

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 048



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**The BACO-LINER 2 seen in the Port of Antwerp
Photo : Stan Muller ©**

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EVENTS, INCIDENTS & OPERATIONS

Curacao students aboard HAL's Zuiderdam



Highly motivated students from Curises and UDC, two Tourism Management Training Schools in Curacao, got a look behind the scenes of a cruise liner aboard Holland America Line's **Zuiderdam** on February 5 and 15 while the ship was in port.



Two groups of ten students and their supervisors were welcomed by hotel manager **Kees van Santen** in the ship's "Crow's nest", the lounge on the tenth deck with a panoramic view over the beautiful harbor of Curacao. After an introductory talk and a question and answer session, where the hotel manager made clear that it is important for a manager to share knowledge, assistant manager culinary operations **Ricardo Pijpers** guided the students in all departments of the ship. In addition to the public areas Pijpers led the eager students around the galley, bakery and storerooms and explained what it means to be

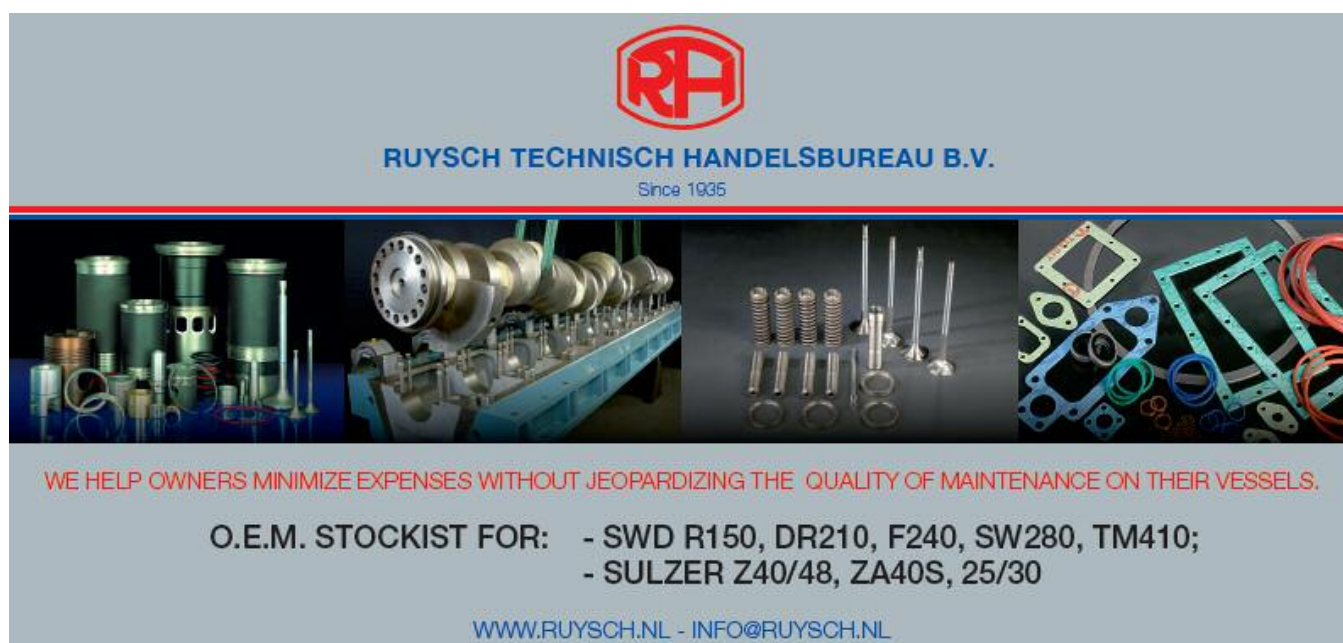
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self-supporting. The ship with its 2000 guests and 843 crew can be compared to a hotel with 1,000 rooms. The environmental aspect of the cruise company was also given attention to. The Dutch assistant manager, who studied at the Hotel School in Leeuwarden, explained all operations in the three main departments and the possibilities of the Learning Management System on board. Finally, the students were invited for lunch on the Lido deck and gifts were exchanged.

