

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 027



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"DPPLV CAESAR" PANAMA CANAL PASSAGE IN MIRAFLORES LOCKS
Photo : via Remmelt Heemskerk

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The 93.6 mtr long " **GREATSHIP MAYA** " IMO 9463499 seen heading off to Australia from Singapore.
Photo : Philip Koh (c)

**Due to travelling abroad this week the
newsclippings may reach you irregularly**

HK shipowners join appeal for full naval action against pirates

THE Hong Kong Shipowners Association (HKSA) and International Chamber of Shipping (ICS), a London-based merchant shipping trade association, have issued an urgent appeal to governments to stamp out piracy off Somalia and in the Indian Ocean.

"There is growing concern that the international community is instead treating the current level of attacks against shipping as somehow 'tolerable.'" Said the HKSA. "Pirates are being given a message that their criminal activity carries very few risks in comparison to the payments. As a result, the number of pirates is growing, and there is real danger that, in the absence of a firm response, their methods of hijack and violent kidnapping will be successfully emulated by others elsewhere," the HKSA said.

Said ICS chairman Spyros Polemis: "The unacceptable situation, with seafarers lives being threatened - and Somali pirates operating with impunity - cannot be allowed to continue," ICS chairman Spyros Polemis said.

Fifteen hundred seafarers have been taken hostage by pirates in the Indian Ocean in the past couple of years near the Gulf of Aden and they are often held for ransom "for months at a time", he said. "If a similar number of aircraft passengers had been taken hostage there would undoubtedly have been a more robust response," Mr Polemis said.

"However, many governments seem oblivious to the fact that ships carry around 90 per cent of world trade, and that security of major seaways is strategically vital to the functioning of the global economy," said the statement.

It said that in addition to calling for governments to take a more strategic approach to the suppression of piracy, the shipping industry is seeking refinements to the existing military response.

"While the military has been in providing protection in the Gulf of Aden, pirates are now operating throughout the northwest Indian Ocean. On any given day--in an area of one million square miles--only about 12 military vessels are available to come to the aid of merchant ships under attack (and these are focused on the Gulf of Aden).

"Little is being done to prevent the pirates from operating from their bases in Somalia, or to disable the 'mother ships' that are used to launch attacks up to 1,000 miles from the Somali coast," said the statement. **Source : Schednet**

A Cambodian Flover schooner detained, alleged illegal fishing in Russian waters

Russian marine border patrol convoyed to Nakhodka port a detained Cambodian-flagged boat for further investigation. The arrested "**Flover**" ship and its crew are suspected of illegal fishing in Russian waters of the Sea of Japan, RIA Novosti reports citing Primorsky regional FSB press office.

"**Flover**" the Cambodian-flagged fishing schooner, had 15 crew members, aboard, all of them - Russians. The ship was spotted and detained yesterday for patrol inspection. The police found the vessel was carrying three tons of pollock and a ton of herring as well as equipments for catching live crab. In addition, some fragments of fresh crab was also found on the deck ", the press office said.

The marine border department said the ship's captain did not offered any document for fishing in the waters of Russia. Therefore, the schooner was detained for further investigation.

"This has appeared to be the third foreign vessel being detained this year by the FSB Border Directorate Coast Guard **Source : Port News**

ANOTHER ODFJELL TANKER FOR RECYCLING



Norwegian parcel tanker shipowner Odfjell selling the coated parcel tanker **Bow Maasstroom** for recycling in India. The company has not revealed the selling price but says the 1983-built 1983, 38,039 dwt ship realised "close to the book value".

Photo : Unknown Author

Odfjell says that the vessel has a Green Passport and that the buyer has undertaken that the recycling yard shall submit a working plan corresponding to IMO guidelines for ship recycling. This latest sale follows the disposal of the slightly older **Bow Maasslot** earlier this month, also to Indian breakers. Source : Maritime Global Net

Eight vessels were sold for scrap to Asian break yards last week

At least eight vessels were sold for scrap to Asian break yards last week market sources told Ocean Intelligence on Monday, including four single-hulled tankers, one of which belonged to CMA CGM, one capesize dry bulk carrier, and a box ship owned and operated by Zim. Indian breakers led the pack once more, as they have done so for several weeks already, securing three tankers, and a ferry, container ship, and capesize dry bulk carrier each. The tankers include the **Addaraq**, the **Al Farabi**, and the **Rio Gallegos I**. The ferry is the **Blue Monarch**, the box ship is the **Jakarta Star II**, while the capesize is the **Kyla**. Ocean Intelligence understands that all three tankers are single-hulled. According to one maritime source, the **Al Farabi** is a 1982-built 23,953 dwt chemical tanker, group owned by CMA CGM while the **Rio Gallegos I** is a 1985-built 12,784 dwt products tanker which had been laid-up prior to its eventual cash sale. The **Rio Gallegos I** was previously group owned by Chile's Ultragas Navieras Ltda and operated by Argentina's Antares Naviera SA.

The world's largest cash buyer, US-based GMS, told Ocean Intelligence on Monday that the **Jakarta Star II** deal "managed to break into \$400 per ldt territory – a price level recently reserved only for good tanker units". According to a separate source, the fully-cellular box ship - built in 1983 with 14,920 dwt and capacity for around 1000 TEUs – was owned and managed by Israeli liner Zim. With regards to the **Kyla**, brokers told Ocean Intelligence that the capesize had been out of the water for repairs prior to its scrap sale.

The 1982-built 134,806 dwt **Kyla** was owned and run by Greek operators Kyla Shipping. Over in Bangladesh, the sole deal reported by GMS saw the single-hulled 1982-built 17,000 dwt LPG tanker **Surrey**, owned and operated by the UK's Zodiac Maritime Agencies, sold for an undisclosed sum. Pakistani breakers did not do badly in terms of per ldt cash sales, even though only one deal was reported too, as that deal fetched \$300 per ldt for the general cargo ship **Bonyan**. No market sales for scrapping was reported last week from China, apparently on the back of softening steel plate prices and onset of the Chinese New Year holidays. Still, brokers are mostly upbeat about Chinese breakers, pointing to many yards having had their licenses renewed, continuing high demand for all types of vessels, and general sentiment about industrial China. Source : portworld

Analysts mixed over dry bulk new building deliveries

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Yet another report on the issue of dry bulk tonnage supply this week, sends mixed emotions for ship owners and investors alike, as analysts seem to share divided notions on the issue, which will in a large part determine the course of the Baltic Dry Index (BDI) this year and subsequently the cost of freight rates. According to Jefferies & Co, about 40% of new building deliveries for 2010 could very well not materialize, which will undoubtedly serve the market well. In its analysis, Jefferies says that the drop of capesize values by more than \$35 million, compared with the not so long ago market highs, will lead to a delay of scheduled deliveries. Based on estimates, the book value of a capesize, originally ordered during 2007 or 2008 stood at \$90 million, while at delivery its value will have dropped at \$56 million, a reduction which will reduce the ship owner's equity. As a result, the analysts expect that about 40% of newbuilding deliveries won't be realized this year.

