities were to put a potential new public transport service across the Forth out to tender. Official studies have found that the most viable option is a ferry service between Burntisland, in Fife, and Granton, in north Edinburgh. Some major form of public subsidy is almost certain to be required to

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support a new cross-Forth service. But the two firms involved in the hovercraft venture have each committed £7 million to try to get it off the ground.

The Bland Group owns hovercraft manufacturer Griffon Hoverwork and Hovertravel, the hovercraft service that links Portsmouth and the Isle of Wight. A spokesman for Stagecoach said: "Obviously there are a number of steps to this process, and we have now submitted planning applications for terminals at either side of the Forth.

"If these are approved, it will take roughly 18 months to get the terminals constructed and start the service, but we have not set out any specific date and are still in discussions with both councils. "There would be significant benefits to both areas, for local shops and businesses, and so we are seeking some public sector funding for this project."

Local councillor Stephen Hawkins said there was still some scepticism among local residents about whether the hovercraft service would be a good thing or not. "The developers have listened to some of the views expressed after the trial, moving the proposed terminal away from houses on King's Road and opting to use a quieter hovercraft, although the proof of how quiet it is will only come if and when the service starts running.

"Local people are concerned about how much the proposals will benefit Portobello. They plan to run buses from the terminal to the city centre, and so people are concerned that the area will have to cope with a lot of additional problems but will not see any real benefit." **Source: The Scotsman**

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New Mangalore port gets fourth container vessel

New Mangalore Port has received the fourth mainline container vessel during the current financial year. The vessel – m.v. Leo Mono of Pacific International Lines – with 202 TEUs (twenty-foot equivalent units) of import cargo from the Port Mtwara in East Africa called at the New Mangalore Port on Thursday. Mr S. Gopalakrishna, Traffic Manager, NMPT, said that 140 TEUs of export cargo meant for Far East countries was loaded to the mainline vessel. With this voyage, the exporters have got the benefit of 50 per cent savings in freight charges compared to feeder vessels.

Source: The Hindu Business Line

Gulftainer volumes increase nearly 10% in 2009

Richards: efficient, cost-effective service helped lines save time and money in a difficult year

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Sharjah-based terminal and logistics company Gultainer have announced that throughputs at their UAE facilities Khorfakkan Container Terminal (KCT) and Sharjah Container Terminal (SCT) increased by nearly 10% to 2,750,285 teu in 2009.

This remarkable performance in a difficult year, when many container terminals throughout the world saw substantial downturns, undoubtedly reflects both the relative economic buoyancy of the region and the fact that KCT in particular

has the reputation of being one of the world's fastest and most productive terminals.

Gultainer Group Director and General Manager Peter Richards commented, We always knew that 2009 would not be an easy year and so it proved but interestingly we were less impacted than many other terminal operators. Our strategy in 2009 was to continue to work even harder at ensuring that our shipping line customers had the best, fastest



and most cost-effective performance that we could provide, in a year when they needed us to help them save time and money.

KCT is renowned for its productivity and in 2009 this reputation was confirmed over and over again. Shipping lines therefore utilised KCT to make up time lost in other ports and to ensure that their vessels could maintain sailing at economic speed, thus saving money, Richards continued.

We continued to expand the terminals KCT received six new shore gantry cranes in 2009 to ensure that performance was maintained, and all Gultainer staff and their colleagues in the Sharjah Port Authority are to be congratulated for their efforts in keeping quality and efficiency standards high.

Our customers have worked hard serving the wider Gulf and Indian Ocean region, which has seen less of a downturn than the rest of the world, as the throughputs indicate, and we will make sure we keep giving them the best platform to continue in 2010, he concluded.

Sharjah-based Gultainer has been operating in the UAE since 1976, and operates two ports in the country. KCT is strategically located on Sharjah's Indian Ocean coast, outside the sensitive Straits of Hormuz and close to the main east-west shipping routes, and is one of the world's leading container transshipment ports with numerous feeder ship connections to Gulf Ports, Iran, India, Pakistan and East Africa. SCT was the first purpose-built and fully-equipped modern Container Terminal in the Middle East, and lies adjacent to Sharjah's industrial area, which accommodates over 45 percent of the non-oil manufacturing capacity of the UAE. SCT handles containers on behalf of over 30 shipping lines, including all of the world's top 20 companies.

Stena Line announces changes to Holyhead - Dun Laoghaire route

Stena Line has announced that it plans to replace the **Stena Explorer** with another fast craft during the off peak periods in 2010. Currently the **HSS Stena Explorer** operates a once daily round trip between March and December but in 2010 the vessel will operate for the peak summer season only from the 28 June to the 5 September. Outside this period the vessel will be replaced by the **Stena Express** which currently operates a summer fast craft service between Fishguard and Rosslare.

