

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 040



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www.fairplay-towage.com



Dockwise TRIUMPH loaded in Singapore the WEST VENCEDOR with destination Luanda, Angola
Photo : Fop Leder (c)

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IN MEMORIAM

Last night the editor of the shippingnews clippings received the very sad news that

CAPT. NICOLA MASTRO

Passed away

Nicola was the head of the worldwide operations of MSC

Many of you who worked with Nicola will know of his complete dedication and hard work for the company.

His contribution to the Company's efforts to reduce operating costs and in the efficient management of our

Operations Department was an example to all.

We will miss him as a dear colleague and highly respected Operations Manager and we convey our very sincere condolences to Glenys and their three children, Michael, Gianluca and Jasmine.

On behalf of the Aponte Family and all employees in Geneva.

******* NICOLA REST IN PEACE *******

EVENTS, INCIDENTS & OPERATIONS



SAL's **ANNEGRET** seen departing from Rotterdam – Photo : Marijn van Hoorn (c)

Cruise industry sails into pricier territory

But it offers lots of innovative features, more entertainment

If you are planning a cruise vacation in 2010, get ready for higher prices, better entertainment, water parks and one of the most innovative concepts to come along in awhile: Rooms designed for solo travellers on the Norwegian Epic, without the supplemental charge that single passengers on cruises traditionally have paid. 'I think it's genius,' said Cynthia Boal Janssens, editor and chief blogger at AllThingsCruise.com. 'I'm amazed with so many new ships coming on line that this hasn't been done sooner. Lots of single people cruise and want to cruise, but right now, if you are going on a cruise as a single person and you occupy a double cabin, they charge you an additional fee for doing that, sometimes as much as 200 per cent.'

The Epic, which launches this summer, will offer 128 studios for singles. The cabins open onto a lounge area where solo travellers can socialise. Paul Motter, editor at www.CruiseMates.com, said he thinks the single studios 'will take off. We have a whole message board on CruiseMates for people seeking cruise companions. It's a huge potential market'. He said another emerging trend in cruises is more brand-name entertainment.

Oasis of the Seas, which launched last autumn, was the 'it' ship of 2009, attracting enormous publicity as the largest cruise ship ever built. It carries 6,300 passengers and 2,100 crew members, with facilities that include an ice rink, golf course, volleyball and basketball courts, a 1,300-seat indoor theatre and seven 'neighbourhoods', including a boardwalk and a mini-Central Park.

Right : The **OASIS OF THE SEAS**
Photo : Crew Ursa ©



There is so much to do onboard, that when the ship pulls into a port, 'a lot of people don't get off', said Carolyn Spencer Brown, editor of www.CruiseCritic.com. One feature on new ships that younger passengers are sure to love is the water park. **Carnival Dream**, which launched last year, has an aquapark called WaterWorks with a 300-foot-long water slide, the longest water slide at sea.

The cruise industry will launch a dozen new ships this year, but Ms Brown said 'nothing will compete with Oasis'. Ships debuting in 2010 include a sister ship of Oasis called **Allure of the Seas**, a new **Queen Elizabeth** from Cunard, and **Celebrity Eclipse**, the third in a series of Celebrity ships that started with the **Solstice** in 2008 and the **Equinox** in 2009.

Despite all these new ships coming onto the market during a recession, the cruise industry has managed to keep them full. In 2009, ships sailed at 104 per cent capacity on average, meaning that every room was occupied, and some rooms were shared by more than two people, according to the Cruise Lines International Association (CLIA). At the same time, the number of passengers keeps increasing. One way cruises have kept ships full is by dramatically increasing the number of international passengers, to make up for slow growth in the North American market.

The number of passengers from outside North America has doubled to more than three million a year since 2003, while the number of US and Canadian passengers has increased by just 30 per cent to 10.29 million. Discounts have brought customers in, too. Cruise prices go down when demand is weak, just as airfare does, until every cabin is filled. But the low prices of 2009 are starting to disappear. 'Fares are going up, for sure,' said Ms Brown.

One sign of change: More passengers are booking further in advance. In 2009, the average booking window for a cruise was 4.6 months before the departure date, and 39 per cent of passengers were booking their trips less than four months out, said Richard Sasso, CEO of MSC Cruises and marketing director of CLIA. For 2010, the average booking window has already increased to five months out, and only 30 per cent of clients are booking less than four months before their departure. **Source : AP**

Hijacked Libyan Ship Anchors in Northern Town by Shafi'i Mohyaddin Abokar



Somalia's notorious pirates have anchored a Libyan ship they hijacked early this week at a northern coastal town in the early hours of Friday morning, authorities confirmed. Chairman of Laas-Qoray district in eastern Sanaag region of the Puntland State of Somalia Yusuf Jama Dibad told reporters that the Libyan ship MV **Rim** came near shore early on Friday morning but elders in the area asked pirates to take the ship far from them and they then moved toward nearby Gacan coast.

File photo of the **RIM**
Photo : Cpt. Lawrence Dalli -
www.maltashipphotos.com (c)

Reports say that late last night the pirates on the ship exchanged fire with the costal guards of Somaliland, a breakaway republic in northern Somalia just bordering with the Puntland State which is the hotbed of Somali pirates. Residents say there were casualties on both sides but the exact number of deaths or wounds is yet unclear. The MV **Rim** which sails under North Korean flag but owned by White Sea Shipping of Tripoli was seized Tuesday in the high seas south of Yemen a busy sea side in the Gulf of Aden. The MV **Rim** is carrying 17 crew members who are believed to be Romanian and Libyan nationalities. Although there are nearly 20 warships from the United States, Europe, China and other nations taking part in the anti-piracy mission off the Somali coast, the buccaneers still seem to be redoubling their attacks and hijackings against ships off the Somali coast. Source : NewsBlaze

Alfons Håkans Zeus chartered as icebreaker



The new Finnish Transport Agency, operating under the jurisdiction of the Ministry of Transport and Communications, has taken the combined icebreaker and offshore vessel **Zeus** on a 30-day charter from Alfons Håkans Oy Ab. The charter includes options for one week extensions. The **Zeus** will operate as an icebreaker in the area from Kaskinen to Koverhar.