This will in effect keep the balance steady for ship owners, which should be able to reap profits from the market, throughout the next 12-14 months. Jefferies predicts that demand for dry bulk vessels will increase by 8-9% in 2010 and 6-7% in 2011. The average capesize charter will be at \$50,000 for 2010, while the respective hire rates for panamaxs will be \$25,000 and for handymaxes at \$20,000. Still, earlier Clarksons had said that dry bulk deliveries would rise in 2010 from 2009 by about 6 percent. According to its analysts deliveries fell by 1 percent last year. Clarksons placed the surplus in the sector for 2010 at 20 percent. Meanwhile, ship financier DVB Bank believes most new buildings ordered at Asian shipyards will be delivered, despite the difficulties in raising funding. Dagfinn Lunde member of the board of managing directors for DVB Bank said the newbuilding orderbook due for delivery in 2009 had been financed, despite fears that it would not be. He explained that as newbuildings were already financed by the yard constructing the vessel, if the owner could not afford then to pay the yard, the bank will be stuck with the newbuilding. Shipowners are also getting finance from export credit banks in shipbuilding countries. So far in 2010 Lunde states that newbuilding deliveries have been seen every day and that cancellations have come largely from the yards where there was a failure as per the contract over terms such as delivery date.

He noted that it was not easy for owners negotiate with the South Korean yards even if they ordered newbuildings at "horrible" prices as the values of some types of vessels have dropped by as much as 50% over the last 18 months. According to Allied Shipbroking's research, during 2010 an expected 1,533 dry bulk carriers are to be delivered, based on the global orderbook. They include 296 capesizes, 114 post panamaxs, 194 panamaxs-kamsarmaxes, 466 supras, 12 handymaxes, 395 handysizes, 24 minibulks and 32 over 200,000 tons vessels. As for 2011, an expected 1,047 bulkers are thought to hit the market. Just for comparison, during 2009, Allied estimates that a total of 530 dry bulk carriers were delivered, but an additional 330 vessels were sold for scrap as well.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



Vroon Offshore Support vessels **Vos Sympathy**, **Vos Southwind**, **Power Express** and Deep Sea Supply's **Sea Halibut** are seen berthed at Boiler Wharf, Malta. In the background an unidentified vessel from Maersk berthed at Pinto Wharf. Many vessels attached to the Offshore Oil industry are calling to Malta for supplies, repair and layup.

Photo : Anthony Vella ©

SABINE CLEAN-UP EFFORT AT FULL SWING

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A collision on Saturday involving a laden tanker has closed the important Sabine/Neches waterway in Texas. The US Coast Guard said about 462,000 gallons of oil spilled into the water Saturday when the 1994-built, 95,663 dwt Eagle Otome collided with by a two-barge train being pushed by the tug **Dixie Vengeance** near Port Arthur, about 90 miles east of Houston. Reports suggest that the Singapore-flag tanker slewed to port in in the waterway and hit a berthed vessel before being hit on her starboard bow by the barges. All members of the crews from the three vessels involved were reported to be safe and accounted for.

A Coast Guard statement Sunday 24 January said that responders from the Unified Command established to clean up the oil spill had recovered about a tenth of the total amount thought to have escape in the waterway.

A statement says: "Fifteen skimming vessels continue to comb the waterway and recover more oil, and there are about 500 responders working both in the field and at the command post."

The safety zone established in the Sabine-Neches Waterway now extends from the North Forty at the northern tip of Pleasure Island to Texas Point by the Sabine River jetties. No vessel may enter the safety zone without the permission of the Captain of the Port or his deputy. This restricts all recreational and commercial vessels from transiting the area. West-to-northwest winds and strong ebb currents are expected to move oil south of Mesquite Point over the next 24-36 hours.

Yesterday the owner and operator of the **Eagle Otome**, AET, issued a statement saying it would continue to work in close cooperation with the US Coast Guard and other response agencies following yesterday's collision and subsequent outflow of crude oil.

The statement continued: " AET expresses deep concern over the disruption caused by this incident, both to local residents and those affected by the current closure of the Sabine River, and AET continues to offer assurance that every effort is being made to minimise the impact. The company would like to extend sincere thanks to all parties working to mitigate the impact of this very unfortunate incident."

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UPDATE ON EX PENTOW SKUA

SMIT AMANDLA sold the "**PENTOW SKUA**" in September 2009 to Indian interests in view fleet renewal, and replaced her with the modern ahtsv "**SMIT LOMBOK**" - presently on charter to Petrosa. her new owners were initially thinking of scrapping her, however then decided to drydock her and use her for further trading. the drydock took place in Cape Town and she has been based in Cape Town since then awaiting opportunities. She sailed on Friday/Saturday to go to the assistance of a vessel owned by her new owners and the thinking is that they will probably utilise her in the scrap towage market, she is now called the "**SKUA**". Source : **Smit Amandla Marine**

Commissaris Smit oneens met bod Boskalis



Willem Cordia is opgestapt als commissaris bij maritime dienstverlener Smit Internationale. Hij kon zich niet vinden in de hoogte van het bedrag dat baggeraar Boskalis betaalt voor de overname van het Rotterdamse bedrijf. Dat heeft Smit dinsdag bekendgemaakt.

De **SMIT BISON** bezig met het uitbrengen van de ankers van de **VOS SATISFACTION** in het Alpha Ventus windmolen park boven Borkum
Foto : Dean Spekman (c)

Maandag besloot het bestuur van Smit en de meerderheid van de commissarissen om het bod aan te bevelen aan de eigen aandeelhouders. Boskalis biedt 60 euro per aandeel Smit, waarvoor de baggeraar inclusief schulden in totaal 1,35 miljard euro betaalt. Op maandag tekenden Smit

en Boskalis de fusieovereenkomst.