The fifteen ships of Holland America Line carry a distinctive Dutch character. Part of the crew is Dutch and a statue of Queen Beatrix of the Netherlands marks the entrance of the Queen's Lounge. Passengers with a Dutch passport traditionally are considered VIP guests and therefore enjoy some privileges. It was the first time that one of the HAL ships granted a tour for students in Curacao. The tours may result in the Antillean students, known for their multilingualism, receiving a work placement aboard one of the ships of Holland America Line.

The students were accompanied by Inspector-General of Education **Paul Rooy** and initiator **Els Kroon**.

Source + photos : Els Kroon ©



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Fisherman in Spain nets lost camera with pictures of QE2's final tandem crossing with Queen Mary 2

When standing on the deck of Cunard's **Queen Mary 2** in October 2008, Mr. and Mrs. Gregory from South Africa were enjoying the spectacle of sailing alongside **QE2** and capturing the view on camera when disaster struck as the camera was accidentally dropped into the Atlantic. At the time, both ships were off the south coast of Ireland over the Continental Shelf and the Gregorys understandably thought their holiday photos were lost forever.

That was until Benito Estevez, a Spanish fisherman who was trawling the ocean last month, discovered the lost camera in his net! While the camera itself was damaged beyond repair, the photo memory card was amazingly intact.

The fisherman contacted both Cunard and the BBC and the BBC managed to locate the couple in South Africa. The Gregorys have since been reunited with the camera and their photographs.

"In all my years in the travel industry I have never heard of such a heart-warming stroke of luck and we at Cunard are delighted that Mr. and Mrs. Gregory have been reunited with their photos," said Peter Shanks, president of Cunard

Line. "The images are even more poignant as they depict the last transatlantic crossing of the great **QE2** and can never be taken again." **Source : Cunard**



The **STEMAT SPIRIT** seen during trials in Rotterdam-Caland canal
Photo : Henk Dekker ©

Panel allows toxic ship into Alang despite SC ruling

The Gujarat Maritime Board (GMB) is in the dock. Its statement that it cannot send back the US ship, **Platinum-II**, since it is a "wreck" has caused serious judicial concern.

Platinum-II, which lies anchored at the Alang shipbreaking yard off Bhavnagar, Gujarat, is considered an extremely toxic ship. The Union ministry of environment and forests had ordered GMB in November 2009 not to allow the **Platinum-II** into Alang as its nationality, originality, and registration were suspect.

The central government has told the authorities to investigate how Platinum-II was allowed to anchor at Alang despite orders from the Supreme Court and in violation of international covenants on keeping hazardous ships at bay.

Environmental activists have drawn the SC's attention to what they claim are glaring lapses on GMB's part in allowing the 208-metre long and 23,719 gross tonnage

Platinum-II anchor at Alang at the behest of the politically powerful ship-breaking industry. Incidentally, the US Environment Protection Agency had fined the **Platinum-II's** last owners, Global Marketing Systems, \$518,500 for exporting the ship for scrap without removing toxic substances on board such as asbestos.

The environmental activists said since the SC order barring contaminated ships from anchoring off Alang unless certified as non-toxic in September 2007, at least 200 ships have entered Indian territorial waters for disposal.

The environment ministry had sent a letter to the ministry of steel on December 16 that took cognisance of the possibility that "the port of registry of most of the 200 ships received at Alang have not been properly investigated before desk clearance and there have been entry of dead and toxic ships into India".

The environment ministry has sought an investigation by the port of registry of all dead ships that came to Alang after the SC orders. But there has been no response to the demand. **Source : DnaIndia**



Hellas: Shipowners turn to scrapping as a result of hefty prices

Hellenic shipowners have proven the most active in scrapping older vessels during January, according to the latest weekly report by shipbrokers and consultants N. Cotzias Shipping Group. In total during the first month of 2010, 87 ships of all types were scrapped, bearing an aggregate capacity of 3,659,775 Dwt, while their average age was 30.7 years old. Out of them, 18 were owned by Hellenic ship owners, which means that they accounted for almost 21% of the total, while Singaporean and Syrian owners came in second place with seven ships each (share of 8%).

