

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 044



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**The SVITZER SUSSEX seen assisting the departing OOCL HAMBURG from Southampton**  
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## EVENTS, INCIDENTS & OPERATIONS



## Tanker Freight Rates Increased Sharply in January

The tanker spot market increased in January from the previous month. All reported routes registered an increase in spot freight rates. The increase came on the back of lower world scale (WS) values for 2010, which pushed owners to resist the level accepted in 2009 as the lumpsum value declined, hence driving up the freight rate in WS. On an average basis, dirty spot freight rates increased 63%, with the Suezmax sector experiencing the largest growth in January. Market activity was one of the main reasons for the increase. The VLCC sector started the month with high activity as many charterers were trying to make up for lost time due to the holidays in December. This increase continued through most of the month to decline slightly at the end as charters were holding their positions to calm down the market. In East of Suez, VLCC spot freight rates on the long-haul Middle East to East route increased a sharp 89% in January from a month earlier. The decrease in WS value supported the rise in addition to higher imports in China and India as well as weather delays. From the Middle East to western destinations, VLCC spot freight rates for longhaul voyages registered a rise of 79% in January from the previous month. The same factors that influenced Middle East to east route affected the Middle east to West route, in addition to shifting to long haul routes as well as the weather delays in the Northern Hemisphere. VLCC spot freight rates increased 76% on the West Africa to the East route in January from the previous month on the back of the above-mentioned factors in addition to the support received from the Suezmax sector.

Similar developments were encountered in the Suezmax sectors which rose by 96% on average in January compared to a month ago, supported by the same factors affecting the VLCC rates. In addition to tonnage availability that further supported owners' positions. From West Africa to the West, Suezmax spot freight rates rose 95% in January from the previous month. From Northwest Europe to the US, the Suezmax market was in a slightly better position than

the one in West Africa with rates increasing 97% in January. Arbitrage opportunities as well as the port closure due to bad weather supported the Suezmax sentiment. In addition, the high level of activity on the back of slightly higher production supported the rates. On an annual basis, Suezmax spot freight rates registered an increase of 74% in January.

The Aframax sector followed the same trend but with a lower increase. Aframax Caribbean spot freight rates showed an increase of 69% driven mainly by loading delays and bad weather conditions in the Gulf of Mexico. The only reported East of Suez route registered the second largest increase among Aframax spot freight rates with a 40% increase in January from the previous month. The high level of activity in the region supported by China fuel oil trade supported rates. In the Mediterranean, Aframax spot freight rates rose 13% on average in January as tonnage oversupply limiting gains over previous months. On an annual basis, average Aframax freight rates showed an increase of 42% in January. Tanker sailings from OPEC ports on average fell in January by about 0.1 mb/d, according to preliminary data. OPEC sailings on an annual basis indicated a 3% decline in January, in line with the production level. Middle East tanker loadings remained relatively steady in December. However, arrivals of crude oil tankers in USA during January fell by 3.9% on lower imports. European arrivals declined 3.6% while those to the Far East remained relatively steady. **Source : Makis Theodoratos, Hellenic Shipping News Worldwide**



The **SARAH** seen arriving in Rotterdam-Waalhaven enroute **RHB**  
**Photo : Tom Staneke (c)**

## US box traffic expected to rise 25pc in first half - Port tracker

US import cargo volume through big American container ports is expected to be 25 per cent higher year on year, according to the monthly Global Port Tracker report released today by the National Retail Federation (NRF) and Hackett Associates.

"This is a dramatic turnaround over what we've seen during the past two years," said NRF vice president Jonathan Gold. "Increases in import volumes don't correspond directly with dollar volumes in sales, so caution has to be exercised when looking at these numbers. But retailers are clearly expecting to move more merchandise this year." US ports handled 1.09 million TEU in December, the latest month for which actual numbers are available. That was unchanged from November but up 2.6 per cent from December 2008 to break a 28-month streak during which monthly totals was lower than the same month the year before.

January was estimated at 1.19 million TEU, a 17 per cent increase over January 2009, and February, traditionally the slowest month of the year, is forecast at 1.1 million TEU, up 30 per cent from the previous year. March is forecast at 1.18 million TEU, up 23 per cent as retailers begin to stock up for spring and summer, April at 1.25 million TEU, up 27



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per cent, May at 1.3 million TEU, up 26 per cent, and June at 1.38 million TEU, up 36 per cent. Those monthly numbers would put the first half of 2010 at 7.4 million TEU, up 25 per cent from last year's 5.9 million TEU.

With numbers from December now final, 2009 ended with a total volume of 12.7 million TEU, down 17 per cent from 2008's 15.2 million TEU and the lowest since the 12.5 million TEU reported in 2003. Hackett Associates founder Ben Hackett disagreed with economists who fear that the economy is in the middle of a W-shaped recovery where another dip could follow current signs of an upturn. "This forecast assumes that we are not in a double-dip recession and that a recovery is underway," Mr Hackett said. "Although 2009 saw decreased import activity levels, the forecast for 2010 points towards growth." Global Port Tracker covers the US ports of Long Angeles/Long Beach, Oakland, Seattle and Tacoma on the West Coast; New York/New Jersey, Hampton Roads, Charleston and Savannah on the east coast, and Houston on the Gulf Coast. The report is free to NRF retail members, and subscription information is available at [www.nrf.com/PortTracker](http://www.nrf.com/PortTracker)

Source: schednet



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## Police officer stabbed on ferry

A police officer was stabbed in the leg on a P&O ferry at the Port of Dover in Kent. The 41-year-old was responding to a report of threatening behaviour on the [Pride of Calais](#).