Photo : Capt Peter Jansen

Joakim Håkans at Alfons Håkans Oy Ab says that the shipping company would also be interested in ordering the new Finnish icebreaker, which will replace the **Voima**. He says that there have already been negotiations with STX Finland. The government agency will not order the new icebreaker itself. The contract for

the new icebreaker will be placed by a service provider, chosen after tenders, and the vessel will be taken on a long-term charter by the Finnish Transport Source : ShipGaz

Opnieuw steun voor Dubai World

De overheid in Dubai heeft ruim zes miljard dollar gestoken in het noodlijdende Dubai World. De staat is bereid om via een speciaal fonds nog veel meer geld in de investeringsmaatschappij te steken.

Dubai World, dat onder meer verantwoordelijk is voor de Palmeilanden voor de kust, zit in grote financiële problemen.

In november vroeg de maatschappij uitstel van betaling, omdat ze een schuld heeft van 22 miljard dollar. De bekendmaking leidde wereldwijd tot veel onrust op de beurzen. In december schoot de overheid Dubai World ook al te

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hulp met een noodkrediet van ruim vier miljard dollar. De Nederlandse overheid staat vanwege de problemen sinds eind vorig jaar niet meer garant voor investeringen van Nederlandse bedrijven in Dubai. **Source : ANP**



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LETTER RECEIVED FROM STEVE HOPPER

I am on the committee of the UK based **International Owl Society (IOS)** and would seek your support in respect of a study that several of our committee and membership are involved in relating to the presence of the European eagle owl within the UK.



Since the early 1980's a small number of European eagle owls have been breeding in the UK mostly in the north of the country, it is accepted that the vast majority of these birds are escaped or deliberately released specimens and this is the stance of the official bodies of the UK bird world who refuse to accept the possibility that wild eagle owls from the continent are reaching the UK.

We need to obtain credible evidence that eagle owls are crossing both the North Sea and the English channel and your North Sea operations are my reason for making contact with you, we wish to establish if you have any records or information in respect of eagle owls being seen on any of your off shore installations or ships in the North Sea or English Channel.

I am aware of stories passed to me from an ex colleague who works at sea, north of the UK of such birds arriving on off shore platforms and ships in exhausted conditions as they cross these bodies of water but am unable to identify at this stage anyone who can provide such firsthand information, ideally supported by photographic images.

Within the owl and bird world this is a matter that is causing considerable interest and debate, it is our intention to obtain credible evidence that the species is crossing the sea between the UK and the continent and prove once and for all that wild European eagle owls and transiting to the UK

I would gladly answer any questions that you may have in respect of this matter.

Yours faithfully Steve Hopper - southamshawks@owls.entadsl.com

Sailor fell overboard - found dead 45 minutes later

A Danish seafarer lost his life yesterday when he slipped while boarding the bunker tanker **OW Copenhagen**, lying in the bunkering area north of Port of Copenhagen. A search for the person was started immediately by the tender boat that transferred him from Copenhagen, a pilot boat nearby and the man-overboard-craft from the **Crown of Scandinavia**, which was passing on its voyage to Oslo. A little later a SAR helicopter joined the search. The seafarer was found by the **Crown of Scandinavia's** MOB boat after a 45-minute search, and shortly afterwards he was transferred by helicopter to hospital, where he was confirmed dead as a result of 45 minutes in the cold water. The seafarer was not wearing a lifejacket, or survival suit. The **OW Copenhagen**, flying Danish flag, is owned by Wrist Group and is part of its bunker supply service. **Source : ShipGaz**



The **GRANDE FRANCIA** seen departing from Rio de Janeiro - Photo : Celso Marino ©

Wider Panama Canal could change shipping

Chinese toys and sneakers headed to Walmart and Target on the East Coast may bypass Warren Buffett's \$33.8 billion railway as the expansion of the Panama Canal slashes the cost of shipping them by sea. The deeper, wider canal will allow A.P. Moeller-Maersk, China Ocean Shipping and other lines to ship more cargo directly to New York and Boston instead of unloading it on the West Coast for trains and trucks to finish the journey east. That could save exporters 30 percent, the canal operator said.

The \$5.25 billion Panama Canal project, scheduled for completion during its centennial in 2014, may take business from ports including Los Angeles and Seattle, and railroads including Berkshire Hathaway Inc.'s Burlington Northern Santa Fe Corp. It costs as much as \$1,000 more per cargo container to use trains than ships, said Lee Sokje, a shipbuilding analyst at Mirae Asset Securities in Seoul.

"It is inevitable that railways, such as Burlington Northern, will lose some of their cargo once the Panama Canal is expanded," said Jee Heon-seok, a shipping analyst for NH Investment & Securities in Seoul. "Many more containers can be moved in a single voyage on a ship than going through the West Coast ports." China, poised to overtake Japan this year as the world's second-biggest economy, may boost exports by 20 percent during the first quarter as the global economy recovers, according to Macquarie Securities and Royal Bank of Scotland Group. China Cosco Holdings Co., Asia's biggest shipping company by market value, and 14 other container lines said Jan. 14 they expect a "significant" increase in transpacific cargo this year on rising U.S. consumer sentiment. That prospective growth spurred Berkshire to pay \$26 billion for the remaining 77.4 percent of Fort Worth, Texas- based Burlington Northern it didn't already own. Buffett, the Berkshire chairman, said the largest U.S. railroad will benefit from "moving around more and more goods." The acquisition is pending and expected to be completed by March 31.