What's more interesting is that as Cotzias notes out, the ship demolition market is currently booming, with average prices going up. During January average prices by shipbreakers stood at \$351 per liquefied ton, when during the previous months the numbers were closer to the low \$300. At the moment though, there are offers even at \$400 per ton, which provide for a hefty compensation to ship owners. In total during January, 13 dry bulk carriers were sold for scrap (464,361 dwt), coupled by an additional and rather impressive 38 tankers (2,595,203 dwt) and 25 container ships.

The turn of the new Year saw a number of important factors that affected international shipping. First of all, after a positive start the Baltic Dry Index has kept a rather erratic pace, mostly falling to lows unseen for many months. At the same time, fears of an impending oversupply cloud, scared the market, while Chinese iron ore imports were lower than usual, with everyone's hopes for a pick up in activity, lying with the end of the country's festivities. As a result, with healthy scrap prices currently available, more owners are looking for opportunities in the demolition market.

Earlier in the month, researchers at Clarkson said that total scrapping activity is expected to more than double during 2010, surpassing the 60 million tons mark. During 2009, which also recorded one of the fastest pick up of demolition activity, a total of 29.88 million tons of vessels was scrapped. Lower freight rates and a huge orderbook in most ship types across the industry led many ship owners to scrap their older vessels, in an effort to pave the way for their expected new buildings.

Based on Clarkson figures the 2009 scrapping figures were the highest in a decade as 246 dry bulk carriers were scrapped, together with 188 tankers and 180 container ships. Their average age stood at 29 years old. Just for comparison 2008 saw the scrapping of just 377 ships with a capacity of 13.2 million tons, with an average age of 30.5 years old, a bit higher than those scrapped last year. In fact, most of them leaving the world's fleet during the last quarter of the year, when the economic crisis broke out, leaving the shipping industry stunned. Scrapping figures from other sources vary, but it seems that approximately 30-35 million tons of shipping capacity left the fleet last year. According to shipbroker consultants N. Cotzias Ltd., 34.6 million tons of carrying capacity were removed from the

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market. During the whole of 2009, India got the lion's share in terms of units acquired with 473 ships, China came in second place with 271 units, Bangladesh was third with 211 units and Turkey finished in fourth place with 105 units. Average prices for the whole year were around the \$270 per ton mark and that number includes the price offered by Turkey. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **MSC DIDEM** seen approaching Felixstowe – **Photo : Derek Sands ©**

Japanese whalers hold Kiwi 'pirate'

Japanese whalers say a Kiwi activist who secretly boarded their ship gave up all his legal rights in an act of piracy, and will remain on board while they decide his fate. Aucklander Pete Bethune boarded the Japanese ship **Shonan Maru No 2** from a jetski, after first falling into Antarctic waters and being rescued by fellow protesters.

The Japanese whaling programme is led by the Institute for Cetacean Research, and spokesman Glenn Inwood said yesterday that Mr Bethune would have to stay on the **Shonan Maru 2** while Japanese authorities decided what to do.

"It's illegal to board another country's vessel on the high sea. You can't just go along and jump on board. It's called piracy." Mr Bethune captained the **Ady Gil**, which sank last month after a collision with the **Shonan Maru**.

Since then, the two other protest boats run by the Sea Shepherd Conservation Society, the **Bob Barker** and the **Steve Irwin**, have continued to chase the Japanese whalers through the Southern Ocean. Mr Bethune's wife, Sharyn, said she did not know her husband had planned to board the Japanese ship. **Steve Irwin** captain Paul Watson said Mr Bethune had boarded the ship to make a citizen's arrest of the captain for damaging the **Ady Gil** and the "attempted murder" of its crew during the collision. He would also present a bill for \$3 million, the cost of replacing the **Ady Gil**.

Mrs Bethune said her husband had every right to try to make the citizen's arrest, and she was not worried for his safety. "It's cold water and they're big ships, but Pete does what Pete does." She believed the Japanese authorities knew that support for their whaling programme was diminishing and they would treat Mr Bethune well.

