

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 047



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**The EVER CONQUEST seen approaching Rotterdam-Europoort
Photo : Fred Vloo ©**

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Spliethof's **SPUIGRACHT** seen departing from Willemstad (Curacao)

Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

Militaire macht Antillen kan niet op tegen plotse Venezolaanse agressie

Tweede Kamerlid Rita Verdonk is bezorgd dat niet genoeg Nederlandse militaire macht in de Antillen en op Aruba aanwezig is om een Venezolaanse geweldsexplosie tegenover de Antillen en Aruba te pareren.

"Deelt u de mening dat bij een plotse daad van Venezolaanse agressie en bij afwezigheid van de door u gememoreerde Luchtverdedigings- en Commandofregatten de patrouillevaartuigen 'sitting ducks' zijn en maritieme gevechtssteun vanuit Nederland altijd te laat zal zijn? Durft u dit risico voor uw rekening te nemen?", vraagt het onafhankelijk Kamerlid in een serie vragen over socialistische presidenten aan de minister van Defensie Eimert van Middelkoop.

Verdonk wil van de minister een analyse van de dreiging vanuit het Venezuela van president Hugo Chávez jegens de Nederlandse Antillen. Ze is van mening dat vanwege de veiligheidssituatie in de wereld dat het van verantwoord

bestuur zou getuigen wanneer patrouillevaartuigen verder opgetuigd zouden worden om ook in het hogere geweldsspectrum de ABC-eilanden en de eigen vaartuigen te kunnen verdedigen. Ze wil ook van de minister weten of hij deze mening deelt.

Ze vraagt Van Middelkoop verder of het niet beter was geweest om vier korvetten te bestellen in plaats van de reeds bestelde te licht bewapende patrouillevaartuigen en of deze beslissing te maken had met bezuinigingsmaatregelen van het kabinet. Ook wil Verdonk weten welke veiligheidsgaranties door de NAVO en/of de Verenigde Staten zijn afgegeven ten aanzien van de ABC-eilanden en of Venezuela veiligheidsafspraken gemaakt met andere landen, zoals Bolivia en Iran. **Source : Amigoe**

Tallinn-Helsinki ferry stuck in ice

MS **Nordlandia**, a ferry owned by Eckerö Line that operates between Helsinki and Tallinn became stuck in ice about an hour after sailing from Helsinki .

The incident is the second of its kind for the ship in the space of a fortnight. **MS Nordlandia** with hundreds of passengers on board, also got stuck in the ice at the end of January, having to wait for help for several hours.

An icebreaker was sent to help the ferry. The ferry departed Helsinki in the morning and was scheduled to arrive in Tallinn at 11. It was stuck in ice for about two hours and was able to continue its trip only at about 11 o'clock.

M/s **Nordlandia** takes up to 2,000 passengers and 450 passenger cars or 42 trucks aboard. **Source : balticbusinessnews**



The brand new **OOCL WASHINGTON** seen arriving in Rotterdam-Europoort

Photo : Dave van Spronsen ©

Illegal oil transfer ships are at it again

Two vessels including one which was previously caught for illegally transferring oil was caught again for the same offence along Tanjung Piai in Pontian here.

Malaysian Maritime Enforcement Agency personnel, who were patrolling the area, spotted the vessels at around 12.10am on Friday. Johor Baru Maritime enforcement head Maritime Captain Mohd Sabri Mohamed said the agency's patrol unit discovered that both vessels did not have any documents allowing them to transfer oil in the area.

"The captain and the technical head of the vessels have been brought to the agency's state headquarters for further investigations," he said.

He added that one of the vessels had been caught for the same offence on Jan 25. The crewmen include 19 Indian nationals, nine from Myanmar, two Nepalese and two from Indonesia, aged between 21 and 57. **Source : The Star**

Clean Tanker Spot Freight Rates Increased 43% in January

The clean tanker market rose in January but below the rise in crude spot freight rates. On average, clean tanker spot freight rates increased 43% on all reported routes. East of Suez clean spot freight rates saw gains of 17% in January, on the back of the amendment to the WS flat rate coupled with increased activity. On an annual basis, East of Suez product spot freight rates increased 49% in January. In West of Suez, clean spot freight rates increased in January with North-West Europe to the US rates experiencing the highest increase. Clean spot freight rates for voyages from the Mediterranean rose 52% in January from the previous month. Port delays coupled with increased activities supported freight rates in addition to owners' resistance to accepting similar level of WS as in the end of 2009 due to the change in flat rates. From the Caribbean, clean spot freight rates rose in January with an increase of 47% from the previous month. Weather conditions and port delays increased activity and hence supported freight rates. From North-West Europe to the US, clean spot freight rates increased 72% in January from the previous month, the highest among all clean spot freight rates. Plenty of activities supported by arbitrage movements as well as weather conditions. On an annual basis, West of Suez clean spot freight rates indicated a 60% increase in January.