Smit zegt Cordia's reden voor vertrek te betreuren, maar ook respect te hebben voor zijn keuze. Cordia was sinds 2004 commissaris bij het bedrijf. Willem Cordia staat bekend als havenbaron. Hij was in de loop van de jaren verbonden aan veel ondernemingen waaronder Van Ommeren, Heerema en Wilton-Feijenoord. Het maandblad Quote schat zijn vermogen op 300 miljoen euro. Cordia was dinsdag niet bereikbaar voor commentaar.

Mariniers verrast door John Travolta



De mariniers op Haïti werden gisteravond verrast door acteur **John Travolta** die met zijn **Boeing 707-138 'Jet Clipper Ella'** landde op het vliegveld van Port-au-Prince. Terwijl het met hulpgoederen gevulde toestel werd ontladen, sprak **Travolta** met de diverse hulpverleners. Zo ook met de Nederlandse mariniers.

Eerder die dag hielden de mariniers zich bezig met de uitgifte van 200 shelterboxen. Ook ondersteunden ze de 'shelterbox' organisatie met het opbouwen van een tentenkamp op een groot veld op 5 km ten oosten van Port-au-Prince. Uiteindelijk komen daar 1.000 tenten te staan, inclusief sanitaire voorzieningen. Verder werden verkenningen uitgevoerd in zowel Port-au-Prince, als naar Jacmel. Ook in deze zuidelijk gelegen stad richtte de



aardbeving flinke schade aan. Vandaag vertrekt vanaf het vliegveld van Port-au-Prince een groot konvooi met hulpgoederen naar Jacmel, begeleid door de mariniers. Ook worden daar twee waterzuiveringsinstallaties van

PWN Waterleidingsbedrijf NH geïnstalleerd. **Hr.Ms. Pelikaan** meerde gisterochtend af op de Amerikaanse basis Guantanamo Bay op Cuba, voor het laden van circa 200 pallets met hulpgoederen. Deze worden vanochtend in Port-au-Prince afgeleverd.



The tanker **Mauranger** seen discharging petroleum products from Singapore at Lyttelton.

Photo : Alan Calvert (c)

UI Rejects Hapag-Lloyd Probe

TUI AG said it will ask shareholders to oppose a motion by billionaire Norwegian ship-owner John Fredriksen calling for an investigation into the financial rescue of troubled ocean container carrier Hapag-Lloyd. Fredriksen, TUI's biggest investor with an estimated 15 percent stake, will ask the German tourism company's annual general meeting on Feb. 17 to approve the appointment of a special auditor to examine measures taken to support Hapag-Lloyd.

TUI sold Hapag-Lloyd to the Hamburg-based Albert Ballin consortium in early 2009 but was forced to retain a larger-than-planned 43.4 percent stake to prevent the deal collapsing amid the downturn in the container shipping market. Fredriksen claims TUI has contributed disproportionately to the Hapag-Lloyd rescue and won't get an adequate share in future profits of the world's sixth largest carrier.

TUI provided an additional \$1 billion aid to Hapag-Lloyd in October by converting existing loans to the carrier into hybrid capital. It has the right to convert \$500 million of the hybrid capital into Hapag-Lloyd shares from 2011, which would increase its stake to a maximum of 49.9 percent. TUI says it booked a \$1.6 billion profit on the sale of a 56.7 percent stake in Hapag-Lloyd to the Albert Ballin consortium. **Source: Journal of Commerce**

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Arabian Welcome for Brilliance of the Seas

What's a 962-feet-long, 106-feet-wide beauty called '**Brilliance of the Seas**' doing in Gulf waters? Just cruising along. The cruise liner, owned by American company Royal Caribbean is on its maiden cruise in the Gulf waters, with 3,000 passengers on board docked in at Abu Dhabi's Zayed Port on Friday, its fourth port of call.

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The seven-day cruise began on January 18 in Dubai, to Muscat, Fujairah on to Abu Dhabi, after which it will sail to Bahrain before returning to Dubai. Passengers have one day at each of these ports to explore the city.

"We work with tour operators in each of these locations, so if they wish, passengers may book a guided tour, although most of them prefer to explore the port cities by themselves," said Dennis Daughters, marketing and revenue manager of Royal Caribbean's **Brilliance of the Seas**.

On Thursday, tour operator buses, taxis and even the hop-on, hop-off, Big Bus were lined up in front of the docked liner, next to Abu Dhabi Tourism Authority's (ADTA) welcoming tent put up recently. "We are supporting cruise liners by offering their passengers information including that about heritage activities," Saeed Al Dhaheeri, ADTA's Visitor Information manager, told Khaleej Times.

Indeed, as passengers stepped on-shore and walked through the ADTA tent, they got an Arabian welcome by an Emirati folk group singing Bedouin songs, while plenty of brochures and maps containing information about Abu Dhabi's culture, history and tourist attractions were distributed.

"We also had about 200 four-wheel drives available for those who wished to go on a desert safari," added Al Dhaheeri. With most passengers gone for the day, 860 crew on board prepared to "turn around" the ship. "No, not literally turn it around. It's a term we use for cleaning and preparing the ship from top to bottom for the next voyage," explained Markus Zihlemann, in charge of the food and beverage department. With about 14 restaurants, cafes and bars, 420 people work in his department, 100 of them chefs. "We serve about 14,000 meals every day," revealed Zihlemann. All food supplies needed for the seven-day cruise are loaded in Dubai, the port of the cruise embarkation. So what else is on board '**Brilliance of the Seas**' apart from cafes and bars?

Well, the 962-feet-long, 106-feet-wide ship has 12 passenger decks with 1,055 rooms of various standards, spa, fitness facilities, beauty salon, solarium and swimming pool. There is also a basketball court, a nine-hole miniature golf course, a golf simulator, a rock-climbing wall and even a jogging track. It also has a library, a theatre show for entertainment, cinema, casino and several clubs. Apart from plenty of shops and boutiques, a lot of children's activities are featured.

"This is our first trip in the Gulf waters and so far, so good," captain Hernan Zini told Khaleej Times. "The only difference in sailing here is that there is a lot of boat traffic and oil platforms, which we must go around, and it is a little tricky to keep up the needed speed," he said.

To reach each port in time, the ship pushes its speed to as high as 23.5 knots (about 48 kilometres per hour), while the vessel's maximum speed is 25 knots. "This is the first time we are sailing on this route, though, and next time we will know better how it all works," he added.