The officer was treated at the William Harvey Hospital in Ashford and later released. Police said officers were called to an incident on the vessel as it arrived at Dover Eastern Docks at 1350 GMT on Tuesday.

A 61-year-old man was arrested at the scene and is being held in custody. Source : BBC

## Post-Piracy Care for Seafarers

The Seamen's Church Institute (SCI) has published Preliminary Guidelines: Post-Piracy Care for Seafarers, outlining preliminary strategies on caring for seafarers (merchant mariners) affected by piracy. The document, based on cutting-edge mental health research and ongoing discussions with shipowners, crewing agencies, representatives of governments, and other stakeholders in the industry, provides practical guidelines for the maritime industry.

SCI presented the Preliminary Guidelines to Working Group Three of the United Nations Contact Group on Piracy off the Coast of Somalia on January 27, prior to the Plenary Meeting of the Contact Group the following day. SCI also plans to submit the document to the International Maritime Organization (IMO) at the meeting of the Maritime Security Committee in May.

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### About the Clinical Study:

In order to devote more attention to caring for seafarers affected by piracy, SCI initiated the first-ever Post Piracy Trauma Assessment and Treatment study. Clinical Researcher Michael Garfinkle, PhD heads SCI's clinical study in conjunction with Mount Sinai School of Medicine and the New York Psychoanalytic Institute. The clinical study seeks to identify unique stressors of piracy hostage situations, along with immediate and ongoing medical evaluation strategies for crewmembers and their families. Study outcomes include plans for clinically assessing seafarers after piracy incidents, assisting families during prolonged piracy episodes, and triaging short- and long-term mental health treatment.

Based on experience gained through the clinical study and stakeholder responses, SCI will update Preliminary Guidelines, available online at <http://www.seamenschurch.org/law-advocacy/piracy-trauma-study>

SCI desires to speak with seafarers who have experienced piracy, including attacks, hostage-taking, or simply sailing through high risk piracy areas. Contact Clinical Researcher Michael Garfinkle, PhD at +1 212 349 9090 ext. 240 or by email at [mgarfinkle@seamenschurch.org](mailto:mgarfinkle@seamenschurch.org). SCI researchers strictly protect privacy. **Source : MarineLog**



The **SAFMARINE INDISA** ( ex **SAFMARINE ANITA**) seen departing from Cape Town

**Photo : Ian Shiffman (c)**

## Relatives of Somalia pirates' captives protest in Kaliningrad

Wives of Russian fishermen who had been held to ransom by Somalia pirates since October last year held an unauthorized protest meeting in Kaliningrad, Regnum agency reports. The women and friends of Russian crew members of a Thai Unio-3 tuna boat gathered on the square Vasilevsky to tell reporters about the release situation.

According to the protesters, the authorities of the West Marine Agency Fleet-Personnel had told them of successful the negotiations, ransom to be paid before late 2009. "They had promised us that our people would be home again on the New Year's holidays, but something went wrong, everything stopped. It's been almost a month since the pirates cut any contacts", Tamara Gerasimova, wife of the boat senior master Leonid Gerasimov was quoted as saying.

As earlier reports said, the Somalia pirates seized the ship on October 29, 2009 in the Indian Ocean. Of the 27 crew on board, 23 were Russian citizens, all from the Kaliningrad region. **Source : Port News**



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## Justice for Cormorant crew

The ITF congratulated the Danish authorities for acting to avert a potential miscarriage of justice against three seafarers.



The men – innocent victims of a ship owner who took their passports and abandoned them and their ship – were close to being deported and given criminal records as illegal entrants to Denmark. This would have seriously jeopardised their chances of finding work again. They have today learned that all such charges have been dropped and they are to be assisted to return home. They are, according to the ITF, likely to also receive the four months' worth of wages owed to them once the ship on which they were serving is sold.

The three were promised work on the **Cormorant** in August 2009. The vessel's German captain/owner took away their passports and other personal belongings and prevented them leaving it. They and the ship were abandoned in Frederiksvaerk, Denmark, in December of last year.

ITF Seafarers' Section Secretary Jon Whitlow commented: "We have been inches away from another case of the unfair criminalisation of seafarers. I am glad to report that the Danish authorities have seen the wisdom of an urgent review of what was planned, and have moved quickly to prevent that injustice from happening."

Following their abandonment with no wages, food or power the three men, two Ghanaians and a Russian, have until now been dependent on local charities and ITF Inspector Morten Bach for help. Morten Bach stated: "To all intents and purposes these men were held as virtual prisoners on the ship. Almost unbelievably they were then charged with having been in Denmark illegally, even though the captain had taken away their passports to stop them escaping from the ship. Had the authorities here not relented, they would have been hit with at least a year's ban from passing through Danish territory, giving them an EU-wide criminal record. This was utterly unacceptable and that message has been driven home to the Danish authorities, who, I'm glad to say, have now acted to take that message on board."