The **FRONT SERENADE** seen approaching Rotterdam-Europoort – **Photo : Fred Vloo ©**

According to official OPEC's data Total spot fixtures increased 0.4 mb/d to stand slightly below 19 mb/d. The pick up in activity after the December holidays supported gains as charterers looked to cover open positions. OPEC spot tanker fixtures increased by 10.4% due to higher market activities. OPEC Middle East Members were the main driver of the January increase, while spot fixtures from OPEC Members outside the Middle East declined. Both Middle East to west and east spot fixtures showed healthy gains with Middle East to west fixtures indicating a gain of 34% in January compared to the previous month. On an annual basis, global spot fixtures experienced growth of 5% in January, broadly in line with OPEC spot fixtures. 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**



ROTTERDAM PILOTS IN PORT OF SOHAR



The Rotterdam pilots and shippingnews clippings contributors **Rik van Marle** and **Luuk Silvius** visited the **Port of Sohar** in

Oman, and by surprise the most "hated" (by Rotterdam pilots), vessel which they had to pilot in Rotterdam in the past due to her very low speed,



that time named **SPRUCE**, now named **EIDE TRADER** appeared on the horizon loaded with project equipment, awaiting the two Dutch (guest) pilots to board together with the local pilot ☺

Despite the heavy barb-wire around the whole vessel pirate **Luuk** managed to get onboard as can be seen at the photo, but leaving the vessel later again required more circus tricks ☺ **Photo's : Rik van Marle ☺**



The **BG DUBLIN** seen enroute Rotterdam – Photo : Tjep van Roon ©

Rising steel price and recession revive Alang ship recycling business

Recession has proved a boon for the ship recycling industry at Alang in Gujarat, which is seeing one of its busiest days with companies docking vessels for disposal to avoid a downturn in freight rates. The world's largest graveyard of ships in terms of capacity, Alang completed recycling 5,000 vessels a few weeks back since its beginning in 1982. "Around 281 ships of 23,92,558 light dead weight tonne (ldwt) have been recycled this financial year. Another 125 ships are being broken for recycling at different yards," said the Ship Recycling Industries Association of India, which represents 160 recyclers based at the breaking port.

This is up from 264 ships of 19,43,771 ldwt recycled in the last financial year and 136 vessels of 6,43,437 ldwt recycled the year before. Alang had its highest ever business 11 years ago in 1998-99 with 361 ships of 30,37,882 ldwt recycled. Since then, business kept dropping till 2007-08.

"Business suffered as Bangladesh and Pakistan gave better returns due to their lower tax regime and higher demand for scrap in those countries," said Vishnu Kumar Gupta, president of the association. "We can do well if the government abolishes the effective 5 per cent custom duty levied on ships which we buy for recycling," he added. Karachi (Pakistan) and Chittagong (Bangladesh) offer \$25-50 more on every ldwt. The recycling business in Alang revived in the last two years as freight rates dropped to a 22-year low. "With rising steel prices, lower cost of vessels and the deadline on use of single hull tankers are prompting companies to sell old and inefficient ships globally. In India, Shipping Corporation of India, G E Shipping and Mercator Lines plan to scrap 14 vessels this year," said an industry source. The International Maritime Organisation has issued guidelines, which prevent single hull tankers more than 25 years old to be used after December 2010. All such tankers are banned from international waters from 2015-end. Mercator Lines plans to sell four single hull tankers this year. It is also considering to replace its old Panamax ships of 60-65,000 dead weight tonne (dwt) with new ones of 90,000 dwt. Mercator has 12 bulk carriers. "Old vessels are not sustainable in the low freight rate regime," said H K Mittal, chairman and managing director, Mercator Lines. It expects the Baltic Dry Index to touch 3,500 this year, down from the peak of 11,700 in 2008.

"We need vessels with more efficient engines which consume less bunkers," said Mittal. He is encouraged to sell as, "steel prices have started recovering, giving good returns on selling old ships. Currently, scrapped ships yield \$380-400 per light weight (light displacement tonne or per tonne for ship without cargo). This is up from \$250 a couple of years

back. Shipping Corporation of India, the state-owned largest shipping company, plans to sell six single hull tankers this year. It has 36 vessels, out of which six are single hull tankers. GE Shipping may sell four vessels. Alang, which used to dismantle over half the world's ships broken in a year, has the advantage of docking close to the shore due to its geographical position. The yards at Alang are enhancing their safety measures and going for greener solutions. **Source: Business Standard**

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Above seen the **STADT AMSTERDAM** arriving Sydney Saturday 13th February. She was escorted through the harbor by local vessels and the Sydney Heritage Fleet vessel "**JAMES CRAIG**" proceeded abeam of her and the two passed under the Sydney Harbour Bridge together, The **Stadt Amsterdam** is on an around the world voyage tracing Charles Darwin's epic exploits it was really a great sight especially the two vessels sailing together !

Photo : IAN EDWARDS – Sydney ©

Star Clippers axes Antigua call after passenger murder

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Star Clippers has announced that it will axe calls to the Port of Antigua following the murder of one of its passengers on the island.