Mr Inwood said Mr Bethune cut his hand boarding the ship and was being cared for by the ship's doctor. "It doesn't matter what he wants and what his demands are. He's now illegally boarded another vessel." Two years ago, two Sea

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Shepherd activists boarded a Japanese whaling ship and were eventually passed back to their own ship with the assistance of the **Oceanic Viking**, an Australian Government ship.

Japan's Institute for Cetacean Research said that, this year, there was no ship available to act as a go-between to return Mr Bethune. New Zealand Foreign Affairs Minister Murray McCully has said that sending a ship from either Australia or New Zealand to the Southern Ocean was expensive and risky.

Both he and Prime Minister John Key have called for calm on both sides, warning of the dangers of protest action in such isolated waters. **Source : stuff.co.nz**



The **SEAJACKS KRAKEN** seen enroute Rotterdam - **Photo : Wil Kik ©**

The 'Once Upon a Tide' exhibition about the Harwich-Hook of Holland route has now opened the National Railway Museum in York and runs until 6 September 2010, after which it transfers to the Spoorwegmuseum in Utrecht (12 October 2010 - 13 March 2011).

Australia Refuses Entry, Beetle Onboard

The Australian Quarantine and Inspection Service (AQIS) refused the German registered cargo ship **Tatiana Schulte** permission to enter Australia on Feb. 5. AQIS took the action following reports by the vessel master of burnt pine longicorn beetle on the ship.

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The burnt pine longicorn beetle is an exotic timber pest that poses a serious threat to Australia's timber industries and native forests. Department of Agriculture, Fisheries and Forestry Deputy Secretary Rona Mellor said it was a clear example that Australia's quarantine systems work to protect our country's biosecurity.

The pest causes damage to pine tree timber commonly used for construction, by tunnelling in the wood, which significantly reduces the quality. "AQIS has well established procedures for dealing with this type of risk," Mellor said. "In 2004, AQIS turned away another cargo vessel arriving from New Zealand following a similar detection of this serious quarantine risk." **Source : MarineLink**



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Idle containers shrinking



The **LAUST MAERSK** seen departing from Rotterdam - **Photo : Stefan Hofecker ©**

The number of idle container vessels is declining, partly due to the surge in the volume of Asia-US trade but largely due to carriers deploying some of these vessels for their extra slow steaming long haul services, according to shipping industry sources. Quoting figures released by Axis-Alphaliner, the Paris-based consultancy firm, the sources point out that there are now 15 strings applying the extra slow steaming techniques connecting ports in the Far East to the US West Coast and accounting for 39 per cent of all services on the transpacific route to the US West Coast. By comparison, eight out of 19 Far East-US East Coast services are now applying extra slow steaming to absorb surplus tonnage and reduce fuel expenses and emissions, representing 42 per cent of the total service strings. The number of Far East-North Europe strings on extra slow steaming is 20 with only three loops being still out of the slow steaming mode. So far, extra slow steaming has been applied to 74 long-haul services and is expected to absorb 420,000 TEUs of excess vessel tonnage, add the sources quoting the calculations by Alphaliner. **Source: The Hindu Business Line**

Somali pirates get 15-year sentences

A court in Somalia handed out 15-year prison sentences to 11 pirates on Sunday, writes AFP after a phone interview with the presiding judge. Prosecutors at the court in Berbera, in the breakaway northern state of Somaliland, brought a number of charges against the men, including piracy and attempted armed kidnapping. They showed the court photos obtained from NATO naval forces showing the pirates when they were arrested last December.

"The trial, which lasted a week, was finally concluded today after the evidence brought before the court showed that the eleven were involved in piracy and hijacking. The court finally announced its verdict -- a jail term of 15 years each", Osman Ibrahim Dahir, the presiding judge, told AFP by phone from Berbera. The pirates were detained last December after they attacked an international naval force ship mistaking it for a commercial ship off the Somali coast.