According to the ITF the **Cormorant** case was the latest example of the unfair criminalisation of seafarers. Previous cases such as the Hebei Two have been roundly condemned by the whole body of shipping organisations.

Guy Morel, Secretary General of Intermanager, commented: "Letting the crew return home with no blemish on their work record was the only fair and just option."



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Jon Whitlow added: "We would also like to commend the Danish Seafarers' Welfare Council (Handelsflaedens Velfaerdsraad) for stepping in and paying the repatriation costs." **Source : ITF**

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## CASUALTY REPORTING



**Svitzers Ocean towage** Tug **ROTTERDAM** seen towing the disabled 180.000 ton bulk carrier to **HS PIONEER** at Yantai Roads, riding the bad weather in the Yellow Sea.

**Photo : Capt. Kees Pronk ©**

## NAVY NEWS

**Navy Chief dismisses China's anti-ship missile programme as a threat to Indian warships**

Navy Chief Admiral Nirmal Verma dismissed China's anti-ship missile programme as a threat to Indian warships, saying that it is a difficult task to even spot the vessels in the vast expanse of high seas.

He said the identifying an object in sea is more difficult than identifying things on land.

"You have hundreds and thousands of ships in sea at one time, it is not as simple as identifying things on land, where across the border, short of civil population, you exactly know what is happening," Admiral Verma told reporters on the sidelines of a seminar on aircraft carriers organised by the National Maritime Foundation in New Delhi.

"It is because of problem of identification, targeting ships at high seas is not an easy task. There are limitations in terms of maritime reconnaissance and long-range searches," he added. Speaking to the reporters on the sidelines of a seminar on aircraft carriers organised by the National Maritime Foundation in New Delhi on Wednesday (February 10).

C Uday Bhaskar, Strategic Analyst, who also participated in the event, stressed on the strategic importance of island nations in the Indian Ocean in the coming days.

"When we talk about energy security again and again, their importance of Indian Ocean is going to increase manifolds. So it is necessary for India to form a strategy on Southern Indian Ocean. In that context Maldives and Seychelles are very important to India," said C Uday Bhaskar, Strategic Analyst. **Source : NewstrackIndia**

## **First steel cut for LHD 02 amphibious ship for Australia**



Australian Minister for Defence Personnel, Materiel and Science, Greg Combet, last week announced that Spanish shipyard, Navantia, had commenced construction of Australia's second Landing Helicopter Dock.

**LHD 02** is being built at Navantia's shipyard in Ferrol, Spain. Mr Combet announced that the vessel's steel was being cut seven weeks ahead of schedule. "The Commonwealth has contracted BAE Systems Australia to provide two large Amphibious Ships (LHDs) that will form part of the Australian Defence Force's broader amphibious deployment and sustainment system."

The next milestone will be the launch of **LHD 01** in Spain in March 2011. The vessel will arrive in Australia in 2012. **LHD 02** will arrive in 2014. **Source : Baird**

## **Defect found on Royal Malaysian Navy sub** **Technical problem prevented French-built Scorpene from diving**





The country's sole submarine, **KD Tunku Abdul Rahman**, suffered a technical defect that prevented it from diving for three months. The problem was fixed last week.

Left : The **KD Tunku Abdul Rahman** arriving at Port Klang for its official welcoming home ceremony on Sept 3 last year

The defect forced the RM1 billion plus French-built Scorpene submarine to delay tropical water trials that were scheduled to be completed by the end of January. As a result, builder DCNS SA extended the warranty for the submarine, which was supposed to expire on Jan 25, until May so the **KD Tunku Abdul Rahman** could complete its trials — the first step to obtaining its Initial Operational Capability (IOC).

RMN chief Tan Sri Abdul Aziz Jaafar told The Malay Mail last Monday that the trials started this week, after DCNS completed the repairs. "We did not allow the submarine to dive due to safety reasons. Now the problem has been fixed, the trials can be conducted," he added when met at the Defence Ministry.

The submarine was commissioned early last year after undergoing two years of trials in France.

In an email to The Paper That Cares recently, Abdul Aziz said: "**KD TAR** had not obtained its IOC yet as she is experiencing a defect under warranty that would not permit her to dive. "The contractual completion for all tropical trials was before Jan 25 but submarine builder, DCNS had agreed to extend it to May 2010 as they had to rectify all warranty defects." Source : [cakra401.blogspot](http://cakra401.blogspot)

## Navy subs marooned by maintenance

A lack of maintenance workers has been blamed for reduced availability of Australia's submarine fleet. The Defence Force has admitted it is struggling to get its six submarines ready for active duty. One is due to sail this week, two are expected back in service by May and another later this year.

Defence Department spokesman Kim Gillis says **HMAS Sheehan** will return to service late next year and **HMAS Rankin** in 2013. "One thing we have to realise is that we have a limited workforce," he said.