"Star Clippers has called at Antigua for many years without incident, and with its long sailing and yacht history, the island has always been a popular destination with our guests," Star Clippers CEO Mikael Krafft said in a statement. "We are taking this decision after much deliberation, and we will continue to monitor the security situation in Antigua and evaluate our options for next winter season regarding returning to the island."

On January 19, Nina Elisabeth Nilssen, 29, from the USA, was found dead on a trail just off Antigua's Pigeon Point Beach. Local reports said that Ms Nilssen's body had a stab wound to the neck and that she was found partially unclothed.

There have been other incidents on tourists being murdered in Antigua in recent years. In 2009, an Australian man was shot dead while walking with his girlfriend and daughter. In 2008, a British couple on their honeymoon were both killed. Star Clippers said that it would substitute the port of call with the Caribbean island of Nevis on upcoming itineraries of the '[Royal Clipper](#)'. Source : [Baird Online](#)

Argentina bans ship said to support Falklands drilling

Argentina has banned the Danish-owned, Isle of Man flagged general cargo ship [Thor Leader](#) from its ports.

Official Argentine news agency Télam says the Under Secretariat of Ports and Waterways has banned all operations by the ship at Argentine "until it complies with the current regulations."

At issue is a cargo of 7,099 tons of seamless steel tubes, "allegedly destined for Egypt but whose suspected destination were the Malvinas Islands" as Argentina calls the Falkland Islands.

The Diamond Offshore rig [Ocean Guardian](#) is set to start exploratory drilling for Britain's Desire Petroleum this month in the North Falklands Basin. This has upset the Argentinian government which is still asserting claims of sovereignty in the area.

Télam cites a "Regulation 108/10," bearing the signature of the Under Secretary for Ports and Waterways, saying that the [Thor Leader](#) "lacks the departure authorization from an Argentine port ... since the departure and leaving papers granted by the National Maritime Authority at Puerto Argentino, Malvinas Islands have not been presented."

According to one posting on a bulletin board for Desire Petroleum investors, Thor Leader was indeed in the Falklands (or Malvinas if you're an Argentinian) as recently as mid-January, discharging cargo for the [Ocean Guardian](#). If it then proceeded to an Argentinian port, it would have had some difficulty in obtaining departure papers from "the National Maritime Authority at Puerto Argentino, Malvinas Islands" as the Argentinian authorities haven't had any such establishment since 1982 when Argentinian forces were expelled from the Falklands by force of arms.

Be that as it may, the fact that [Thor Leader](#) was recently discharging cargo for the [Ocean Guardian](#) would tend to make Argentina suspect that its next cargo might be for the same purpose. However, Techint Group, the manufacturer of the seamless pipes, maintains that the cargo loaded onto the [Thor Leader](#) is, in fact, destined for the Mediterranean.

Latest reports placed the [Thor Leader](#) as still docked at Techint's Campana, Argentina, facility. Source : [MarineLog](#)



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Indonesian patrol craft sinks while chasing smugglers

A patrol craft belonging to Indonesia's Customs and Excise Department sank off the coast between Karan Setatan and Tanjung Tondang near Tanjung Pinang in Riau Islands while allegedly pursuing smugglers.

The Jakarta Post did not mention if the smugglers were apprehended; nor did it say if the pursuit was foiled by the sinking of the boat. But the boat's skipper and officers were saved, the report said. It is believed that the 28-metre-long boat sank because of bad weather, the report quoted spokesman Eyi Suharyanto as saying.

News of the sinking comes on the heels of yet another incident in Malaysia where its Marine Operations Force (MOF), foiled the alleged smuggling of cigarettes worth some \$72,000. Two Indonesians were also arrested. The arrests at Pontian followed a tip-off and the MOF tracked down a boat about 1.85 nautical miles off Pontian. **Source : Baird Online**

Anti-whaling activist boards Japanese ship

An anti-whaling activist has boarded a Japanese security ship to make a citizen's arrest of its captain over the sinking of a high-tech boat, an animal rights group and an official said on Monday. New Zealand's **Pete Bethune**, captain of the futuristic **Ady Gil** powerboat which was smashed in two on January 6, jumped aboard the Japanese ship from a jetski under the cover of darkness, the Sea Shepherd group said.

"This was an impossible mission," spokesman Paul Watson said in a statement. "Captain Bethune boarded a Japanese whaling fleet security ship at high speed in total darkness, breached the spikes and anti-boarding nets and is presently onboard, and the Japanese crew are still not aware that he is there. He is there to demand justice for the sinking of his ship." Sea Shepherd said Bethune would try to arrest the **Shonan Maru 2's** captain for "the destruction of the **Ady Gil** and attempted murder of the six **Ady Gil** crewmembers". He would also attempt to hand over a three million US dollar bill for the destruction of the state-of-the-art trimaran, which set the round-the-world powerboat

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record under its former name, **Earthrace**. "Sea Shepherd anticipates that the Japanese will hold Captain Bethune as prisoner onboard the **Shonan Maru 2**," the group's statement added.