The international forces released them after disarming them, but they were arrested against a few days later by Somaliland coastguards who spotted them in a coastal village near Djibouti. "Some of the pirates confessed their crimes while others were still reluctant to confess, but they were sentenced and sent to jail," Jamal Abdikarin, security officer in Berbera told AFP by phone. **Source: SeaTradeAsia**

Carbon monoxide sickens members of cruise ship crew

Fire department, hazmat team look for the cause

Seven crew members aboard a cruise ship headed to Baltimore on Saturday were sickened by carbon monoxide poisoning, rescue officials said. Fire department crews and a hazmat team met the **Celebrity Mercury** when it docked in Baltimore to treat the victims and search the 12-year-old ocean liner for the cause of the leak, fire department spokesman Chief Kevin Cartwright said.

The crew members were poisoned while the ship was in transit, Maryland Port Administration spokesman Richard Scher said. "Obviously, it is being looked at carefully," Scher said. Further details on the conditions of the crew members were not available Saturday. Representatives of Celebrity Cruise Lines could not be reached for comment.

The 866-foot **Celebrity Mercury**, which began sailing from Baltimore in November, was on its last cruise of its inaugural season here. It was scheduled next for what the industry calls "repositioning," which includes repairs and restocking for future trips.

The Baltimore debut of the Mercury, which marked the return of Celebrity Cruise Lines to the port after a five-year absence, and new business from Carnival Cruise lines pushed cruise departures and passengers here to new records last year.

The **Mercury** spent its first season in Baltimore taking passengers on nine- and 12-night cruises to the Caribbean. The ship, with a saltwater pool and champagne and cigar bars, has an occupancy of 1,886. **Source : Baltimore Sun**

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The **BRAEMAR** seen arriving in Willemstad (Curacao)

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

TUI Rises on Positive Outlook for Tourism, Container Shipping

TUI AG, the German owner of Europe's largest travel company, rose the most in more than five months in Frankfurt trading after saying it is optimistic about the outlook for the tourism and container shipping businesses. TUI today reiterated that operating earnings will rise "slightly" this fiscal year, provided the economy picks up again. Board member Horst Baier, who becomes chief financial officer this week, said on a conference call he sees improvement in the container business of the Hapag-Lloyd shipping line, of which TUI owns 43 percent. The shares climbed as much as 8.6 percent, the steepest intraday gain since Sept. 8.

"Investors appreciate that TUI has made optimistic remarks about the current tour package booking trend and the ongoing recovery of the container business," said Martina Noss, an analyst at Norddeutsche Landesbank in Hanover. She has a "hold" rating on the stock and a 7-euro target price. TUI also reported a narrower first-quarter loss of 103 million euros (\$140 million) on lower administration costs following the partial disposal of Hapag-Lloyd. Administration expenses were reduced to 313 million euros from 362 million euros a year earlier after the sale of the majority in Hapag. TUI Travel Plc, in which TUI holds a majority, last week said its first-quarter loss widened to 124 million pounds (\$194 million) from a loss of 67 million pounds a year earlier. The Crawley, England-based tour operator, which makes most of its annual profit during the peak period for vacations, also said summer bookings had improved in line with its forecasts. TUI shares were up 48 cents to 6.83 euros as of 11.26 a.m. local time, the biggest gainer in the German MDAX Index for medium-sized companies. **Source: Bloomberg**

Singapore accused of launching 'sand war'

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The Telegraph newspaper in the UK says Singapore has been accused of launching a clandestine 'sand war' against its neighbours by paying smugglers to steal entire beaches under the cover of night.

As The Telegraph reported, the island city-state's size has increased by over 20 per cent since the 1960s and demand for sand for lucrative land reclamation and development projects is higher than ever. However, recent bans on exporting sand introduced in Indonesia, Cambodia and Vietnam have cut off supplies and opened up a thriving smuggling trade. "Thieves have begun making night-time raids on the picturesque sandy beaches of Indonesia and Malaysia, carving out millions of tons of coastline and leading to fears of an imminent environmental catastrophe on a swath of tropical islands," said the report.

"Singapore's land developers are now pitted against environmental groups, who claim several of the 83 border islands off the north coast of Indonesia could disappear into the sea in the next decade unless the smugglers are stopped."