"We are trying to actually do a number of pieces of work, as Chief of Navy said - some 30 months to do a full-cycle docking. "If we in fact end up with Sheehan and Rankin at the same time. It will extend both of them out so these are compromises that we have to work with."

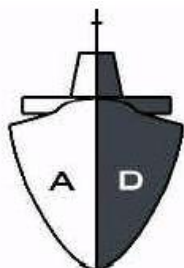
The Federal Opposition says the Government must move quickly to improve the reliability of its submarine fleet. The Opposition's defence spokesman David Johnston says the timetable is ambitious given continued maintenance problems. "I'm very interested to see that, and I won't know until probably next estimates as to whether in fact that is the case," he said.

"But given past history, one would have to be very dubious." Defence says it is seeking \$5 million in compensation from the company that maintains its Collins Class submarines. A senate estimates committee has heard that faulty maintenance work on **HMAS Collins** conducted by the Australian Submarine Corporation led to the vessel being out of active service for longer than expected.

Defence says the corporation is yet to accept the claim and is discussing the matter with its insurers and subcontractors. Source : [abc.net.au](http://abc.net.au)

## SHIPYARD NEWS

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The sheerlegs **GPS ATLAS** and **MATADOR 2** seen lifting the new superstructure for the recently launched TSHD **WILLEM VAN ORANJE** at the IHC-Merwede shipyard  
Photo : Jan Oosterboer ©

## German firms want to place Korean shipping orders on ice

German shipowners want to delay taking delivery of vessels they have ordered from South Korean shipyards, a German government official said in Seoul on Wednesday. The owners are also seeking an extension for payment rates already due for the ships, said Hans-Joachim Otto, parliamentary secretary of state in the economics ministry. Otto told the German Press Agency dpa that the German overtures were linked to the recession in the global shipping market.

Some 195 ships ordered by German firms from South Korean yards are due for delivery in the coming months, most of them container vessels. These deliveries come at a time when the industry is reeling from the economic downturn and 'ruinously low charter rates,' Otto said. The minister, who accompanied German President Horst Koehler on a state visit to South Korea, said there was an overcapacity of at least 10 per cent in the shipping market. He said he had made it clear in his talks in Seoul 'that it was in the interests of both sides to resolve the difficulties in a such a way

that South Korean shipbuilders do not see their customers dying off.' Although the issue involved the companies themselves, the South Korean government was aware of the problem, he said.

If the German government is prepared to put up state guarantees for the shipowners' obligations, then a moratorium was possible, Otto said. The official said other European countries had given such guarantees and Berlin was looking into whether it should follow suit in order to ensure German firms had the same competitive chances. Nevertheless, the issue of competition was something the firms had to sort out themselves, said Otto. At present Hapag Lloyd was negotiating with its South Korean partners about not taking delivery of ships and a delay in repayment rates. The South Korean government has given the equivalent of 10 billion euros (13.7 billion dollars) in direct assistance for the country's shipbuilder and shipping operators. Seoul is also ready to do even more in order to maintain its competitive edge as the biggest shipbuilding nation, Otto said, adding he was hopeful wanted to see the issue resolved. 'There are no precise figures, but I have cause to believe there is the necessary flexibility and awareness of the problem on the part of the Korean side,' he added. **Source: DPA**

## **China to build its sixth LNG carrier**

China's Hudong-Zhonghua Shipbuilding (Group) Co has secured an order for a 147,000 cu.m liquefied natural gas carrier to serve Shanghai's LNG project. The deal was signed on last Sunday in Beijing

Shanghai Daily reports that the ship is expected to be delivered in October 2010 to carry LNG from Malaysia to Shanghai's Yangshan Deep Water Port. It will be owned and managed by Shanghai LNG Shipping Co, a joint venture between China LNG Shipping (Holdings) Co, Shenergy Group and China National Offshore Oil Corporation.

The ship will be the sixth 147,000 cu.m LNG vessel to be built by Hudong-Zhonghua, a unit of CSSC.

The yard delivered China's first LNG carrier, Dapeng Sun, in 2008. It was built within the framework of a cooperation agreement with what was then Aker Yards in France, the former Chantiers de l'Atlantique. Aker Yards (now STX Europe) provided the design -- which uses a No.96 membrane containment system (under license of GTT) -- as well as technical assistance throughout the entire construction and testing period. **Source : MarineLog**

## **STX wins a \$70-million 2 tankers contract for LGR**

Korean STX Offshore & Shipbuilding signed a contract to build two tankers for LGR, an Italian company, "The Transport Business" reports.