In Japan, a spokesman for the fisheries agency later confirmed that an activist had boarded the ship. "He is now in Japanese custody. It is not an arrest. Under existing laws, the captain can take measures as he considers necessary," the spokesman said. "Nothing is really happening. The man is not being belligerent." The agency spokesman added that the man was receiving medical care after injuring a finger while boarding the ship. The spokesman declined to comment on possible legal action against the activist and on how Japan would treat the compensation claim over the destruction of the Sea Shepherd vessel. The Sea Shepherd activists claim to have saved the lives of hundreds of whales by harassing the annual hunt, which kills the animals using a loophole in an international moratorium which allows "lethal research".

Australia and New Zealand have called for restraint from both sides in their Antarctic clashes, with the activists deploying laser-like devices and stink bombs and the Japanese fleet operating military-style acoustic weapons.

Voormalig vlaggenschip nu open voor publiek

Het stoomschip **Rotterdam** is vanaf gisteren (maandag) voor het publiek toegankelijk. Het voormalige vlaggenschip van de Holland Amerika Lijn moet een belangrijke toeristische attractie worden.

Op het schip, afgemeerd in Katendrecht, kan worden gewinkeld, gedineerd en geslapen. Daarnaast is er een theater en kunnen er congressen worden gehouden.

De renovatie van het 200 meter lange stoomschip heeft ruim 240 miljoen euro gekost. Het project was vijf jaar geleden abusievelijk begroot op enige tientallen miljoenen euro's. De renovatie van de **Rotterdam** heeft in die jaren voor veel hoofdbrekens gezorgd.

De opening was aanvankelijk voorzien voor de zomer van 2009, maar dat werd uitgesteld. Eigenaar Woonbron, die door de verbouwkosten in grote problemen raakte, werd tijdelijk onder financieel toezicht geplaatst. Het is de bedoeling dat de woningcorporatie haar aandeel in het stoomschip terugbrengt tot 20 procent. Een koper is echter nog niet gevonden.

CASUALTY REPORTING



Ship fire in Montreal port injures 1

One crew member was rushed to hospital with burns to his face and hands after a commercial vessel caught fire Saturday afternoon in the Port of Montreal. Smoke could be seen hovering over the water as firefighters battled the blaze.

The crew member was injured when he tried to extinguish the flames. A navigator of a nearby vessel alerted authorities to the fire. Eight fire trucks and some 30 firefighters arrived on the scene at 3:14 p.m. and managed to bring the blaze under control in about 30 minutes, said Michel Gareau of the Montreal fire department.

He said the fire was caused by a spark from a welder working near a hydraulic oil tank. The ship — a tanker named the **Thalassa-Desgagnes** — is owned by Quebec-based company Transports Desgagnes. It is wintering in the port.

Source : The Canadian Press

NAYY NEWS

Nuclear submarines delayed because of lack of personnel

Construction of new Russian nuclear submarines is delayed because Sevmash shipyard in Severodvinsk lacks qualified workers, says shipyard Director Nikolay Kalistratov. - Our workforce faces serious tasks, therefore we have to use every effort in order to carry out projected plans and deliver orders in time, Kalistratov said according to a press release from Sevmash. – We need to employ another 500 qualified workers as soon as possible, he said.

The information about the delays came up at a meeting at Sevmash where member of the Russian Government's Commission for the Defense Industry Vladimir Pospelov and Deputy Commander of the Russian Navy Nikolay Borisov took part. Sevmash shipyard in Severodvinsk outside Arkhangelsk is working on several large strategic important orders at the same time: The shipyard is currently building nuclear powered submarines of the new Borey-class. The first one submarine, "**Yury Dolgoruky**", is currently being tested in Russian Arctic waters. "**Aleksander Nevsky**" and "**Vladimir Monomakh**" are under construction, while the keel of "**Svyatitel Nikolay**" was laid in December 2009, as BarentsObserver reported.

In addition to this, Sevmash is about to finish construction of Russia's newest nuclear powered attack submarine "**Severodvinsk**" and continues work on "**Kazan**" of the Graney-class, BarentsObserver reported. Thousands of workers are involved in construction of the ice-strengthened platform Prirozlovnaya for Gazprom and modernization of the Russian aircraft carrier "**Admiral Gorshkov**" for the Indian Navy. Source : BarentsObserver

Submarine forces in the Northern Fleet reorganized

All nuclear submarines in Russia's Northern Fleet have been united in one unit – the submarine forces. The forces' headquarter will be located in the closed town of Gadzhiyevo on the Barents Sea coast.

The two squadrons the submarines in the Northern Fleet earlier were organized in have now been merged into one structure, GTRK Murman reports. The forces are organized in four divisions, all under the leadership of Rear Admiral Andrey Volozhinsky.

Admiral Volozhinsky said after a ceremony in the closed military town Zaozersk that the Northern Fleet's submarine forces will have the same tasks as before and that there will be no changes in the number of personnel.

According to Chief of Staff in the Northern Fleet Vladimir Korolev solving social issues will be easier under consolidated leadership: - History has shown this. We are now returning to the structure the submarine forces had in the 1950's and 60's.