"It is a war for natural resources that is being fought secretly," said Nur Hidayati, Greenpeace Indonesia spokesman. "The situation has reached critical levels and the tropical islands of Nipah, the Karimun islands and many small islands off the coast of Riau are shrinking dramatically and on the brink of disappearing into the sea."

"The smugglers have no problem getting it into Singapore and these boats are rarely intercepted by customs boats or the navy. The supply is constant," said the report. Environmental activists claim sand smugglers visit the beaches of these islands during the night in small barges. They dredge the sand and then sail straight into Singapore port, where they sell it to international brokers. **Source : Dredging News Online**

CASUALTY REPORTING



Hit & run in Aegean sea

Feb 14 03.50 moscow time – **m/v Igarka** collided with unidentified fishing vessel in Aegean sea, vessel was enroute Rostov-on-Don – Beirut with cargo grain. Fishing vessel was on counter course, vessels passing clear, but suddenly fishing vessel turned left and hit **Igarka's** port side, after collision fishing vessel switched off all lights and ran away. Bulwark dented some 30 meters, no other damages, no injuries or spill, vessel continued voyage. On arrival to Beirut owner is to claim a protest.

m/v Igarka (ex. Omskiy-36) - IMO 8857863, General Cargo river-sea, dwt 3174, built 1986, flag Russia, owner Eneks Co., S-Petersburg. **Source : Mike Voytenko**

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Northern fleet vessel continues pirate hunt

The destroyer **Admiral Chabanenko** will carry on with the patrol in the waters around the Horn of Africa until further notice.

Admiral Chabanenko is normally based in the Russian Northern fleet's main port in Severomorsk on the Kola Peninsula. The destroyer joined Russia's anti-piracy mission off the Horn of Africa in November last year.

A Navy official says to Interfax that **Admiral Chabanenko** now will extend its presence hunting for pirates. In addition to the Northern fleet destroyer, Russia has three other naval vessels engaged in its anti-piracy mission.

It is not state how long **Admiral Chabanenko** will stay in the African waters. **Source : BarentsObserver**

GERMAN NAVY UNITS ARRIVED IN SIMONS TOWN



Three German ships , the **A 1412 FRANKFURT AM MAIN**, **F 215 BRANDENBURG** and **F 208 NIEDERSACHSEN** arrived in Simon's Town.



The vessels will be in South Africa for 4 weeks which involves joint exercises with the South African Navy for three weeks, then the ships will be open to the public during Navy Week 5th March. **Photo's : Bob Johnston ©**

Bangladesh to Reinforce Naval Capabilities

Bangladesh has unveiled a ten-year development plan for its armed forces regarding the procurement of important technologies to consolidate the combat proficiency of its navy, army and air force. Planning Minister retired Air Vice

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Marshal AK Khandker said that the navy was in the process of purchasing two maritime patrol aircraft and building five patrol craft at Khulna shipyard is underway, according to The Hindu.

"Construction or procurement of two large patrol craft, a hydrographic survey vessel and one oil tanker at local or foreign shipyard is also under consideration," he said.

The minister said the government would buy one or two old frigates for the navy from other countries under a government-to-government deal, while the process of purchasing an offshore patrol vessel from the UK Navy and a large patrol craft were progressing.

"The government also has plans to upgrade missile boats and patrol craft with modern missiles to improve the combat efficiency of the navy," he said. **Source : naval-technology**

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Malaysian Ship Completes Anti-Piracy Operation in Gulf



Royal Malaysian Navy (RMN) ship **Bunga Mas 5** (BM 5) has returned home after completing a six-month deployment in the Gulf of Aden to combat pirate attacks. During the six-month deployment, BM 5 successfully escorted 33 convoys comprising 45 Malaysian commercial vessels, according to bernama.com.

Navy personnel successfully completed the operation in cooperation with the Malaysian International Shipping Corporation to protect Malaysia-registered trade ships across the Gulf.