Burlington Northern customers in Gulf of Mexico ports - including Houston and Galveston, Texas - may benefit from more traffic going through a wider canal. Buffett didn't respond to a request for comment. A Burlington Northern spokeswoman, Suann Lundsberg, said trains deliver cargo from the West Coast to the East Coast as many as nine days faster than ships using the canal. Rail traffic is expected to continue growing, although probably at a slower rate than in the past, Lundsberg said. "We know he doesn't make short-term investments," Art Wong, spokesman for the port in Long Beach, Calif., said of Buffett. "He must be making it because he thinks it's a great long-term investment." About 43 percent of Asian cargo shipped to East Coast ports - including Savannah, Ga., and Jacksonville, Fla. - goes through the Panama Canal, said Rodolfo Sabonge, director of marketing for the Panama Canal Authority. That share may increase to 49 percent by 2025.

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"It will become less expensive overall to ship through the canal," Sabonge said. "Savings could go up to 30 percent."

The expansion project, started in 2007, is building locks on both sides of the 50-mile canal, digging a new channel linking the locks and deepening the waterway connecting the Pacific Ocean with the Caribbean Sea. Currently, ships loading fewer than 5,000 20-foot boxes use the canal. The expansion will accommodate vessels carrying about 12,600 containers and may generate cargo growth of about 5 percent a year, Sabonge said.

"It will, of course, help reduce costs for exporters to the U.S.," said Victor Fung, chairman of outsourcer Li & Fung, the world's biggest supplier of toys, clothes and furniture to retailers including Walmart, Target, Macy's and Marks & Spencer. East Coast ports are readying for the changes. The Port Authority of New York and New Jersey is deepening more channels to 50 feet and considering options for a 78-year-old bridge between New Jersey and New York City that may be too low.

"Increasing numbers of big ships are anticipated at our port facilities following an expansion of the Panama Canal," the agency said in September. Hanjin Shipping, South Korea's largest shipping company that operates two California terminals, is building its first East Coast terminal in Jacksonville to handle an increase in cargo through the canal. The facility opens in 2013. The ports around Charleston, S.C., are dredging to accommodate vessels carrying more than 8,000 20-foot containers.

Six ports on the west coast - Los Angeles, Long Beach and Oakland, in California; Seattle and Tacoma, in Washington; and Portland, Oregon - handle about 70 percent of containerized trade between Asia and the U.S., according to an Oct. 12 statement. They are collaborating with Burlington Northern and Union Pacific to convince Asian exporters they are better options than the canal for reaching East Coast markets. They cite advantages including deep-water terminals, connections to inland transportation networks, and storage and distribution facilities.

Trains also use less fuel, reducing costs and carbon emissions, they said. "We don't think those alternative gateways will go away," said Tay Yoshitani, chief executive officer for the Port of Seattle. "If we don't improve our competitiveness, we could lose a lot of cargo." **Source : Journal.Star**



Above seen the 1966 Dutch built MLT flag tug **ST. GABRIEL** launched by "Gebr Hakvoort" at Urk (YN 113) towing the 1972 built offshore supply ship **GLOBAL SNIPE** from Cassar Ship Repair Yard, Malta to E. Marine Base at Marsaxlokk Harbour, Malta to be used as a floating platform. **GLOBAL SNIPE** has been laid up at CSRY for over 5 years.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©



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Tugboat feared hijacked in South China Sea

A Singapore-registered tugboat, **Asta**, is believed to have been hijacked in the South China Sea at the weekend. The **Asta** was towing an empty barge off the coast of Tioman Island, Malaysia on February 6 when communications were lost at 0130hrs. The tug bound from Singapore to Cambodia had reportedly veered from its planned course and was headed northeasterly in the South China Sea according to a report from the ReCAAP Information Sharing Centre. The shipowner suspected the **Asta** had been hijacked and reported the incident to the Singapore authorities. There were 12 crew onboard the tug at the time of suspected hijacking. ReCAAP encouraged all ships to be on the lookout for the **Asta** however there were concerns the vessel had been repainted and renamed. On April 7 last year the tugboat **Prospaq 1** disappeared in the same area and remains missing to date.



The **SMIT TIGER** seen moored in Antwerp - Photo : Stan Muller (c)

Somaliland the recognition will help the fight against piracy: experts

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A group consisting of twenty-five scholars, diplomats, lawyers, military officers, shipping industry officials, and other experts on maritime piracy and Somalia from nine nations who convened at the Harvard Kennedy School in December 2009 have recommended that one of the ways of exerting control over and reducing the threat from pirates is to recognize Somaliland.

"If African states and the AU can be persuaded to recognize the now independent but otherwise unacknowledged polity of Somaliland, doing so will strengthen the incentives for Puntland, which aspires to greater autonomy, and parts or all of the remainder of Somalia to make similar progress in terms of political institution building.

Recognition of Somaliland will thus assist in strengthening accountability and governance in regions that are now pirate infected. Indeed, if Puntland knew that international engagement were possible, following on a full recognition of Somaliland, a powerful incentive would exist for Puntland to exert control over and reduce the threat from pirates on its soil," the experts said. **Source: Somaliland Press**



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Watchkeeper:

Sending a message - piracy doesn't pay!

How do we transmit a message to the effect that piracy is not a profit centre for the poor of Somalia, but a serious crime which attracts punishment? The answer is obvious – make sure that pirates are apprehended, put on trial and if guilty, given a sizeable gaol sentence that is sufficient to act as a deterrent.

What is evidently not effective is if pirates, caught in the act, are merely disarmed and sent on their way, or even helped along with some free fuel and food if they are far from land, or even put ashore by the apprehending warship on their home coast. It gives the worst sort of message to the pirates that the risks involved in carrying out their crimes are minimal compared to the potential rewards in the event that they successfully capture a merchant ship. There are rather more than 100 suspected pirates who have in fact been captured by the naval forces currently protecting merchant vessels, and thanks to an accord with the Government of Kenya, are being held to await trial on Kenyan soil. Altogether, some twelve cases against suspected pirates are pending, and it is clearly important that if these people are indeed guilty, they do not escape punishment through lack of evidence. This of course immediately poses difficulties in first of all finding witnesses who may have been on ships which had been attacked but who, because of the lives lived by merchant mariners, changing their ships and employers, may be at sea on voyages or otherwise dispersed all around the world. By contrast, naval witnesses may be rather more readily available.