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Commenting, Vic Goodwin, Route Director, said: "The HSS **Stena Explorer** has very high operating costs and together with the high port dues in Dun Laoghaire Harbour this has placed severe pressure on the financial performance of this route. "We are in discussions with Dun Laoghaire Harbour Company and are confident that we can reach a new operating agreement from 2011 which will result in a reduction in harbour dues. "Operating our fast craft vessels in this flexible manner will also be more cost effective and enable us to work towards getting the route back into an acceptable trading position."

Whilst the **Stena Explorer** will continue to operate a one round trip schedule during the peak season, the timetable for the Stena Express will vary between a one round trip and a two round trip daily schedule to meet commercial demands and at key times frequency will be increased. The **Stena Express** will transfer from the Holyhead to Dun Laoghaire route to continue to provide a summer fast craft service between Fishguard and Rosslare from 12 July to 5 September.



Left : the **STENA EXPLORER**

Photo : Rob de Visser ©

As part of Stena Line's ongoing commitment to providing a quality

service to customers, the **Stena Express** will undergo a £2m refit in preparation for its arrival on the Central Corridor. Stena Line will continue to operate the two Superferries, the **Stena Adventurer** and **Stena Nordica** from Holyhead to Dublin Port, each performing two round trips per day. In March 2009, the **Stena Adventurer** underwent a £2m refit to its onboard retail and catering facilities and recently the Stena Nordica completed a £1m upgrade to its onboard facilities. The ferry company is also planning a major investment to upgrade the facilities on the **Stena Europe**, the Superferry that operates between Fishguard and Rosslare.

Vic Goodwin added: "We are undertaking big investments to improve the facilities and comfort for all customers travelling on our Republic of Ireland routes. We are confident that by utilising the Superferries, the **Stena Express** and the **Stena Explorer** in this flexible way, we will provide passengers with an excellent combination of vessels on the routes between Wales and Ireland offering both RoPax and fast craft services. What is more we will not hesitate in expanding our fast craft services in Holyhead or Fishguard should market forces justify this."

Mary Arctica far from home



Royal Arctic freighter **Mary Arctica** and its crew are currently on duty in the Antarctic, putting them as far away from home port as they can possibly get. It is delivering supplies to three Antarctic bases.

Photo : Aad Noorland ©

Thanks to its experience sailing in polar waters, the **Mary Arctica** and its crew, which normally transports cargo between Denmark and Greenland, was hired to deliver supplies to three Antarctic bases.

The first of the deliveries, to a Belgian research station, went better than expected, according to base residents. Despite difficult conditions, the cargo was unloaded faster than normal. The next delivery, for a Norwegian base, is to

be set off at the edge of the ice shelf. The final delivery on its list is to a German research station. **Source:** Sermitsiaq.gl / maritimedanmark.dk

Danish newbuilding orders down 30 pct

The Danish shipping companies total order book has decreased by 30 percent from the beginning of last year until the beginning of this year. The newbuilding programme is today approximately 275 ships with just under 11 million DWT.

The newbuilding programme is still quite big, compared to the size of the Danish merchant fleet today, which is approximately 13 million DWT. According to The Danish Shipowners Association, the decrease reflects the difficult shipping markets, which in almost all segments is marked by overcapacity. Danish shipping companies have placed less than 10 new orders during 2009.

Source: shipowners.dk / maritimedanmark.dk

OLDIE – FROM THE SHOEBOX



mv **GUADELOUPE** alongside the fruit wharf in Dieppe (France). It is a banana carrier, owned by Cie. Générale Transatlantique Rouen, (registration in France). She was delivered by her builder in July 1949 as "**CANTELEN**", but renamed in in "**Guadeloupe**" in 1953 (call sign FPYL). Gross 4061; nett 2212, deadweight 5795 tons. In the engine room was a Sulzer diesel, 2 stroke single acting with 8 cylinders.

She was built as an Open Shelter deck ship. This photo was taken about 1955 (**Coll. Capt. Frank Haalmeijer**)

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.... PHOTO OF THE DAY



The TSHD **JAMES ENSOR** seen sailing at the Rio Parana near Rosario (Argentina)
Photo : Crew James Ensor ©

UPDATE ON ARRIVAL OF BERGE STAHL IN ROTTERDAM

**DUE TO AN OCCUPIED BERTH , THE BERGE STAHL WHICH IS ANCHORED OFF HOEK
VAN HOLLAND AT PRESENT IS DUE TO BERTH AT THE EECV AT WEDNESDAY !!**

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