'Brilliance of the Sea' will continue its Gulf cruise tours until the end of the season, in April. On this occasion, 65 per cent of passengers, who come from 45 different nationalities, are British. Some are UAE or Gulf residents, but many booked the cruise from their country of residence and flew to Dubai to board the ship. **Source : khaleejtimes**



UK ships HLW back to Japan

The programme of returning solid Highly Active Waste (HAW) from Sellafield to overseas customers, has begun. Waste arising from the reprocessing of Japanese nuclear fuel is being shipped back to Japan on the **Pacific Sandpiper**.

During the first stage of transport, a single 113te flask, containing 28 stainless steel containers of solid HAW from the Sellafield site, was transported to the Port of Barrow on a specially constructed rail wagon. It was then transferred on to a Pacific Nuclear Transport Ltd (PNTL) vessel **Pacific Sandpiper** which departed on 21 January for Japan. The voyage is scheduled to end in the first half of March 2010. Travel will be via the Panama Canal.

Ian Hudson, the Nuclear Decommissioning Authority's Sellafield Programme Director said: "The commencement of this first return of high level waste to overseas customers is a significant milestone in meeting our contractual commitments and delivering on Government policy. The delivery of this programme is a prime example of high quality team working across the NDA estate."

All of the transports of HAW to Japan will be delivered by International Nuclear Services and its subsidiary, PNTL. In 2007 PNTL completed a programme of 12 similar HAW transports to Japan for the French nuclear industry.

Source : **neimagazine**

NAVY NEWS

Canadian navy to modernize ships without U.S. equipment

The goal is to accelerate frigate upgrades by avoiding American export controls

Faced with delays and restrictions about what it can and cannot do with U.S. technology, Canada's navy has decided to modernize its frigates using as much non-American equipment as possible for key systems on the ships.

The Defence Department had stipulated that the command and control systems on the multi-billion-dollar frigate upgrade be free of U.S. regulations, said officials with Lockheed Martin Canada in Ottawa, the company handling the contract.

In the past, the U.S. government's strict enforcement of technology restrictions under International Traffic in Arms Regulations has delayed the delivery of military equipment to Canada. The Halifax-class frigate **HMCS Vancouver** turns away from Canada Place on her way out of Vancouver's harbour.

In addition, in 2006 U.S. government officials tried unsuccessfully to limit the type of Canadians who could work on Canadian defence programs, specifically requesting that those who were born in certain countries or who had dual citizenship with particular countries not be allowed access to American technology.

Such restrictions violate Canadian law. As a result, key radars, sensors and software to be installed on the Halifax-class frigates are coming from Canada, Sweden, Israel, Germany, and the Netherlands. "It was a desire [by the customer]," Don McClure, Lockheed Martin Canada's vice-president of business development, said of the decision to use technology that wasn't controlled by ITAR.

"The primary thing is during the life of a warship there is the need to modify certain tactics or add certain sensors and the navy didn't want to be restricted to having to ask permission [from the U.S.] for that." McClure said the command and control system the firm is developing in conjunction with Saab Electronics Systems of Sweden will be free of any U.S. export controls.

That will also allow the Ottawa company to market the system to other navies without having to seek U.S. permission.

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Some of the weapons on the Canadian frigates use U.S.-technology and there are other American-made components that aren't covered by ITAR on the vessels. McClure said the frigate modernization is on track, with the first ship expected to be worked on starting in the fall.

The Defence Department is spending a total of \$3.1 billion on the program, which not only includes the work being done by Lockheed Martin Canada and its partners but mid-life improvements to mechanical systems on the vessels to be done by Victoria Shipyards and on the East Coast.

The modernization of all 12 frigates will be finished by 2017. Defence Department spokeswoman Jocelyn Sweet said in an e-mail that the department did not specify that the materials and work associated with the mid-life maintenance of the frigates be free from U.S. ITAR.

But she added: "DND did require that any proposals related to the integrated combat system address how the contractor would mitigate any risk to the delivery schedule if they included sourcing of material or services from the U.S. that would invoke ITAR restrictions." **Source : The Victoria Times Colonist**

First indigenous Shivalik class frigate to be inducted in April

The Indian Navy will induct its first indigenously-built Shivalik class stealth frigate in April, an official said. Christened **INS Shivalik**, the multi-role stealth frigate has been built at Mumbai's Mazagaon Docks Limited under Project 17. Two more such vessels are under construction.

"The first of the frigates will be inducted in April. The ship has been provided with structural, thermal and acoustic stealth features to augment its potent capability," an official said, requesting anonymity. **Shivalik** is equipped with state-of-the-art defence against nuclear, biological and chemical attacks. "The Atmospheric Control System filters and controls the temperature and humidity of the air coming into the ship at all times, including the air being used by the engines. It removes any radioactive, chemical or biological impurities, thereby protecting the crew and the systems even during a nuclear, biological or chemical attack," the official said.

Conceived and designed by the Indian Navy design bureau, the ship will also have indigenous sensors and weapons. "The sensors and weapons of the ship are controlled through a Combat Management System designed and developed by an Indian Navy establishment and manufactured by Bharat Electronics," the official added.



The **Shivalik** undergoing weapons trials on 25 September 2009. She is seen here firing a 90R missile from her RBU-6000 launcher.

Photo : Indian Navy

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The Shivalik class vessels will be the mainstay frigates of the Indian Navy in the first half of the 21st century. Their sophisticated weaponry includes the Klub surface-to-surface missiles and the Shtil and Barak air defence missiles.

The ships also have the indigenous Kavach chaff-dispensing system to counter incoming missiles, as also indigenous sonars and anti-submarine warfare systems.

The ship's domestic requirements of fresh water will be met through two reverse osmosis plants, while a fully automated galley will "enable the crew to be fed Indian, Continental and Asian gourmet meals, including freshly baked bread and home-made ice-cream," the official added.

The accommodation arrangements for the 35 officers and over 250 crew have been provided by Indian conglomerate Godrej and meets the laid down criteria for crew comfort and space management.