BIMCO has been working hard to advise the Naval Legal Authorities and the United Nations Office on Drugs and Crime of the practical realities of reaching witnesses, who may require considerable time before they can be available. The organisation has appealed to the legal authorities to provide as much notice of an upcoming trial as possible. The good news is that travel and accommodation costs incurred by witnesses at these trials will be borne by the UNODC/EUNAVFOR and BIMCO will act as a conduit where necessary. The UN body will develop a procedure to ensure

that contact and information is maintained with owners, operators, masters and witnesses from the time that the prosecution identifies the need for witnesses.

Is it important for seafarers, who might have been the victims of pirates or the subject of attacks, to attend these proceedings? They are, quite simply, likely to be needed because of the Kenyan legal requirements which revolve around a system of verbal evidence and cross examination. If there is insufficient evidence to successfully convict, it is possible that serious criminals will escape justice. To a certain extent, the whole system that has been put in place to prosecute pirates in Kenya is itself on trial. The international community has worked hard with the Kenyan authorities to develop the concept and it is hoped that this becomes a workable and effective system that can deal with suspected pirates. And by locking up the guilty, it will hopefully provide the most effective message to the pirates, that of deterrence. It will also provide credibility to the international naval presence, of a useful end product, and indeed to the credibility of the whole shipping industry. So there is more at stake than the freedom of a number of pirate gangs. Let us all hope that Masters and crew members who have witnessed these crimes feel able to come forward and do their bit to take positive action against the pirates who terrorise the sea-lanes. The whole industry needs their public spirited witness! **Source: Watchkeeper, BIMCO**



The DP FPSO **SEAHORSE** seen loading at Nord Fosen Quarry, Hopsfjord, Norway

Photo : Bob Eadie ©

Somali pirates: the unlikely heroes of Kenya's fishermen

Somalia's fearsome pirates don't have many friends among the Indian Ocean's seafaring community. But Kenya's fleet of modest Swahili fishermen think the region's most-wanted are a godsend. The sight of two fishing boats emerging from the horizon and bobbing towards the shore stirs a real commotion in Aziz Suleiman's ramshackle observation spot in the Kenyan port of Mombasa.

The fishermen in his iron-roofed shelter indented in the coral cliff say they have been harvesting bumper catches lately, 200 kilogrammes (440 pounds) larger than their average hauls. And they are grateful to the pirates of Somalia, whose mere mention strikes horror in the hearts of just about any other seafarer in the region. "This is a good season," said Aziz Suleiman, who co-owns the little wooden shack where he and his partners auction off the fish. "It is also because the pirates are blocking foreign fishing boats." As the first boat -- a bare fibreglass shell with an on-board engine -- anchors, a clutch of sinewy fishermen and excited boys wade through the water to hoist heavy bundles of fish back to the shore. "We no longer see the foreign fishing boats that we used to see before. We only spot cargo ships," said Zedi Omar, a 19-year-old fisherman.

He and his colleagues get to work in their improvised fish-sorting station, choked by the fetid smell of putrefying household refuse blending with the stench of shark liver fat wafting from nearby barrels. The two boats brought a

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total of 600 kilogrammes of shark, sailfish, blue marlins and other smaller fish which were weighed and sold off immediately to local traders. The fish bounty has also buoyed tourism activity in the east African country's resort city, with anglers and sport fishing boat operators riding a high tide. Of late, for the last one year or so, we have had incidents where the catch is very high," said Habib Hakem, who operates the Luna Water Sports in the north of Mombasa. "Before they (anglers) could go for four hours and come back empty-handed. It was just a game of chance," he told AFP, adding that the average catch per expedition is now six, up from one or two in the past.

"We have a lot of bookings now," he added. "We have interest from people who are not fishermen, tourists who just want to go and try sport fishing." The Indian Ocean's large maritime resources has for decades attracted industrial fishing fleets from Europe and Asia going on months-long campaigns to feed their demanding domestic markets. But since 2007, Somali pirates -- who initially claimed to protect their waters from foreign plundering -- have caused serious disruptions. Spanish, French, Taiwanese and other mainly tuna-fishing trawlers based in the region have had to delay their campaigns to hire security and use new elaborate routes to dodge the ransom-hunting sea-bandits. The less sophisticated fishing community in Kenya's main harbour likes to think they owe their fresh lease of prosperity to the pirates. Not a day goes by without a booking, explained Hakem, saying that business has soared by some 80 percent and attributing the windfall to "fewer trawlers" in the nearby waters. But Kenya Fisheries department officials said the boom may have no obvious link to pirates deterring foreign trawlers and seiners. "There is no link between piracy and our artisanal fishermen," said Mwaka Said Barabara, the chief fisheries officer of Kenya's marine and coastal fisheries. "We can link the piracy issue and (fish) production in the deep seas," she told AFP "But there are many causes of fluctuation of production levels."

Another official who did not want to be named said: "That relationship is not very strong because normally our local fishermen do not access the open waters. Fishing is also seasonal so it could also be related to the season." Kenya's marine water fish production hovers between 7,000-8,000 tonnes per year and has stagnated in recent years, Barabara said. The extent to which the manna experienced by Kenyan fishermen should be credited to pirates hunting foreign trawlers and seiners is hard to scientifically quantify, but there could be one other simple reason. Piracy has become one of the only flourishing industries in neighbouring war-ravaged Somalia and many local fishermen, using similar techniques to their fellow Kenyan seamen, have abandoned their trade for high-seas robbery. "I used to get less than 200 dollars per month from fishing, but now that poverty is gone," said a Somali-based pirate who gave his name only as Gurey. "You never know when this business is going to be over but what I tell you is that going to the ocean for piracy is better than going out for fishing," he told AFP. A local elder in Somalia's northern fishing village of Garad said droves of youths have given up the lowly fisherman's life to the more lucrative piracy. "We had so many fishermen around the coastal areas in 2005 and 2006, but now you cannot see young men wanting to fish," said Abdulahi Farey. "This phenomenon is really discouraging fishing here in the Somali area."