The two 50,000-dwt tankers will be built at Jinahe shipyard and launched by 2010. The contract for tankers of 183m in length and 32m in width, of a 15-knot speed cost \$70 million. **Source : PortNews**





As mentioned in yesterdays clippings , IHC-Merwede shipyard launched the TSHD **WILLEM VAN ORANJE**  
Herewith some additional photos of the launch

**Photo's : Jan van Heteren ©**



## **HHIC Subic Bay yard starts building capesizes**

Hanjin Heavy Industries & Construction's Subic Bay yard is to start work on its first capsize vessels. With the expansion of the yard's facilities to a capacity of 450,000 tonnes it is to start work on a pair of 180,000 dwt capsize bulkers Hsin Chien Marine the first of which is due for delivery in September this year. The shipbuilder has also signed contracts to build two very large container vessels due for delivery in mid-2011. **Source : Seatrade Asia**



**Aquadive**, new building no. 225 from Odense Steel Shipyard is now ready for delivery to the Greek operator Carras (Hellas) Ltd at Piraeus. The Cape-size bulkcarrier is the third in a series of six units ordered in August 2007 at the A. P. Møller-Mærsk owned shipyard. The ship is a count down on the building and delivery of large ships from any Danish shipyard. Presently Odense Steel Shipyard is the only surviving shipyard left to building large vessels, so when the last unit in the series is delivered at the end of the year it finish with large ships – so far from Denmark. On the photo **Aquadive** is moored at Fredericia Shipyard, which as from the of the year will move to Odense Steel Shipyards facilities at Munkebo (partly moving until the beginning of 2011) and conduct shiprepair under the new name FA Shipyard. Facts on **Aquadiva**: Loa 292 m, l.bp. 284 m. Breadth 44.98 m. Draft: 16 m. Depth moulded 24.85 m. 100.692 gt 182.060 dwt. Engine: Doosan/MAN type 6L70MC-C developinh 18,660 kW. Class: ABS

Photo : Bent Mikkelsen ©

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The **POSH VIBRANT** seen moored in Port Gentil – Photo : Frans Jacobs ©

## One more first for Angelicoussis Group

Anangel Maritime Services Inc. the Group's bulker arm, is the first Greek company to enter the VLOC market. "We have now converted three VLCCs into VLOCs and the fourth will be delivered early next year," says Leonidas Zissimatos, the Technical Director of Anangel Maritime Services Inc., Athens. "The VLCC-VLOC conversion is a rather difficult and demanding exercise which has to be taken very, very seriously. Our group has always taken entering new markets seriously, and we have done exactly the same this time." The company in general has spared no effort or cost to make absolutely sure that the newly converted vessels will be robust, well equipped and well organised.

A VLOC with the above characteristics will achieve optimum performance at sea, good turnaround times in port and guaranteed longevity. These are all important factors for the economics of the exercise.

"Anangel's commitment to excellence and to good cooperation between class, our Technical Department (especially our Newbuilding and New Project Sections) and our site teams has been the key success factor for these conversions in China," says Zissimatos. The three first VLOCs have been chartered by steel mills and trade mainly from Brazil to China. The fourth is chartered by a large mining company. Anangel has a fleet of 24 big bulk carriers and has 19 more on order.

"The fleet mostly consists of Capesize vessels, although there are still a few Panamaxs. Our profile, or company vision, is to be a high-quality operator of high-quality tonnage. Like everyone else in the current shipping environment, we may be concerned about 'cost' but we never cut our maintenance budgets. We spend considerable amounts on training our personnel at our own, DNV-certified centre.

We also visit our ships on a regular basis, focusing on their operations, technical and electrical systems, hulls, engines, compliance with the International Safety Management (ISM) code and radio communications, to mention some items which are also focus areas in our training activities. In addition, we are the only Greek shipping company to have its own bridge and engine simulator. Training is a challenging task as it needs to be supplied in the right dose. Too much and there is overload causing 'indigestion', too little and it is not found challenging enough. To me and us, this is a continuous process which needs repeating and refreshing," says Zissimatos. In addition to its existing fleet, Anangel has six Capesize vessels on order from DSME Korea and another six on order from STX Korea. It also has six mini-capesize ships (114.5 K DWT) on order from Shanghai Shipyards. The mini-capesize is a new design with no established market. Such ships can take two 'stems' of a Handymax and are shallow drafters. This makes them flexible and well suited for both the grain and coal trade. Anangel mainly lifts iron ore cargoes going from Brazil to China on long-term contracts. The other main trade route is from Australia to China. For coal, the typical trade routes are Australia to China, South Africa to Indonesia, and Colombia to Europe and China, etc. "Everybody is an environmentalist," claims Zissimatos when we ask about the environmental factors coming to shipping.



"Of course, we are as concerned about global warming as everybody else. Clearly the planet has become warmer over the past 20 years. It is crucial to find solutions to achieve environmental improvements in the long-term perspective. It is equally important to avoid rushing into adopting measures prematurely, before conducting an in-depth study of the effects of their implementation which will confirm and quantify their 'net positive effect' on the environment.

"I personally feel that the shipping industry should be active in promoting effective environmental improvements, and possibly be more active in ensuring that regulations are not adopted prematurely." **Source: DNV**



The 2009 built **OMODOS** seen outward bound from Amsterdam

**Photo : Marcel Coster (c)**

## **Eagle Bulk Shipping Inc. Takes Delivery of Two Additional Newbuildings**

Eagle Bulk Shipping Inc. yesterday announced that it has taken delivery of two additional vessels, Thrasher and Avocet, from its newbuild program. The addition of these two vessels brings Eagle Bulk's total on-the-water fleet to 32 vessels. The Thrasher and Avocet have each entered into nine year time charters. The rate for each charter is \$18,400 per day through February 2016 and March 2016 respectively; thereafter the contracts convert to a profit-sharing charter with a base rate of \$18,000 per day. In aggregate, the Thrasher and Avocet will each contribute approximately \$59 million in minimum contracted revenue.