<http://timesofindia.indiatimes.com/india/First-indigenous-Shivalik-class-frigate-to-be-inducted-in-April/articleshow/5489121.cms>

Sri Lanka Navy's "JETLINER" embarks on a new journey

The Sri Lanka Navy's largest passenger craft "**Jetliner**" which served as a life line between the North and East during the Humanitarian Operations set sail on a new journey at the Launching Ceremony of Jetliner Entertainment Cruise Venture 22 January 2010 at the Port of Colombo. Honourable Minister of Tourism Achala Jagoda graced the groundbreaking event as the Chief Guest. He was received by Commander of the Navy Vice Admiral Thisara Samarasinghe on his arrival. Ambassadors, Secretaries to the ministry of tourism and ministry of ports and aviation, and foreign dignitaries were among the list VIP invitees. Many senior Naval Officers and a large number of other invitees including members of the media were also present. The event was arranged by Sri Lanka Navy and Ministry of Tourism.



The **JETLINER** seen moored in the port of Colombo

The **Jetliner** passenger vessel played a pivotal role in the Naval operations during the humanitarian operations. It ferried thousands of security forces personnel, civilians and goods between Trincomalee and Kankesanthurai ports till the main ground supply routes were cleared and restored after the dawn of peace. It also holds the record for carrying more than three thousand security forces personnel at once. With this new venture it is set to continue her valuable service to the nation in a different sphere.

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The Nautical Enterprise under the theme '**Visit Sri Lanka 2011**' is a joint venture between Sri Lanka Navy and Sri Lanka Tourism Development Authority. The press conference held at the Launching Ceremony was attended by Secretary to the Ministry of Tourism Mr. George Michael, Secretary to the Ministry of Ports and Aviation Mr. Ranjith De Silva, Commander of the Navy Vice Admiral Thisara Samarasinghe, Chairman Sri Lanka Tourism Development Authority Mr. Bernard Gunathilake, Chairman Sri Lanka Ports Authority Dr. Priyath Bandu Wickrama, Managing Director Sri Lanka Tourism Promotion Bureau Mr. Dilip Muddeniya and Captain of the Ship Captain Nilantha Heenatigala.

The launching of the ship was held in keeping with Naval traditions and customs. The Commander of the Navy in reading the parchment said that on the directions of His Excellency Mahinda Rajapaksa, President of Sri Lanka and the Secretary Ministry of Defence declare the '**Jetliner**' to set sail on a new course of Nautical Enterprise while still maintaining its lift capabilities for the Sri Lanka Navy and extending her services for the tourism and hospitality industry. This venture will be a step forward in reaping the dividends of peace established after many years of bloody conflict in our motherland.

Subsequently the ship left the harbour for a short sail where the invitees were treated for a sundown cocktail and later for a twilight menu. The Navy Band kept on the sprits high with their musical and cultural entertainment. A breathtaking fireworks display at sea enthralled the guests.

The **Jetliner** will chart the waters as a recreational cruise ship, taking onboard weddings, corporate events and other social functions. The ship is redressed and equipped to cater to the needs of the new clientele. The ship is manned by a well disciplined and highly trained professional Naval crew who are in par with the best in the industry.

Since the dawn of peace in the country Sri Lanka Navy in its role as the first line of defence has involved in the development process of the country. As a part of that process Navy is utilizing its assets not only as a source to generate income but also to increase the efficiency of those. **Source : Sri Lanka Navy**

France Begins Construction of Third Mistral-class BPC

The keel-laying ceremony for **Dixmude**, the third Mistral-class Bâtiment de Projection et de Commandement



(Projection and Command Ship, BPC) ship ordered by the French Navy, took place January 20 in Saint Nazaire, western France. Admiral Pierre François Forissier, the chief of the naval staff, kicked off the proceedings by moving the keel into position. Following an ancient custom, several coins were dropped into the keel's central section, whose 439 tonnes dwarfed the attendees representing the Navy staff and the DCNS and STX shipyards.

The BPC ships are new-generation vessels that have demonstrated their operational relevance during Operation 'Baliste' off Lebanon. They are nicknamed the Navy's "Swiss army knife" because of their versatility and their joint mission.

Dixmude is the third ship of the BPC class, and was ordered as part of the French government's economic recovery plan. Awarded by DGA (Directorate General of Armaments), its construction contract involves STX France as prime contractor

for the hull and for equipment installation, as well as DCNS, the co-contractor, which is responsible for the combat system.

The ship's name was chosen by Defence Minister Hervé Morin last December, and refers to the 1914 victory by French marine infantry during a battle in the eponymous town in Belgium. The acquisition contract for **Dixmude** was

awarded in April 2009. Designed to replace the Landing Craft Transport **Foudre, Dixmude** will be launched in late 2010. It will then take on its crew and steam to its home port of Toulon, on the Mediterranean, in mid 2011 to complete its sea trials. Its commissioning is planned for 2012. **Source : defpro**

Beatrix doopt patrouilleschip marine

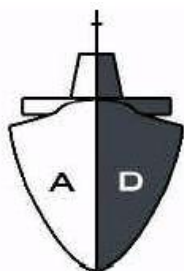
Koningin Beatrix doopt volgende week dinsdag in Vlissingen een nieuw patrouilleschip van de marine, de **Holland**. Ze doet dat op verzoek van minister Eimert van Middelkoop van Defensie, zo meldde het ministerie maandag.

Defensie laat in totaal vier nieuwe patrouilleschepen bouwen die bedoeld zijn voor kustwachttaken in Nederland, de wateren rond de Nederlandse Antillen en internationale veiligheidstaken. Zo kunnen ze onder meer worden ingezet bij de bestrijding van piraterij en van drugstransporten over zee.

De **Holland** is gebouwd door Damen Schelde Naval Shipbuilding in Vlissingen. De andere drie schepen komen later beschikbaar en zijn vernoemd naar de provincies **Zeeland, Groningen** en **Friesland**.

SHIPYARD NEWS

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MES Delivers Bulk Carrier MV Ocean Leader

Mitsui Engineering & Shipbuilding Co., Ltd. (MES) completed and delivered a 56,000 dwt type bulk carrier MV **Ocean Leader** (MES Hull No. 1792) at its Chiba Works on 20 January, 2010 to Mingtai Navigation Co., Ltd., Taiwan.

This vessel is a handy-max type bulk carrier of 56,000 dwt with a huge cargo hold capacity over 70,000 m3. This 56,000 dwt type bulk carrier series of MES is widely called "**Mitsui's 56.**" More than 150 units of this series have been ordered from MES.

Peter Matyushenko appointed general director of Murmansk shipyard

The board of directors of Murmansk ship repair plant of Marine fleet JSC (MSRP MF) at a meeting January 22, 2010 elected Peter Matyushenko to appoint him the MSRP's general director for a year period, the company's official statement said. As a reminder, the same board in late November 2009 dismissed Oleg Mazunov, former top manager of the company, offering him a general director's adviser office, while Mr. Matyushenko was appointed executive director from November 24, 2009 until recently.