NAVY NEWS

Indian Navy can learn from Malaysian Navy on having women officers onboard

Still not ready to have women officers on board, the Indian Navy can take a hint from the Royal Malaysian Navy which has Lieutenant Farah-al-Habshi onboard a warship here for Exercise Milan, a multinational exercise witnessing the participation of 13 navies of the Asia-Pacific region.

The Indian Navy inducts women officers only in the education, logistics, law and air traffic control branches. Hailing from an Islamic nation, a love for the seas inspired Lieutenant Farah to join the navy as a weapons officer. This should inspire the Indian Navy to improve the working environment for the women onboard its ships.

"I have no problem working onboard with men. We have separate accommodation and I share my cabin with another woman logistics officer," said Lieutenant Farah, who is posted on Royal Malaysian Navy ship **K D Perak**, which is in India for Exercise Milan.

Wearing the traditional head scarf, she said there is no problem in working onboard as long as our privacy is maintained and "we have proper space to work according to guidelines of the Malaysian Navy."

The chief of the Malaysian offshore patrol vessel **K D Perak**, Commander Ismail Bin Othoman, said: "Our new ships are designed keeping in mind the future. We have cabins with attached bathrooms which give privacy to the women officers onboard and to ensure that they do not have any other problems."

"We follow proper guidelines and women cannot walk around in any room they like onboard and mix around on their will. If one goes around the ship, one can find no entry signs where men cannot go," he added.

The **K D Perak** is a new generational vessel from Malaysia and was launched in 2007. The ship has a displacement of 1650 tonnes and is fitted with surface to air and surface to surface missiles. Apart from Malaysia, the Australian, Bangladesh and Sri Lanka navies which are participating in Exercise Milan, too have separate facilities for women onboard their warships.

Exercise Milan is a biennial gathering of navies of the Indian Ocean region and is held for building friendship and mutual understanding between participating navies. This year's multinational exercise takes place from February 4-8 at Port Blair in the Andaman and Nicobar Islands.

Naval ships of Singapore (two ships), Sri Lanka, Thailand, Australia, Bangladesh, Indonesia, Malaysia and Myanmar, with representatives from navies of Brunei, Philippines, Vietnam and New Zealand joining Exercise Milan. **Source : OneIndia**

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The **USS FFG 47 NICOLAS** seen departing from Cape Town
Photo : Ian Shiffman ©

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The **STEMAT SPIRIT** seen ready for her first dancing lessons - Photo : Michel Kodde ©

Karstensens to build large multi-task fishing vessel

Karstensens Skibsværft has signed a contract with Norwegian Sævik & Ervik A/S, Fosnavåg, to build a super fishing vessel measuring 80.4 metres in length. The vessel will have equipment for offshore work. It will be delivered in April 2011 and replace the owner's present vessel, Kings Cross. Karstensens Skibsværft has agreed with A P Møller-Mærsk's Baltija Shipyard to build the hull, which will be towed to Skagen for outfitting.

The new vessel will be a dual purpose vessel as it will be able to handle ROV units for inspections of pipelines. Furthermore, the vessel will be equipped with a special retractable keel with electronic equipment for scientific research of the oceans. The vessel will be named **Christina E** and follows the Faroese **Trondur I Gøtu**, which will be delivered next month as the most expensive newbuilding from the shipyard with a price tag of around DKK 110 million. The shipyard was founded in 1917. **Source : ShipGaz**

Bay Shipbuilding announces more layoffs

Bay Shipbuilding, Sturgeon Bay, Wisconsin, has notified state officials that it intends to lay off 116 workers, beginning in early April.

The Milwaukee Journal Sentinel reports that the layoffs will be additional to those that the shipbuilder—now a unit of Fincantieri Marine Group—announced last August, when it said it planned to lay off up to 405 employees at the end of October, 2009.. The newspaper says that in its notice to the state this week, Bay Shipbuilding said it is trying to mitigate the planned layoffs "by aggressively seeking new business." Which is what it said last August.

Source: Marinelog



Scaldis **RAMBIZ** seen in dry dock at **Damen Shiprepair** in Schiedam - **Photo : Capt Henk Doornhein ©**

BOSKALIS BESTELD VALPIJPSCHIP IN SINGAPORE

Boskalis heeft met KeppelSingmarine te Singapore een contract gesloten voor de levering van een nieuw valpijpschip met een lengte van 159 meter en oplevering eind 2011. Het schip wordt ingezet voor offshore olie- en gasprojecten en

is uitgerust voor het aanleggen en beschermen van olie- en gaspijpleidingen in de zeebodem. Met dit nieuwe schip komt het totaal aan valpijpschepen op drie, waarmee ingespeeld wordt op de verwachte verdere groei van de offshore markt. Dit jaar komen drie nieuwe hopperschepen in de vaart voor Boskalis, **Gateway**, **Shoalway** en **Willem van Oranje** (die deze week te water wordt gelaten). Met de investeringen in deze nieuwbouw voegt Boskalis ruim 30% toe aan het in de vloot geïnvesteerde bedrag. De opdracht aan Keppel voor bouw in Azië betekent een (voorlopig) einde aan de aan Nederlandse werven gegunde nieuwbouw voor grote schepen, zodat daarmee voor de betreffende werven (niet beursgenoteerd) leegloop ontstaat. Het wordt verwacht dat Boskalis op korte termijn de volledige overname van Smit Internationale bekend zal maken.