Eagle Bulk Shipping, Inc., headquartered in New York City, is a leading global owner of Supramax dry bulk vessels, which are dry bulk vessels that range in size from 50,000 to 60,000 deadweight tons, or dwt, and transport a broad range of major and minor bulk cargoes, including iron ore, coal, grain, cement and fertilizer, along worldwide shipping routes. **Source: Eagle Bulk Shipping Inc.**



The **FJORD** arrived in Okpo - Photo : Jack Geluk ©

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## ICTSI services largest container vessel to call at the Philippines

INTERNATIONAL Container Terminal Services Inc (ICTSI) recently serviced the largest vessel to dock in the Philippines, the 4,330-TEU **APL Bahrain**, which called at both the New Container Terminal-1 (NCT-1) in Subic Bay Freeport and the Manila International Container Terminal (MICT), ICTSI's flagship operation in the Port of Manila.

American President Lines Ltd (APL), one of the world's leading container shipping company based in Singapore, deployed the APL Bahrain for special calls in the country, said the ICTSI statement. The vessel was newly built by Korean shipbuilder Hanjin Heavy Industries and Construction Co Ltd in its shipyard facility with production at the Subic Bay Freeport Zone in Zambales.

**APL Bahrain**, that has a length overall of 259.8 metres, had its maiden voyage from the Hanjin Subic shipyard to the nearby NCT-1, operated by ICTSI subsidiary Subic Bay International Terminal Corp. After NCT-1, the vessel's next stop was the MICT, the country's premier international trading gateway.

ICTSI is improving MICT's capacity and facilities with the ongoing Berth 6 project, which will expand the MICT to a further 14 hectares, 375 metres of berth, and additional eight rubber tyre gantries. Source : Schednet



The **SUPPLY EXPRESS** seen arriving in IJmuiden Photo : Joop Marechal ©

## Vinalines hires Credit Suisse for \$100 million loan

Vietnam National Shipping Lines, the country's biggest port operator, hired Credit Suisse Group AG to help it borrow \$100 million for new vessels and to develop new dock facilities. The Swiss bank will help the company, known as Vinalines, get a three-year loan "within the second quarter this year," Chairman and Chief Executive Officer Duong Chi Dung said in a telephone interview from Hanoi today.

Hanoi-based Vinalines, which operates Vietnam's national port network, needs money to build ports and increase its 160- ship fleet by 15 vessels, Dung said. The company also plans to sell bonds overseas at the "end of this year or early next year" once market conditions improve, he said. **Source: bloomberg**



## India Port Volume Surged 6 Percent

Cargo volume at major ports in India surged 6 percent during the April-January period compared with a year earlier, amid strong indications that the recovery will accelerate in the coming months. Consolidated cargo throughput for the 10-month period was estimated at 463 million tons, up from 437 million tons in the year-ago period.

Volume in January increased 13 percent to 51 million tons from 45 million tons in the same month the previous year. The preliminary data released by the Indian Ports Association indicates that the ports of Kandla, Chennai, Paradip, Mormugao and Mumbai reported significant gains in overall traffic movements.



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Kandla emerged as the top cargo handler with throughput of 66 million tons, followed by Visakhapatnam, at 55 million tons; Chennai, at 51 million tons; Jawaharlal Nehru, at 50 million tons; Paradip, at 47.3 million tons; and Mumbai, at 45.5 million tons.

Volume improvements come as the Shipping Ministry plans to augment the overall port capacity to 1 billion tons by 2012, from about 575 million tons now, under a seven-year National Maritime Development Program started in 2005. Details about containerized traffic handled at major ports were not immediately available. In a separate statement, Mumbai said it handled 47,089 20-foot equivalent units during April-December, down from 83,975 TEUs a year ago. Volume in January dropped to 5,927 TEUs from 6,626 TEUs on a year-on-year basis. In fiscal 2008-09, throughput at major ports rose 2 percent to 530 million tons from 519 million tons the previous year.  
**Source: Journal of Commerce**



The **PHILIPP ESSBERGER** seen moored in Harlingen  
**Photo : Sipke Hogendorp (c)**

## "Baltic" ferry resumes operating the line

The "**Baltic**" bulk cargo ferry has resumed February 1st operating the Baltiisk - Ust-Luga line transshipping 283 rail cars of various commodities, the Kaliningrad Railroad (KZD, a branch of Russian Railways) press service reports today.

The Baltysk - Ust-Luga train-ferry line provides alternative freight traffic between Kaliningrad and Leningrad regions. In 2009, 14.763 cars laden with a broad range of commodities were shipped by the ferry line, or 39.7% up from 2008.

The "**Baltic**" ferry's capacity is 1.950 linear meters, which allows carrying 85 railroad cars or any type of wheeled and tracked vehicles. The ferry calls twice a week at port. **Source : PortNews**

## CSAV NORASIA to launch a new New China - Med service

CSAV NORASIA will launch a new service starting March 18, between China and the West Mediterranean allowing the company to resume its presence in this trade lane and strengthen its network.