Murmansk Shipyard is a major repair center of ships of all types and classes. It is located on the eastern shore of the Kola Bay, a year-round ice-free region, between Murmansk Sea Trade Port, Fishing Port and the railway station, near the central part of Murmansk. The company is engaged in repair of the civil vessels of all classes, including those with nuclear power plants, as well as the ships of the Ministry of Defense. Net loss of MSR under RAS for 9 months of 2009 amounted to 27.09 million rubles against an earlier year's profit of 2.058 million rubles. In January-September of recent year its revenues increased by 42.6 percent up to 261.717 million rubles as compared with the same period of 2008. **Source : Port News**



The paint work of the DAMEN Stan Tug 4011 **ORCA**, at the **PT Dumas Shipyard** in Surabaya (Indonesia) was completed and it is expected that the vessel will be launched in the water on 29-01-2010

Photo : Henk Lichtenberg ©

S. Korea's Samho Shipyard Wins Six Bulk Carriers Order

Samho Shipyard Co. Ltd., Tong-yeong, South Korea based mid-size shipbuilder, has won an order to construct six 32000DWT-scale bulk carriers. The shipyard said January 25 that it signed a contract with Turkey-based Densa on building six bulk carriers. Under the deal that is estimated to be worth \$165 million, Samho will deliver the carriers during the second and third quarters next year.

The Southern Gyeongsang Province based shipbuilder is announcing a series of new orders since last year. It won six bulk carriers from another Turkish company, Ciner, in December last year. "Negotiations for further orders on more than 10 units of chemical carriers and multi-purpose carriers are underway," the shipbuilder said. Samho, specialized in construction of small and mid-size oil tankers, yearly produces and delivers roughly 20 units of vessels on average. The shipyard was awarded the Towers of Trade for attaining \$400 million exports by the Korean Investors and Traders Association on the Trade Day last year. **Source: Maeil Business**



Above seen on January 25th, the last of four 900TEU vessels, the '**SITC MIRACLE**' build by Sainty Shipyards Yangzhou in cooperation with Volharding Shipyards, departing from the yard for her first charter.

Photo : Kees Wittekoek - Volharding Shipyards Site Team ©

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Ukranian members of the crew of m/v Sea Star on strike in Nakhodka port, Russia

Half of the 13 crew of general cargo m/v **Sea Star**, 6 citizen of Ukraine, are on strike demanding payment, vessel berthed in Nakhodka port, Japan sea, Russia, loaded with coal dest China. Vessel can't even go on roads, because among strikers all engineers, plus electrician, welder and cook, 6 in all. They claim wage debt 4 or 6 months, it's unclear, some media report 4 months, some 6 months. Sailors also claim vessel to be not seaworthy, cracks on main deck, though vessel was received from China shipyard in June last year and has a Class of Russian Maritime Registry. Owner of the vessel Ukranian MGK-Transforward Odessa. (m/v **Sea Star** IMO 9536181 Flag Comoros General Cargo build 2009 DWT 5168) **Source : Mike Voitenko**

PILOT TENDERS IN USE AROUND SOUTH AMERICA

The 32 mtr long "Protector class" pilot tender **LSG 1603 ALACALUFE** is in use at Cape Horn (Chile), Although initially announced as being intended for the Customs Service when ordered in 1987 and labelled as "pilot boats" (LEP), they are now assigned to patrol and search-and-rescue duties in the Straits of Magellan area and are typed *Lanchas de Servicio General*.

Below seen the **EDERRA 4** operating off Montevideo, as clearly can be seen this pilot tender is the same design as the RNLI lifeboats of the type ARUN.



Top seen the Argentinean pilot tender named **SEA PILOT**, which is operating off Buenos Aires

On the right seen the **BARCO CHEFE 8** which is operating in Rio de Janeiro (Brazil)



All photo's : Bram Belder-De Groot (c)

Eagle Bulk adds 2 new ships, announces charters for 3 others

Eagle Bulk Shipping Inc. said on Monday that it has taken delivery of two new vessels, bringing its active fleet to 30 ships. The new ships include a 56,000 deadweight tonnage dry bulk vessel called the **Golden Eagle** and the 57,809 dwt ship **Egret Bulker**.

Both ships have already been chartered for one and three years, respectively.

On Monday, analysts with Cantor Fitzgerald upgraded Eagle Bulk shares from "Sell" to "Hold" because the company's fleet is being freed up from charters and will be available as the global economy rebounds. Still, profits may be lower than the past because of the rates that companies are currently willing to pay, according to the Cantor Fitzgerald note.

Eagle ships dry bulk, which includes everything from iron ore to grain and cement.

The company also announced Monday that it has chartered the 52,248 dwt ship the Jaeger, at \$26,000 per day for three to five months; the 56,000 dwt Crowned Eagle, chartered at \$25,000 per day for three to five months; and the 50,206 dwt Osprey I, chartered at \$18,000 per day for four to six months. Shares of Eagle Bulk Shipping Inc. rose 21 cents, or 4 percent, to \$5.34 in morning trading. **Source : MarineLink**



The **CAP COLORADO** seen approaching the port of Colombo (Sri Lanka)

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New Fugro vessel launched

The Press & Journal in Aberdeen reports that Fugro's latest vessel, **Fugro Searcher**, was successfully launched recently at the Fassmer Shipyard in Germany. The vessel is now in final fitting-out prior to going on sea trials shortly. Fugro says it remains on schedule for formal delivery into Fugro Survey Limited's fleet in March.

Press & Journal said Fassmer of Bremen designed and constructed this new geophysical survey vessel in close co-operation with Fugro Survey, and it is the first such new-build since the early-1980s. At 65m length overall and with accommodation for 43 in en-suite single and double cabins, the expectation is that it will be a comfortable and spacious vessel on which to work and is fully capable of worldwide operations.

The suite of survey equipment is extensive, including a suite of sounders and sonars, plus seismic source.

The vessel will be fully networked to provide full plug-and-play interconnectivity and will have Fugro's dual DGPS high-precision navigation systems. The company says that the design of the vessel will permit simultaneous analogue/digital survey operations and AUV (autonomous underwater vehicle) operations. Geotechnical and ROVSV (remotely-operated vehicle support vessel) duties can also be undertaken.