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Port of Piraeus optimistic on 2010 growth

After a more than two-year turbulent period, the Piraeus Port Authority has finally regained its gear and is set to move forward this year. Undisrupted by strikes, work stoppages and work conflicts, the country's biggest port is looking at better days, as it should be confirmed on the upcoming – as it seems – visit this month of the head of Cosco, in order to formally ratify the recent agreement between the Chinese conglomerate and the Port Authority (OLP), whose new head Mr. George Anomeritis has managed to straighten up. According to reports, in the meantime a series of details of the agreement are expected to be sorted out. Among those is operation of container handling Pier II, which will be run by Cosco, as well as the respective cooperation between the two parties after June the 1st, when OLP will begin its operation of Pier I, which is currently undergoing an upgrading of infrastructure. As a result, OLP's management has already reached a deal to receive additional cargoes from Cosco's parent company. The capacity of Pier I is enough to cover not only all domestic needs (imports-exports), but also up to 400,000 additional containers (transit). But, the visit of Capt. Wei Jiafu is expected to formalize all details into a solid basis of agreement, thus paving the way for the beginning of Cosco's 35-year concession of the port's facilities (Piers II and III). The deal is expected to enable the Chinese company to acquire a strategic advantage in its battle with its rival containership companies, which already have a strong foothold in neighboring Mediterranean ports, as well as other major European ports. Based on reports, Capt. Jiafu is expected to hold talks on other issues as well, such as the cooperation between Hellas and China on a broader level, as he's going to meet with most of the country's leadership, including Prime Minister George Papandreou. Capt. Jiafu has been the head of Cosco since 2000. The Chinese conglomerate is the fourth largest shipping group in the world, operating 18 ports globally, alongside 27 terminals and more than 600 ships. Out of them, about 140 of them are its own.

According to a recent report by BMI, the country's main ports of Piraeus and Thessaloniki witnessed a decrease in throughput in 2008, mainly as a result of strikes by dockworkers. Although 2009 figures aren't yet available, BMI doesn't expect throughput at the ports to increase as the downturn will see Greece demanding less imports and producing less for export. Throughput at the port of Piraeus is forecast to decline by 2.9% in 2009 with volumes of

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goods passing through Thessaloniki expected to fall by 9.6%. Container volumes are forecast to plummet and both ports with a decline of 14.4% and 23.9% predicted respectively. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Assisting tug **Lamnalco Chough**, connecting towline to assist the oil tanker **United Star** towards the SPM buoy at Ash Shihr terminal Yemen.

Photo : Capt. Frans Verbrugge / Lamnalco Chough ©

Growth spurt for Vinalines fleet

Nguyen Hung Viet, deputy general director of Viet Nam National Shipping Lines Corporation (Vinalines) said the company aimed to raise its capacity by a further 350,000 tonnes this year to over 3m tonnes by building and buying more vessels, writes VietnamNewsAgency. This follows on last year's investment of \$180m to buy 13 new seagoing cargo ships and one container ship. These raised the company's total loading capacity by 320,000 tonnes to 2.7m tonnes, accounting for 45% of the capacity of the entire nation's fleet.

The company said, it would carry out the construction of Da Nang's Son Tra Port, Ba Ria-Vung Tau's Cai Mep-Thi Vai Port, HCM City's Sai Gon-Hiep Phuoc Port and Hai Phong's Dinh Vu Port this year. **Source : Seatrade Asia**

Frontline buys and sells vessel

Frontline buys the VLCC **Front Vista** from Ship Finance International for USD 58.5 million. However, Frontline has agreed to sell the vessel to an undisclosed buyer. The buyer will settle the purchase price through the payment of instalments over a ten-year period. The buyer has secured a ten year time charter with a state owned oil company at a gross rate of USD 43,500 per day during the entire charter period. The Marshal Islands-flagged **Front Vista**, 300,149 DWT, was built in 1998. **Source : ShipGaz**

China to fund second port for Kenya

China will finance the building of a second port in Lamu, Kenya, as well as a transport corridor and upgrade of a railroad linking Kenya's Port of Mombasa and the Ugandan capital of Kampala, according to a report from Baird Maritime. The port project was originally supposed to be financed by Qatar under a deal to lease portions of arable land to the Gulf state but the agreement was shelved, the report added. Meanwhile, according to Financial Times,

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China has extensive oil interests in south Sudan, and the second Kenyan port could be a new export route for the crude.

South Sudan currently relies on pipelines that transport its oil to refineries and a port in the north, but a new export route through Kenya would break that dependence. **Source : cargoinfo.co.za**

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A Chinese exchange student has drowned at Sumner Beach only days after arriving in New Zealand.

A search failed to find the 19-year-old on Saturday night. His body was discovered by a member of the public on Scarborough Beach early yesterday. The student was swimming with his host family at Sumner Beach about 6pm on Saturday when he disappeared. Police said the youth went back into the water alone and the family lost sight of him. Searches failed to find him and police were alerted about an hour and a half later at 7.40pm. A large operation was mounted with Coastguard's Sumner Lifeboat, police, volunteers and the Westpac Rescue Helicopter combing the sea and shoreline into the night.

Sumner Lifeboat coxswain Paul Lawson said all the coastguard's "inshore assets" – a jet boat, inflatable rubber boat and a jet ski – were activated. The time taken to alert authorities decreased the student's chance of survival, he said.

"It depends on what type of swimmer the guy is. It's very difficult to last that period of time on a surf beach. "The biggest problem [for the searchers] was probably the lateness – running out of light." It was suspected the student, whose name has not yet been released, was caught in a rip that took him out past the breakwater.

The **SUMNER Lifeboat** of Lyttleton (New Zealand)

Photo : Sabastiaan (c)

Clent, of the Christchurch South police, said the host family were "quite distressed". The student's family in China were

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being notified with the help of the Chinese embassy. Detective Sergeant Ross Tarawhiti said the youth had been in the country only "a matter of days". "A lot of people who come aren't familiar with New Zealand water conditions – how it can change." Tarawhiti said it was the second water death he investigated at the weekend.

A body was discovered by a security guard in a slipway at Lyttelton yesterday morning. The body looked to have been in the water for some days, Tarawhiti said. "We're having difficulty confirming his identity, but hopefully in the next couple of days that will be worked on." Police had an idea of who the man was, but it had not yet been confirmed, Tarawhiti said. An autopsy had been carried out on the body and the death was not being treated as suspicious. Both deaths have been referred to the coroner. **Source : stuff.co.nz**

The S&P Market week 4

Bulkers

CONSTANTINOUPOLIS: 128,150 dwt blt 81 HHI, 9 hoha. Sold region USD 7,800,000 to Hong Kong buyer.