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The weekly service, called mare Nostrum Service (MNS) will deploy 10 vessels of approximately 5,000teu each and will be fully operated by CSAV NORASIA. The MV CSAV Rio de Janeiro will make the first sailing starting at Xingang. The rotation will be: Xingang-Quingdao- Shanghai- Ningbo- Xiamen- Hong Kong- Chiwan- Port Kelang- Malta- Genoa- Fos- Barcelona-Valencia- Malta- eddah- port Kelang- Xingang. **Source: seatradeasia**



The **CRYSTAL SERENITY** seen moored in Cape Town - **Photo : Aad Noorland (c)**

## £200 million Loch Ryan Port Project

The new £200 million Loch Ryan port will safeguard 500 jobs and deliver significant investment to Dumfries and Galloway, First Minister Alex Salmond said last week. The First Minister joined Stena to welcome formal Parliamentary approval of the transport project, which will create around 900 jobs during the 20 month construction phase.

Relocation of Stena Line's operations from Stranraer to the new Loch Ryan Port will shorten crossing times between Scotland and Northern Ireland. The creation of the new Port will also aid the regeneration of the waterfront at Stranraer, providing an opportunity to develop 26 acres of waterfront and strengthen the town's reputation as a marine leisure destination.

First Minister Alex Salmond said:

"This new development will safeguard and create 1,400 jobs and trigger significant investment in Dumfries and Galloway. I am delighted to welcome the decision to approve this project and Stena Line's commitment and continuing contribution to the Scottish economy. "The relocation of the port to the new Loch Ryan Port will also aid tourism with faster crossings between Scotland and Northern Ireland and help the regeneration of Stranraer as a major marine leisure area. "This is a significant day for transport and investment in Scotland, and today's announcements highlight the Scottish Government's continued commitment to working with investors to support jobs and the economy and to keep Scotland moving."

Dan Sten Olsson, Chairman of Stena Line said:

"Today is a historic day for the people of Scotland and indeed Northern Ireland. The investment we have announced will provide Scotland with a first class port facility which underlines and enhances the port's prominence as the third largest gateway in the UK. "The link between Scotland and Northern Ireland provides a huge number of benefits for both countries. Tourism and freight business between Scotland and Northern Ireland has seen significant growth in recent years and despite the current difficult trading conditions, we are confident that an investment of this magnitude will pay dividends over the medium to long term. We believe that working in partnership with the Scottish Government and their counterparts in Northern Ireland we will have state-of-the-art facilities that everyone can be proud of."

David Gass, Regional Operations Director, Scottish Enterprise South said:

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"Scottish Enterprise warmly welcomes the announcement today that provides substantial benefits to the economy of the South West of Scotland. The project safeguards vital local jobs and enhances the connectivity of the region. Scottish Enterprise has worked closely with Stena to deliver this project and to secure the inward investment."

Port developments on Loch Ryan are designated national developments in the Second National Planning Framework (NPF2) and are subject to formal parliamentary approval. The motion to approve the harbour order was moved in Parliament on 3 February 2010 and came into force on 4 February 2010. This development will complement the modern Stena facility in Belfast that was opened in June 2008. **Source : Scottish Executive Press Release**



Bonn & Mees **EERLAND 26** delivered the **MATADOR 3** in Flushing to assist with discharging the **ZHEN HUA 28**  
**Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)**

## Wan Hai, PIL to return to Asia-Europe trade

Taiwan's Wan Hai lines and Singapore's PIL are said to be close to re-entering the Asia/Europe trade, according to a report in London's Containerisation International. The two shipping lines suspended their joint FES service in December 2008, but are reportedly preparing to resume it mid-March, said the report.

The service, which calls at several big Far East and northern European ports, would deploy nine ships - one more than before to reap the rewards of slow steaming. The previous rotation was Shanghai, Ningbo, Hong Kong, Shenzhen-Shekou, Singapore, Port Klang, Rotterdam, Hamburg, Antwerp, Aden, Port Klang and Singapore.

Wan Hai and PIL re-entered the trade last autumn in a 700-slot buying deal with Cosco in conjunction with the CKYH Alliance's NE1 service. Better rates between Asia and Europe are said to have encouraged the two shipping lines to re-open operations Asia-Europe trades with their own ships. **Source: schednet**

## Simon Stevin into service

The mining and fallpipe vessel **Simon Stevin** left Bilbao in Spain to Australia for its first 2 rock dumping projects: the free span correction on the Pluto pipeline in 80 meter water depth on the one hand, and the construction of a pipeline crossing for the Reindeer pipeline over the Pluto pipeline on the other. The **Simon Stevin** will load the required rock on its way to Australia, and due to its size, a large advantage is that the full load of 33,500 tons is just sufficient to execute both projects without reloading.