Diesel electric drive, a specially designed hullform, resilient engine mounts and rudder propellers will maximise station-keeping and navigational control while, hopefully, ensuring acoustically quiet running at survey speeds.

Fugro Searcher will be operated by Fugro Survey of Aberdeen. **Source : Offshore Shipping Online**



The brandnew 4.578 TEU **OOCL LE HAVRE** seen moored in the port of Colombo (Sri Lanka), this vessel was christened together with the 8.063 TEU **OOCL WASHINGTON** on January 8th at the Samsung Heavy Industries yard in Geoje (Korea) and is at present on her maiden voyage, the vessel is serving the China India Express (CIX) service.

"Moscow" Icebreaker to pilot in the Gulf of Finland

"**Moscow**" the Icebreaker, tested and commissioned, headed January 18, 2010, 10:30 pm (MT) for the Gulf of Finland to provide pilotage of large tankers into the port of Primorsk. The icebreaker's service to be continued until mid-February 2010, the press center of St. Petersburg branch of "Rosmorport" said.

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Four icebreakers, "**Ivan Kruzenstern**", "**Captain Zarubin**", "**Karu**", "**Kapitan Sorokin**" joined Moscow icebreaker in the 2010 ice navigation. According to the pilot service of the St. Petersburg port in two recent decades its pilots have ensured navigation of 387 ships including 184 inbound ships and 203 outbound ships.

"**Moscow**" the linear double-decked diesel-electric icebreaker has a displacement of about 14.3 tons, 114 m in length, 27.5 m in width and 8.5 m draft. Its speed in clean water - 16 knots. The ship has 26 crew members on board. The icebreaker hull is designed for ice thickness up to 1 meter. These characteristics are optimal for the use of the vessel in the Gulf of Finland. **Source :**



Rederij Groen's **7-SEAS** seen preparing in the Port of Cape Town for the next project

Photo : Dirk Klok (c)

CHEMOIL BACK IN NEW ORLEANS

Singapore Stock Exchange-listed global bunker supplier Chemoil says that it will commence deliveries in New Orleans from 1 February 1. It will supply both IFO380 and gasoil (MGO) from the US Gulf Coast port.

Adrian Tolson, Vice President of Sales and Marketing, said: "Chemoil is pleased to be re-entering the New Orleans bunker market after an absence of six years. New Orleans remains an important bunkering port and strategically fits very well for Chemoil as part of our wider offering throughout the US Gulf and Central America - in Houston, offshore US Gulf and Panama.

He said that the move "further consolidates Chemoil's position as the leading supplier of bunker fuel in the region and confirms our ambition to provide customers with the same quality and assurance they have come to expect from us wherever they are in the world." **Source : Maritime Global Net**

Hong Kong's Singamas box makers warns of 'significant loss' for 2009

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HONG KONG's container manufacturer Singamas Container Holdings has warned of a "significant loss" in 2009 results compared to the US\$4.5 million profit the company made in 2008.

Rated the world's second biggest manufacturers of shipping containers after Shenzhen's China International Marine Containers (CIMC), Singamas said it had suffered severely in the global downturn. "The financial and economic turmoil continued from the second half of 2008 into 2009. The global financial and economic downturn has affected export trade from China, which has affected container demand, revenue and profit," said the company statement.

"Nevertheless, the group's specialised container and logistics businesses are on track. Also, the PRC [Peoples Republic of China] export market has been improving, especially in the fourth quarter.

"The group has implemented cost control measures and continued its focus in expanding its product mix by developing more higher-margin specialised containers," said the statement. **Source : Schednet**

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The salvage vessel **FRIENDSHIP** (owner Rederij Noordgat – Terschelling) seen departing from Ijmuiden in view of preparation works to be done at the **Vinga Gorthon** wreck removal

Photo : Marcel Coster (c)

"TRANSTECH-2010" and the II International Conference "The Future of Russian Ports" to be held on March 11, 2010

"TRANSTECH-2010", the X transport exhibition and the II International Conference "**The Future of Russian Ports**" will reportedly be held on March 11, 2010 at the Congress Center (Hall 6-1), Pavilion N6 of exhibition hall of LENEXPO (St. Petersburg). According to the event committee, the presentation will be attended by representatives of the Association of Commercial Seaports, the Union of Russian Shipowners, Maritime Board under the Government of St. Petersburg, officials of Yamalo-Nenets Autonomous Region Administration, Dolphin Exhibitions Ltd., UK.

LETTER RECEIVED FROM A READER

Wärtsilä Propulsion Drunen leaving Holland

How is it possible that one of our country's characteristic and traditional companies can move to China without anyone coming into action. Done mainly to satisfy the shareholders !

I'm talking about the most recent example: '**Lips Propeller works**' nowadays known as '**Wärtsilä Propulsion**'

Lips is a well- world- known name, in relation to ship's propulsion. A manufacturing plant in the middle of the Netherlands. An unique company that exists about 100 years! Wärtsilä took over Lips in 2003. Wärtsilä invested millions of Euro in the Drunen plant. It all looked very promising to the future.

You should also know that Wärtsilä had one of her best years (2009) in relation to the 2003-turnover. The present crisis has little to do with their decision, it gives them a good excuse to the outside world. After the takeover, Wärtsilä started a joint venture in China with another foundry. They also moved the transverse thruster production to China.

Some of the FPP-production was moved, but still a reasonable part of the fixed pitch propellers was casted in The Netherlands. Investments were made in other production facilities like CPP and thruster production. A new production plant was even opened by the minister of economic affairs. All this time the overall mindset was that a part of the production would be moved to China, but a reasonable part would stay in The Netherlands.

Now -only 6 years later- the Finish board decides to close down the production facilities. (Lets not forget that these board members have nice option plans and also own Wärtsilä shares.) This move is mainly good for the stock holders. Not for the Dutch employees and not for Holland.

By closing the propeller manufacturing plant in Drunen, the Netherlands loose a well known, characteristic and traditional company. We lose a part of the very important makers industry, we let knowledge and craftsmanship drift away and over 500 families are left in deep shit! And all this time, there is no one who is willing to stop this! Nobody stands up for the Dutch maritime industry.

I' am sure that after the announcement the production employees continued with their jobs. And they will continue up till the day they are told that they are sacked! The shareholders continue to smile. Their shares went up with almost 13% right after the announcement. People at Lips, if I was you, I would block the gate. I would nothing enter of leave the building. I would stop production, all production. Small people have power too (e.g. Jupiler). I would show the Finish that it's too easy to decide that one of Hollands most beautiful and traditional companies should close! It should stay here! It's not that much cheaper in China if you look at a longer term.