SOUTH FORTUNE: 69,071 dwt blt 95 Imabari, 7 hoha. Sold region USD 21,000,000 to Indonesian buyer.

SILVER YANG: 63,800 dwt blt B&W Skibs, 7 hoha, Crs 1x35t, 3x25t. Sold region USD 6,750,000 to Chinese buyer.

SETAF CROWN-58 NB RESALE: 58,000 dwt blt 10 Dayang, 5 hoha, Crs 4x30t. Sold region USD 33,000,000 to European buyer.

TAIZHOU NB RESALE: 55,000 dwt blt 10 Taizhou. Sold region USD 28,500,000 to undisclosed buyer.

AOLUCKY: 47,280 dwt blt 98 Oshima, 5 hoha, Crs 4x30t. Sold region USD 20,500,000 to Greek buyer.

DARYA YOG: 29,156 dwt blt 96 Tianjin, 5 hoha, Crs 4x25t. Sold region USD 12,500,000 to undisclosed buyer.

BEAUTY JUNO: 18,315 dwt blt 96 Shikoku, 4 hoha, Crs 3x30t. Sold region USD 10,400,000 to undisclosed buyer.

Containerships

SHANGHAI BRIDGE: 67,164 dwt blt 02 Koyo, 17 ha, 5,896 teu. Sold region USD 22,000,000 to Greek buyer.

OBO

2 x CIDO UNIVERSAL NB RESALE: 298,300 dwt blt 10 Universal. Sold region USD 96,000,000 each to Capital Shipmanagement.

AFRICAN RUBY: 150,173 dwt blt 94 Namura. Sold region USD 15,000,000 to Centrofin.

GUARDIAN SPIRIT: 96,920 dwt blt 92 Samsung. Sold region USD 11,000,000 to Indonesian buyer.

DIFKO CHASER: 84,040 dwt blt 90 B&W Skibs. Sold region USD 6,500,000 to Aegean.

LPG

GAS ETERNITY: 2,998 dwt blt 98 Watanabe, 3,500 cbm. Sold region USD 7,500,000 to Chinese buyer.

GAS PIONEER: 1,508 dwt blt 92 Scheepsbouw, 1,520 cbm. Sold region USD 1,200,000 to Malaysian buyer.

Demolition

Bangladesh

MV OOCL FORTUNE (cont): 44,433 dwt blt 87, 14,746 ldt, USD 330/ldt.

India

MT NIREUS: 44,772 dwt blt 88, 9,197 ldt, USD 380/ldt.

MV PANAGIA: 34,170 dwt blt 82, 10,135 ldt, USD 345/ldt.

MT ADDARRAQ: 23,953 dwt blt 82, 8,250 ldt, USD 575/ldt. sale incl. 740 tons stainless.

MT AL FARABI: 23,953 dwt blt 82, 8,250 ldt, USD 575/ldt. sale incl. 740 tons stainless.

MV MSC BULGARIA (cont): 25,684 dwt blt 87, 13,458 ldt, USD 368/ldt.

MT PAVAYACU: 25,243 dwt blt 86, 6,854 ldt, USD 257/ldt, as is Peru.

MV MSC PIONEER: 20,832 dwt blt 78, 9,416 ldt, USD 393/ldt.

Source: Aquamarine Shipping Consultants, www.aquamarine.org



The **ZHEN HUA 11** seen in the Malacca Straits enroute from China to Damra - **Photo : Sjaak Broere ©**

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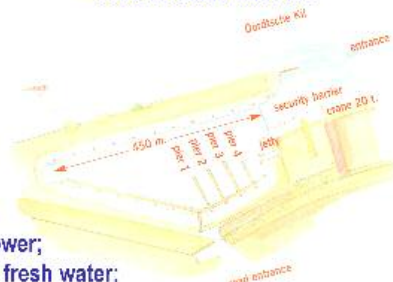
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UAE overtakes Saudi Arabia to become top Arab exporter

The UAE overtook Saudi Arabia to become the largest Arab exporter of goods and services in 2009 but the kingdom could be back on top in 2010, official figures showed yesterday. Despite a decline of \$63 billion (Dh231.2 billion) in its export value last year compared with 2008, the UAE was ahead of all Arab nations in export of goods and services, which stood at around \$201.9 billion in 2009, according to a report by Emirates Business 24/7 daily citing the Kuwaiti-based Inter-Arab Investment Guarantee Corporation (IAGIC). It was the first time that the UAE overtook Saudi Arabia as the Arab world's largest exporter although it was already on the top of Arab importers. Saudi Arabia's exports were estimated at around \$201.6 billion in 2009, far lower than its 2008 exports of about \$323 billion.

The decline was a result of a sharp drop in crude prices and a cut of nearly one million barrels per day in the kingdom's oil production. The UAE was also the largest Arab importer in 2009, with a total import value of around \$196.9 billion. A large part of the imports were destined for Dubai, the Gulf's main re-export and non-oil trading hub. Forecasts by IAGIC, a key Arab League financial establishment, showed the UAE's exports would climb to around \$228 billion in 2010 because of an expected increase in oil prices and the country's crude output. Its imports are also projected to swell to a record \$205.6 billion, indicating an upsurge in business and a recovery in the domestic economy. Saudi Arabia's exports are forecast to surge to nearly \$251.6 billion and imports to around \$183.9 billion in 2009. As for the other members of the Gulf Cooperation Council (GCC), the report showed Kuwait, another major oil

producer, was the third-largest exporter in the group in 2009, with a value of around \$66.8 billion. The report projected them to swell to nearly \$825 billion in 2010. Qatar, the world's largest LNG supplier, came fourth, with export standing at around \$60.2 billion in 2009. IAIGC expected the level to jump to around \$82.5 billion in 2010 due to higher oil and LNG output. Exports by non-Opec Oman stood at \$28.1 billion in 2009 and those by Bahrain at \$15.6 billion. **Source: GulfNews**



The **APOLLOGRACHT** seen departing from Rotterdam – **Photo : Frans de Lijster ©**

Ferry firms give Dover privatisation a cautious nod

Move could improve competitiveness, but increase costs

Ferry operators have cautiously welcomed the plan to privatise the port of Dover, but have "serious concerns" over the impact on rates. Norfolkline's route director for the Channel, Andreas Teschl, said he was "in principle, not against the idea". He said privatised ports tended to be more efficient than state-owned facilities, which is important to keep service levels high and costs down. And it would improve Dover's competitiveness against the Channel Tunnel, he believed.