The Northern Fleet's submarine forces will have their headquarters in Gadzhiyevo, and the submarines will be based in Gadzhiyevo, Vidyayevo and Zaozersk. These three towns are all located on the Barents Sea coast between the town of Murmansk and the border to Norway. Murmansk Oblast has seven closed towns – Severomorsk, Vidyayevo, Gadzhiyevo, Zaozersk, Skalisty, Ostrovnay and Snezhnogorsk. They either host naval bases or defense related industry like ship repair yards.

See the video of the ceremony in Zaozersk on TV21 : <http://www.tv21.ru/index.php?menuid=1&newsid=17171>

SHIPYARD NEWS

Teekay and IHI sign LNG conversion contract

Canada's Teekay Corporation has awarded Japan's IHI group a contract to convert an LNG carrier into a floating LNG production vessel.

Under the contract, a 1993-built LNG vessel will be converted into a floating gas liquefaction plant, which is scheduled to begin production off the west coast of Canada in early 2012. IHI will offer technical advice on the project implementation and will estimate the cost of the vessel's conversion as well as propose changes to the design.

The vessel is currently equipped with IHI's SPB (self-supporting prismatic type B cargo containment system) which is regarded as a safe and reliable transport of LNG due to its structure. The design provides a flat upper deck structure over the tanks thus making it easier to install an LNG production plan on the ship's topside. **Source : The Motorship**



In front of the office of Abis Shipping in Harlingen the the 90 mtr newbuilding multi purpose heavy cargo « open top » coaster **ABIS BELFAST** is prepared for her yard trials

The **ABIS BELFAST** will be delivered during March to her owners

Photo : Willem Wilstra ©



PELAGIA UNDER RENOVATION



The **R/V PELAGIA** (66 m, built 1991) is specially designed as a multi-purpose research vessel. It has very favourable nautical properties, and is known for its silent and smooth behaviour.



At present the vessel is at the yard for an extended large maintenance period, after 18 years service with more than 100.000 running hours the main engines are replaced by new ones, the accommodation and galley is upgraded, this all to extend the life of the vessel for another 15 years service.

Photo's : Marcel de Kleine ©

The research vessel which is operated by the Royal Netherlands Institute for Sea Research, has many years experience in seismic surveys, deep tow bathymetry and sonar trials, CTD and coring activities (box-, multi-, piston-, gravity-, vibro-, CPT), biological sampling methods as well as in deployment and recovery of deep-sea moorings and bottom landers.

Troubled Shipbuilders Bet on Cruisers, Icebreakers

Amid lingering uncertainty surrounding sales of containers and tanker ships, local shipbuilders are turning setting their sights on higher-valued cruise and ice-breaking vessels. Daewoo Shipbuilding & Marine Engineering (DSME) is reportedly in talks with a Greek shipping company over the construction of a mid-sized cruise ship. The deal is expected to be finalized in the first half of this year, industry watchers say. The world's third-largest maker by order value has been preparing to tap into the new business for the past few years, with the launching of an independent division for cruise ship deals. DSME is also conducting a joint project with Seoul National University for technology development in the field. Earlier, Samsung Heavy Industries, the world's No. 2 shipbuilder, won its first cruise bid in a \$1.1-billion contract with California-based Utopia Residences in November last year. The company, which has been seeking to advance into the cruise ship market for over a decade, plans to deliver the high-profile vessel in 2013.

Another local shipbuilding firm, STX, is approaching the field in a different way than the other two. It embarked on STX Europe in 2008, after taking over Norwegian-based Aker Yards. With a total of 15 overseas shipyards, it is now manufacturing three cruise ships ordered from its Italian and U.S. clientele between 2006 to 2007 with their combined value over 2 billion euros (\$2.74 billion). STX Europe expects to receive a new order this year, after a drought last year. "Negotiations are underway with cruise operators in Europe and the United States," a company spokesman said. Celebrating the embarkment of its first icebreaker, Korea is also gearing up to make more of the special-purpose vessels. Indeed, the country's history of their development traces back to before the launching of Araon in December. In 2005, Samsung Heavy developed the world's first ice-breaking tanker and sold three vessels to Russian shippers. STX Offshore & Shipbuilding has also recently jointly developed an icebreaking container ship with its brother company STX Europe.

Positive market outlooks are the biggest reason to attract Korean shipbuilders to the unbeaten track. In December, the Cruise Lines International Association forecast passengers taking cruises worldwide this year will grow 6.4 percent from 2009 to 14.3 million people. Ice-breaking ships also have a good chance of finding buyers soon, as arctic-navigating routes are under a brightening spotlight as a new shipping lane linking Asia and Europe, STX says. Cruise ships are more profitable than tankers. The Oasis of the Seas, the world's largest cruise ship built by STX Europe in its Finnish dockyard, is equal to seven to eight containers costing 1.01 billion euros. However, exporters still say such prospects are not likely to lead to immediate profits for the builders. "As new players, Korean shipbuilders will suffer some additional costs of 'entry expenses' before settling down in the cruise ship market during their early years as well as lingering risks," an analyst of a local brokerage said on condition of anonymity. "The same goes for the icebreaker market because it's not even formed on solid ground yet." **Source: Korea Times**

Croatia shipyards for sale

Croatia plans to put its struggling shipyards up for sale on 15 February in an attempt to move its European Union (EU) entry talks forward, Prime Minister Jadranka Kosor said on Thursday. In order to achieve this, the government in Zagreb has to put its six state-owned shipyards on the Adriatic coast up for sale. The first sell-off round fell through last September amid meagre investor interest.