Martin Visser
Managing Director
AEGIR-Marine Propulsion Service BV.

DP World announces throughput from consolidated terminals of more than 25 million TEU

Global marine terminal operator DP World yesterday announced that it handled 25.6 million TEU (twenty-foot equivalent container units) across its portfolio of 28 consolidated terminals in 2009, reflecting 8% fewer containers handled than last year. Excluding the contribution from new terminals which joined the portfolio during 2009, volumes

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declined by 10% (having been down 13% in the first half). Across all 50 of our operational terminals in 2009 we handled 43.4 m TEU a decline of 6% over 2008.

2009 was the most challenging year the container port industry has experienced, with the first reported global decline in volumes since containerisation began. The industry as a whole reported a decline of almost 12%² in container volumes and DP World's outperformance reflects our focus on more resilient emerging markets which have not been as impacted by the slowdown in global trade.

During 2009, we successfully opened two new terminals we have been developing over the course of the last few years; Doraleh Container Terminal in Djibouti at the beginning of the year, and Ho Chi Minh City, Vietnam in the final quarter of the year. In addition, we were awarded concessions for two new terminals in Algeria.

Our UAE region handled volumes of just over 11 million TEU, handling more containers in the second half of the year than in the first half.

Mohammed Sharaf, Chief Executive of DP World commented: "2009 has been a very challenging year for container port operators and we are pleased that we have delivered somewhat better results than the industry due to our focus on emerging markets which have remained more resilient to the global downturn. "As anticipated, all our regions handled more containers in the second half of 2009 than in the first half and the early signs of stability seen in the third quarter have continued into the final quarter of the year. Customer confidence, whilst improving, remains fragile with limited visibility for the medium term. "Our 8% decline in volumes will lead to a decline in full year profit before tax³ against the same period last year; however management's focus on cost cutting and maintaining revenues has mitigated the downside and we expect to report 2009 results in line with expectations.

"We remain confident about the long term outlook for the container terminal industry and our strong competitive position within it. Whilst we have seen a better performance in the second half of 2009, predicting global trade trends in 2010 remains challenging, and whilst we expect to see container volumes improve, we will continue to remain focused on growing revenues and managing costs to drive EBITDA forwards." **Source: DP World**

The biggest bulker moored ever at the Freeport of Riga (Latvia)

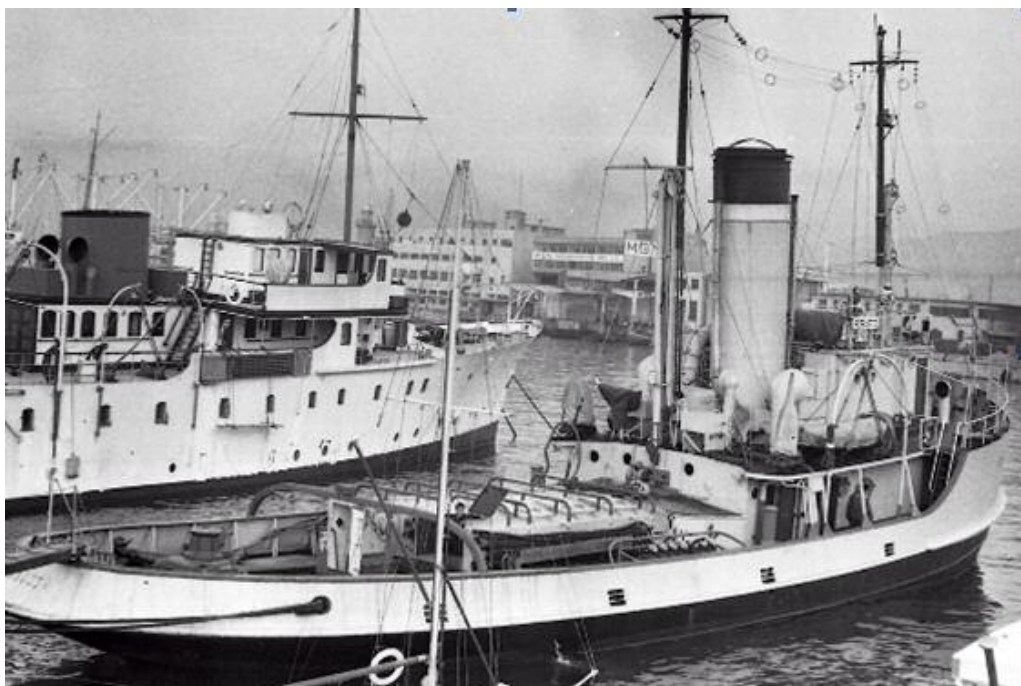
Last week a **NYON** bulker carrying 70.483 tons of coal moored on its transit route at a loading berth of the Freeport of Riga (Latvia). The coal cargo was transshipped from the Amsterdam-bound bulker to RCT terminal. According to Delfi report citing Ainars Slesers, chairman of the Riga Free Port and deputy chairman of Riga City Council this **NYON** bulker was the largest ship handled ever at the port's terminals.

"This event has turned to be a new page in the history of the Riga Free Port. Through our dedicated work and the right strategy, we were able to move the port to the "big leagues". The first steps have already been made, but this is only the beginning. The task for the future remains unchanged - over the next few years the volume of commodities through the Freeport of Riga should reach 50 million tons a year ", Mr. Slesers was quoted as saying.

In his turn, Leonid Loginov, the port's manager said that this ship's call makes Port of Riga "one of the most serious players in the Baltic Sea region".

Freeport of Riga stretches on both banks of the River Daugava (Western Dvina). The total size of the port - 6 348 ha, length of berths - 13818 m, maximum draft of vessels at berth – 12.2 m. Transit CIS countries-bound cargoes or imported from them make 80% of the overall turnover volume of the Riga Free Port. Last year's throughput of the port's terminals amounted to 29.72 million tons, a 0.5 percent rise compared with 2008. **Source : Port News**

OLDIE – FROM THE SHOEBOX



The tug **ROBUSTO** seen on 09-03-1959
Photo : Cali Mamau (c)

.... PHOTO OF THE DAY



TSHD **Cornelia** in Arctic seaconditions just outside Eemshaven breakwaters.
Picture : Cornelia crew (c)

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