However, he did have some concerns about the impact on rates charged by the port to ferry operators. He said: "Dover Harbour Board (DHB) has a monopoly in the shortsea ferry market. A recent example of this is that it has increased prices in 2010, even though we are in a recession and other ports have reduced their prices.

"We have made it clear to DHB that this is not acceptable, but we have not received a firm commitment to change the 2010 prices. "It's one thing for a trust port to be able to do that, but we would have serious concerns about a private company having that sort of pricing power."

He said one way to break the monopoly and create competition in the port would be to allow the proposed Terminal Two (Western Docks) and the existing Eastern Docks to be owned and operated by two different companies.

A P&O spokesman agreed the port would become more efficient if exposed to market forces. However, he questioned whether the operators should receive a refund from funds the port had been building up to develop the £400m (US\$628m) Terminal Two, which has had its start delayed from 2014 to between 2016-2018. He said: "The port has been charging high fees to its customers in anticipation of funding a new terminal development that has already been postponed. "As the largest single customer of the port, P&O has concerns about where the port's cash pile would end up under privatisation, and whether these inflated fees will be seen as the norm.

"There may be a case for some refund of charges to customers." Christophe Santoni, MD of LD Lines, said: " "We support the idea of DHB being privatised, as a way to better ensure its expansion plan - particularly Terminal Two, which will be a much needed tool over time." **Source : ifw-net.com**

Eships aims to double its fleet

Emirates Ship Investment (Eships) plans to embark on a major investment programme to double its fleet in three years to more than 25 chemical, product and dry-bulk vessels as it gears up for a raft of new industrial projects in the Gulf.

The Abu Dhabi ship owner and operator hopes to capitalise on plans for petrochemicals and basic metals plants as Gulf countries diversify their economies away from oil and gas revenues.

These plans could include more than US\$40 billion (Dh146.91bn) of petrochemical projects in Abu Dhabi alone. Abu Dhabi National Chemicals Company (Chemaweyaat) will deliver an integrated complex to produce olefins, aromatics and oxide and ammonia derivatives by 2015, while various state-owned firms will manufacture and export plastics and other petrochemicals from the Ruwais industrial cluster in Al Gharbia.

The fleet expansion, which could be worth hundreds of millions of dollars, will occur by purchasing and chartering ships, said Scott Jones, the chief executive of Eships. "We are expecting them to export large quantities in long-haul voyages," he said. "The size of our chemicals vessels will not be economical, so we have to upsize our fleet." Eships has 13 ships, ranging from 6,500-cubic-metre liquefied petroleum gas tankers to 170,000-tonne Capesize vessels for transporting iron ore. Capesize vessels are too large for the Suez Canal and must pass Cape Horn or the Cape of Good Hope.

Shipping has been battered by the global downturn and the new plans will come at a critical time for shippers, which have seen chartering rates and asset values plummet since their peak in late 2008. "The demand prospects in the region is great news for the shipping industry," said Raffi Vartanian, an analyst with Freight Investor Solutions in Dubai. "For the region these are enormous projects compared with what existed before."

Eships is owned equally by Mubadala Development and Invest AD, two investment arms of the Government. The two Abu Dhabi shareholders last year bought out the shares of the Muscat-based Oman and Emirates Investment Holding, which decided to leave the shipping business. It follows the departure in 2005 of the founding partner, the Klaveness Group of Norway, a dry-bulk specialist, when Eships expanded into the chemicals tanking business.

The fleet acquisitions will be financed through a combination of equity and debt, Mr Jones said, adding that asset values had dropped to attractive rates with the global economic downturn. Eships will "optimise the timing of our expansion by taking advantage of market and price volatility", he said. The company enhanced its credentials as a primary shipping partner for local industry by signing two major contracts last year.

Eships, through a joint venture with a German firm, won its second contract with Emirates Steel Industries in Musaffah to deliver, starting in 2012, 2.5 million tonnes of iron ore per year to be used in steel production.

It also won a contract to deliver 1 million tonnes of alumina per year to Emirates Aluminium's Taweelah plant, which began production in December with plans to scale up quickly to become the world's largest aluminium smelter.

In 2008, the company posted a loss, mainly from using financial instruments in an attempt to protect itself against volatile interest rates. But the company will record a profit for last year, as its long-term charter contracts buffered it against the industry's volatility. "In the circumstances, it is a healthy profit, but shipping had a bad year and most companies have had a difficult time," Mr Jones said.

One area the company decided not to focus on, however, was crude tanking. Abu Dhabi National Oil Company requires buyer countries to bear the costs of transporting the crude, which often results in customers hiring shipping firms in their home countries, Mr Jones said. **Source: The National**

Taiwan Container Service extends

Companies will benefit from lower freight costs following the introduction of a fortnightly service from international shipping operator Mariana Express to the Townsville Port, the Townsville Bulletin reported.

The **Mell Singapore** arrived in Townsville on Tuesday and will carry out a fixed schedule between the city and Kaohsiung in Taiwan, Shanghai in China and Darwin. It's introduction follows an increase in demand since the company began container services between Townsville and Kaohsiung last year. The ship can carry about 1100 containers, which is about 400 more than its predecessor MV **Ice Moon** which shipped to and from the city every three weeks. **Source : Cargonews Asia**

OLDIE – FROM THE SHOEBOX



The **CALTEX ARNHEM** seen approaching the IJmuiden locks during 1964 - **Photo : Bernt R. Koning ©**

.... PHOTO OF THE DAY



The **KING BYRON** seen enroute Rotterdam – **Photo : Wil Kik (c)**

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