"This time the costs of restructuring for potential investors have been reduced after an agreement between the government and the docks compensating a part of the shipyards' debts with state ownership on some of the docks' property," said economy minister Djuro Popijac.

Shipbuilding used to be Croatia's flagship export industry, but it is now in debt and survives only due to state subsidies, considered illegal in the EU. The sale is sensitive as the shipyards employ about 11,000 people and jobs could be lost.

Depending on the potential sales, Croatia's taxpayers may have to pay up to 13 billion kuna (\$2.4 billion) of the total debt of the shipyards, finance minister Ivan Suker said. The tender will run for 60 days and potential investors will have to take over at least 40 percent of restructuring costs.

Only one of the yards, Uljanik in the northern Adriatic port of Pula, runs a profitable business. The government plans to offer 25 percent of Uljanik to its employees later on.

Four shipyards will be offered for a token price of 1 kuna. The smaller of the two shipyards in the southern Adriatic city of Split will be offered for 18.2 million kuna, while investors will have to pay 397.5 million kuna (\$74.86 million) for 59 percent of Uljanik. **Source : The Motorship**

ROUTE, PORTS & SERVICES

Volumes pick up at Helsinki

New services will boost ro-ro volumes at Finnish port. The port of Helsinki has reported a 19% decline in container traffic in 2009, although volumes began to pick up last month.

The port handled a total of 357,000teu last year, and ro-ro volumes slipped 20% to 432,000 units.

However, the amount of unitised cargo by weight increased 8% year-on-year this January, to 705,000 tonnes, with exports through the port up 16%. Helsinki said it hoped ro-ro volumes would increase after Finnlines launched three new ro-ro services. **Source : ifw-net**

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Eitzen considering selling Eitzen Bulk

Less than a month after listing Camillo Eitzens bulker activities on NASDAQ OMX Copenhagen, under the name of Eitzen Bulk Shipping, Camillo Eitzen is now considering selling off its majority share in Eitzen Bulk.

In conjunction with the listing, Camillo Eitzens and Eitzen Bulk Shipping wish to establish a broader shareholder base for the company securing a larger free float and better liquidity in share of which the majority presently is owned by Camillo Eitzens and Eitzen Bulk Shippings management and senior members, the company says in a statement sent to NASDAQ OMX Copenhagen .

At the same time, Camillo Eitzen says it has decided to review other strategic opportunities for its ownership position in Eitzen Bulk Shipping. Camillo Eitzen has appointed ABG Sundal Collier and Carnegie as advisors in relation to Eitzen Bulk Shipping . **Source: Camillo Eitzen / maritimedanmark.dk**



The **LIVERPOOL VIKING** seen moored in Liverpool – **Photo : Erik Matzinger ©**

Many ships sink maritime recovery

Domestic maritime transport companies will face many difficulties this year because there are too many ships for the goods that need shipping, even though the global economy has shown signs of recovery, experts have said. According to General Director of the Viet Nam Ocean Shipping Joint Stock Company (VOSCO) Bui Viet Hoai, the market has shown positive signs since last year's third and fourth quarters. However, he added that he expected it would only be a temporary recovery. Experts said that although the sector had benefited from the recovery, a large number of newly built ships would lead to slower recovery within the maritime transport sector than the recovery that might be experienced by the rest of the domestic economy.

In addition, Vu Xuan Quynh, general secretary of the Viet Nam Association of Ship Owners, said owners had switched their focus to goods transport on domestic routes due to a lack of opportunity to transport to international markets. He anticipated this reality would result in fierce competition among domestic firms. Chairman of the Viet Nam National Shipping Lines (Vinalines)'s management board Duong Chi Dung said nearly 33 million tonnes of goods were transported last year, an 8 per cent increase over 2008. He said an increase in transport costs during last year's second quarter helped the sector escape significant losses. By the end of 2009, costs increased threefold against the beginning of the year. However, he added that the costs were equal to those of 2004 and only 40 per cent of the 2008 average. Overall, his company's turnover and profit last year were lower than the previous year. It is clear among the industry that the sector experienced a very hard year last year. However, many maritime transport firms said that they reaped many valuable experiences in responding to risks because of the difficult situation.

Dung said his company actively responded to the year's difficulties, adding that they had predicted and prepared flexible business plans. He said all of its subsidiaries had maintained their business operations and ensured the lives of their workers. A few lessons were learned from the difficulties, Dung said. The most valuable lessons were flexibility in terms of operational activities, investment and experiences in competition. Firms also realised that the excess of ships over goods was a lesson for them to map out a proper investment strategy. Last year, Viet Nam's maritime transport sector saw a strong expansion into the world market. Several firms opened branches and agents in foreign countries to tap into new markets. **Source: VNS**



The Interballast I owned MV **Interballast III** spotted at Oostende Port, ready for oil combat operations .