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The **Simon Stevin** was delivered last Thursday, 4 February, to its owner Dredging and Maritime Management S.A., subsidiary of Jan De Nul Group. The keel laying of this vessel took place on 30 April 2009 and the launching was celebrated on 13 March 2009. The vessel was built by the shipyard Construcciones Navales del Norte in Sestao, near Bilbao, in Spain. The vessel is by far the largest of its kind and can work down to 2000 m water depth.

The ambitious investment programme 2007-2011 is in full progress. In total, more than 1.8 billion € will be invested in the new construction programme. By doing so, Jan De Nul Group has at its disposal the largest and most modern dredging fleet in the world, including the fall pipe vessel **Simon Stevin**, suitable to execute the most complex dredging works by 2010. The 191 m long vessel will be used for precise rock dumping to a depth of 2,000 m. The system for the unfolding of the fall pipe is extremely advanced and operates fully automatically. At the bottom of the fall pipe there is an ROV (Remote Operated Vehicle) that accurately corrects the position of the lower end of the fall pipe. The vessel has a 33,500 tons loading capacity and makes it possible to dump 2,000 tons of rock per hour at a depth of 2,000 m. The vessel can accommodate 70 persons.

The fall pipe vessel **Simon Stevin** will mostly be deployed in the offshore industry in which oil and gas pipes have to be installed at large depths: the **Simon Stevin** can level the seabed and dump rock up to a depth of 2,000 m. The fall pipe can process boulders with a diameter up to 400 mm, which is more than any other fall pipe vessel on the market. This vessel is being built by the shipbuilding yard 'La Naval' in Sestao (Bilbao, Spain) and will be brought into operation at the end of 2009. **Source : Idredge**



AVRA Towage **EAST** arrived with the the **EIDE BARGE 42** in Cape Town for bunkers

**Photo : Aad Noorland ©**

## Kaohsiung Port Drops One Notch in World Container Port Rankings

The global downturn impacted container volume handled at most global ports, with only mainland Chinese ports having seen growth in 2009. According to Alphaliner, a well-known shipping consultant, Taiwan's Kaohsiung Port dropped one notch, surpassed by Tianjin Port of China, to become the world's 13th-largest container port in 2009. Nevertheless, Kaohsiung Port still saw smaller declines in cargo volumes handled than those in Singapore, Hong Kong and Shenzhen in 2009 due to the growing direct Cross-strait shipping.

With direct Cross-strait shipping having been allowed in the past year, Taiwan's top-three shippers-including Evergreen Marine Transport Corp., Yangming Marine Transport Corp. and Wan Hai Lines Co.-have returned to using the Kaohsiung Port again, instead of the ports in northern and central China.

So Yangming and Wan Hai each saw container-handling volumes in Kaohsiung grow over 10% to reach one million TEUs (twenty-foot-equivalent units) in 2009.

An industry insider said domestic top-three ports, including Kaohsiung, Taichung and Keelung, saw a recovery in container-handling volumes in January. Kaohsiung saw container-handling volumes grow 23.7% year-on-year to reach 765,000 TEUs. Taichung Port grew 29% to reach 109,800 TEUs. Keelung Port, excluding that of the newly operated Taipei Port, saw an annual increase of 37.79% to reach 144,300 TEUs. In the past before the outbreak of the global financial tsunami, Kaohsiung Port once saw the monthly container-handling volumes reach 800,000 TEUs. The Kaohsiung Port Bureau believed it would see better performance this year as the annual new contracts with shipping firms for the U.S. shipping routes will be settled in May or June. **Source: CENS**

## Kiwirail Is Currently Considering An Expansion Of Interislander's Cook Strait Ferry Capacity



"We are looking at increasing the capacity of the **Aratere**, in order to handle more passengers, vehicles and rail freight on some critical key time gates which are currently capacity constrained," commented Thomas Davis, General Manager for Interislander.

Interislander's **ARAHURA**  
**Photo : Sebastiaan ©**

"**Aratere** features strongly in domestic travel, international tourism and is a key part of New Zealand's rail network. Rail capacity between Auckland and Christchurch is constrained on the Cook

Strait with only two rail ferries with limited capacity at key times. Increasing capacity will allow more freight to move by rail on existing trains and ferry sailings improving the productivity of the rail network and removing trucks from the road."

Although options and detailed designs are yet to be finalised, Interislander is currently looking at a 29 metre extension to the ship, currently 150m long. The project would also include a revised bow design.

"The alterations to the hull and bow will improve the way the **Aratere** cuts through the waves, boosting the ability to achieve on time performance and reducing fuel consumption." added Mr Davis. "The results of initial computer

modelling also show that the changes will reduce the wake produced in the Marlborough Sounds by as much as thirty percent." No final decisions have been reached on the detailed design or timing of project. **Source : [voxy.co.nz](http://voxy.co.nz)**

## **OLDIE – FROM THE SHOEBOX**



Above seen the **PRINS WILLEM V** which sunk during the WW II during an attack at the New Waterway between Maassluis and Vlaardingen, the vessel was refloated during December 1947.

**Photo : Coll . Jan van Leeuwen (c)**

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



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The **GREATSHIP MAMTA** was launched February 11<sup>th</sup> at the **Keppel-Singmarine Shipyard** in Singapore  
**Photo : Philip Koh ©**

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