Photo : Capt. C.B. De Nooijer ©

Vietnam welcomes largest vessel yet

SP-PSA International Port successfully handled a trial call by a Maersk Line 352m-long container vessel, the **Albert Maersk**, the largest ship ever to call at a Vietnamese port, whether by length, deadweight tonnage or container capacity. The **Albert Maersk** has a capacity of 109,000DWT or 8,272-TEU. The vessel called at the new port facility ahead of a likely start to the Maersk Line's new direct-call services to Europe and North America.

These new direct services were expected to benefit importers and exporters through higher service levels and more extensive connectivity, as well as provide a major stimulus to the maritime economy, said the port in a press release. "It is a great honour for SP-PSA to handle the successful trial call of the **Albert Maersk**," said Sai Gon Port chairman and general director Le Cong Minh. "We hope this call heralds the start of new direct shipping services for Viet Nam." "This is a great milestone for us in Maersk Line," said Maersk Line Viet Nam & Cambodia general director Peter Smidt-Nielsen. "Viet Nam is an emerging market with significant growth as a sourcing location... We are confident that

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Vietnamese exporters and importers will welcome the increased opportunities when our big ships make direct calls from here to the West."

SP-PSA is a joint venture between Sai Gon Port, Vinalines and PSA Viet Nam Pte Ltd, the latter is a wholly-owned subsidiary of PSA International Pte Ltd . SP-PSA commenced operations in May of last year and is Viet Nam's first deep-sea container terminal. Strategically located near the mouth of the Cai Mep-Thi Vai River, SP-PSA will be developed in two phases, with the first phase of 600m of berths with 14.5m water depth now operational. When both phases (1,200m of berths) are completed, SP-PSA will have a projected annual capacity of over two million TEU of containers. On February 10, SP-PSA also received the 345m **Queen Mary II** cruise ship from Cunard Line, with 2,600 passengers on board. The Queen Mary II had been the longest vessel to call at a Vietnamese port prior to the arrival of the Albert Maersk. **Source: VNS**

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Above seen the **Evangelia N** (former **Good Sailor**) resting in peace in Soyo, Angola - **Photo : URSA-CREW ©**

Tanjung Priok starts car transshipment

The Tanjung Priok port car terminal in Indonesia last Thursday began offering new transshipment services in a bid to challenge rival regional ports. Richard Lino, president director of state-owned port operator PT Pelindo II, said the new service and the port's strategic location would help it compete against ports in Singapore and Malaysia. In the past, car exporters in countries like India and Thailand have used the transshipment service in those two countries [Singapore and Malaysia], but Indonesia now has a similar service," he told the Jakarta Post.

Deputy Transportation Minister Bambang Susantono said he believed the transshipment service for cars would make the Tanjung Priok port more attractive than its rivals. "The Tanjung Priok port has always been an attractive port for shipping vehicles to and from Southeast Asia and Australia, as it is more strategic in terms of location compared to its rivals," he said. The tariff for unloading, then loading the car again is Rp 600,000 [\$64] per car," said Gunta Prabawa, chief of the port's car terminal. The port can unload 130 cars per hour and load 90 per hour. The terminal has a parking capacity of 6,000 cars. **Source : Seatrade Asia**

North Harbor turnover delayed anew

The **Philippine Ports Authority (PPA)** has delayed anew the turn over of the operations of the Manila North Harbor citing that the Manila North Harbour Port Inc. (MNHPI) was not yet ready to take over the operations.

MNHPI was supposed to take over the North Harbor operation from PPA today. But PPA served the notice of suspension dated Feb. 12 due to recent reports of possible breakout of violence, with some labor groups still resisting MNHPI. These groups are seeking firm commitments from the new operator on workers' absorption and hiring.

PPA General Manager Oscar Sevilla said in a letter to Michael Romero, MNHPI president and CEO, and Jose Ma. K. Lim, chief financial officer, that they also failed to put in place the minimum cargo handling equipment. PPA said based on Section 4.03 of the contract, MNHPI should have complied with the requirement that the minimum cargo handling equipment be made available or could reasonably be physically available by February 15, in serviceable and ready line condition.

"This finding is supported by the report of the Port Manager of North Harbor and the Assistant General Manager for operations, which directly contradicts the representations of Mr. Henry Rophen B. Virola, General Manager of MNHPI, in his letter to PPA dated 8 February 2010."

Virola claimed that all equipment necessary to handle the operations at North Harbor have been delivered by the suppliers and are being mobilized to ensure the smooth turn over of operations. "At this point, we would like to put on record that the original turn over date of MNH to the MNHPI was 15 January 2010," PPA said.

It stressed that MNHPI should have put in place the 125 units of the prescribed minimum cargo handling equipment as early as January. "The fact that up to this time, or almost 30 days after the original turn over date, MNHPI has failed to show proof of full and complete compliance thereof, is tantamount to lack of actual readiness of the MNHPI to provide uninterrupted service at MNH upon commencement of operations thereat by 15 February 2010," it added.

PPA also asked that MNHPI work with Philippine Liner Shipping Association (PLSA) and the concerned stakeholders in having consultations on the issue of collecting concession fee from the existing service providers.

MNHPI earlier told PPA that they have sought the assistance of the police for the peaceful takeover. It said laborers subject for absorption are being enlisted and that matters concerning PLSA has already been addressed. MNHPI announced the status quo in berthing assignments of shipping lines and that any changes will be announced in advance. Daniel Lacson, Jr., PLSA president and chairman of the board, in a letter to Transportation Secretary Leandro Mendoza sought the deletion of concession fee on bunkering and other services because of its economic impact to port users and the general public.

"Hundreds of millions of pesos a year in bunkering will be collected which the service providers will pass on to shipping lines. Necessarily, the shipping lines will pass this on to cargo owners, who will pass this on to consumers," he said. The provision will have an impact on shipping operating cost and subsequently on freight and passenger fares.

The group claimed this will put the shipping companies calling at North harbor at a disadvantage since their operating cost will be higher. They would have higher freight and passage fares that will render them uncompetitive.

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The contract provides that such concession fee shall be equivalent to not more than 5 percent of the revenue or rate that the service provider will charge the port user (shipping lines).

It was learned that other ports do not charge such concession fees. Instead, service providers are charged an annual fee for permit to operate, amounting to P2, 000. "Rest assured of PPA's continuing commitment to ensure the successful undertaking of our shared vision for a modernized safer, more secure and efficient domestic port operations at the MNH," PPA said. MNHPI, a firm which is 60 percent owned by Harbour Centre Port Terminals, Inc. (HCPTI) and 40 percent by Metro Pacific Investment Corp. (MPIC) signed the 25-year management and operations contract of North Harbor. **Source : Malaya Business Inside**



The **Normand Mermaid** outbound from Harwich to Galloper Wind farm 13th Feb 2010

Photo : Andrew Wright - www.aswimages.co.uk ©

TITAN Salvage to Remove Navigational Hazards in Port-au-Prince, Haiti - Including Collapsed Gantry Crane



A TITAN Salvage team is working in Haiti to remove navigational hazards, including the collapsed Washington gantry crane, in Port-au-Prince for the U.S. Transportation Command (USTRANSCOM), in an effort to increase the cargo throughput in the heavily damaged port.

TITAN's team, led by Salvage Master Roy Dodgen and Project Manager Leo McDonough, is using Resolve Marine Services' 142-foot crane barge **RMG300** to help clear debris and other navigational hazards. Additionally, TITAN has hired Associated Marine Salvage's 150-foot crane barge **MB1215** to support the marine construction needed to position two, 400-foot by 100-foot Crowley deck barges in the port. The barges will be used as floating piers for discharging cargo.

In January, the TITAN team conducted an extensive

survey of the port to map navigable routes into the port and determine what underwater obstacles needed to be

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removed to allow cargo to enter the country directly via vessel. During that survey, TITAN determined that a cargo lightering operation was possible in Port-au-Prince whereby a Crowley containership could transfer full container loads to a smaller vessel offshore and deliver that cargo over a beach.

Since then, Crowley has delivered approximately 935 containers of relief cargo using this lightering method.

"We're working closely with USTRANSCOM to re-establish port functionality," said Dan Schwall, managing director of TITAN. "The faster the port becomes more usable, the faster relief and commercial cargo will make it into the hands of the people of Haiti."



Above seen the **SMIT Tamoio** in action whilst undocking of the **SOUL OF LUCK** in the port of Paranaguá.

Photo : Jossian Costa de Brito ©





The **MSC FRANCESCA** seen enroute Antwerp passing Terneuzen during heavy snowfall

Photo : Alain Doods – www.tugspotters.com ©

OLDIE – FROM THE SHOEBOX



Newsclippings reader **Arie Verheij** send a photo of a painting from the 21 mtr long tug **RAPID** - PGR (30.20634) which was owned by the Amsterdamse Ballast Mij in Amsterdam, the tug was built at the Atlas Werke shipyard in Bremen during 1939 under yard number 343.

The tug was powered by 1 x 6 cyl, 1939 built Deutsche Werke nr7130/35 Type 6.MU423 with a output of 250 hp, the history of the tug is as follows :

1939 : named Danskermann, owned by Marinehafenbauamt Helgoland, Dld.

1940 : named Danskermann, owned by Unternehmen Seelowe Dld at Calais

1944 : taken by the British after the war

1950 : named Rapid and owned by D. Blankevoort & Zn Bloemendaal - The Netherlands

1962 : Rapid and owned by A,dam Ballast Mij Amsterdam.

March 1977 : sold to Greece

.... PHOTO OF THE DAY



The **WESTMINSTER CHINOOK** seen assisting the **SPIRIT OF BRITISH COLUMBIA**
Photo : Barry Shannon ©

See the **TIGER SUN** in action at :

<http://www.youtube.com/watch?v=EaOFSicw720&feature=related>

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