The strategic partnership combined Malaysian armed forces and BM 5 personnel for incorporation into the navy's reserve voluntary force. **Source : naval-technology**

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Hyundai shipyards starts 10- bulkers contract for UCL Holding

Qingdao Hyundai Shipbuilding Co., Ltd., a Chinese shipyard began building a DCV36 5280-dwt seagoing bulker, the fourth in a series of ordered 10 bulkers by Universal Cargo Logistics Holding. As of February 10th, there have been seven ships being built by the Hyundai shipyard, said Marine Engineering Bureau, designer of the vessels.

The new 10-ships project implies seagoing 5.000-dwt 85-m-length ships of unlimited navigation area with according safety margin, hull and main engines power capacity. Ships speed is 12 knots.

The DCV36 series ships are intended for seaborne shipments of general and bulk cargoes, including ISO 20-40-ft containers (including for perishables), metal, grain, timber, coal, bulky and heavy cargoes, dangerous goods of classes 1.4S, 2, 3, 4, 5, 6.1, 8, 9 and Annex B of the Code BC. The ships' Ice3 class allows operating on the Baltic and White seas lines during winter navigation.

Ship design is in accordance with Russian Maritime Register of Shipping (RS) Ice 3 AUT1.

Ship's hull and main engine power fully comply with the new requirements of the Finnish-Swedish ice rules. The vessels will have installed diesel 8M25S engines manufactured by MaK, rated power 2.640 kW at 750 rpm. **Source :** PortNews

ThyssenKrupp in the 1st quarter

Group returns to profit / Majority of business areas with positive earnings / Earnings in low three-digit million euro range expected for full year

ThyssenKrupp generated a significant profit again in the 1st quarter of fiscal year . After three quarters of losses, earnings before taxes (EBT) reached €313 million - up €73 million from the prior-year figure of €240 million. The earnings figures include positive nonrecurring items of €76 million, mainly resulting from the disposal of the Industrial Services units of the Materials Services business area. Adjusted EBT at €237 million was only slightly down from the prior-year figure of €249 million. The earnings improvement was particularly marked in comparison with the 4th quarter of the prior year: Earnings before taxes, which were significantly impacted by restructuring costs and impairment charges in the prior year, improved by around €1.7 billion and adjusted EBT by around €770 million. The reasons behind the improvement in the 1st quarter were higher demand, better prices in some areas, higher productivity and continuing strict cost and capital spending controls.

Executive Board Chairman Dr. Ekkehard Schulz: "The majority of the business areas generated a profit in the first quarter. This strengthens our confidence that we will reach our earnings goal in the current fiscal year - also thanks to the rigorous implementation of our cost-reduction and restructuring programs. However, as we regard the emerging economic recovery as still fragile, we remain cautious. We therefore continue to forecast adjusted earnings before taxes in the low three-digit million euro range."

Order intake and sales were still down year-on-year but orders improved noticeably quarter-on-quarter with a rise of around €1.8 billion to €9.3 billion. Net financial debt increased only slightly by €71 million to around €2.1 billion. Compared with December 31, 2008, net financial debt decreased by €1.4 billion.

The highlights for the 1st quarter :

Order intake dropped year-on-year by 28% to €9.3 billion. Sales decreased year-on-year by 19% to €9.4 billion. EBITDA in the 1st quarter was up by 6% to €808 million from €764 million in the prior year. Earnings before taxes increased year-on-year from €240 million to €313 million.

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Adjusted earnings before taxes at €237 million almost reached the prior-year figure of €249 million. Earnings per share came to €0.35, compared with €0.36 in the prior year. Net financial debt at December 31, 2009 was €2,130 million, an increase of €71 million compared with September 30, 2009, when net financial debt was €2,059 million. On December 31, 2008 net financial debt stood at €3,514 million. The Group anticipates that sales will stabilize in fiscal . Earnings are expected to improve significantly and return to profit, thanks in large part to the cost-cutting programs introduced. Adjusted earnings before interest and taxes (EBIT excluding nonrecurring items) will probably be in the high three-digit million euro range. Adjusted earnings before taxes (EBT excluding nonrecurring items) are expected to be in the low three-digit million euro range. Adjusted EBT will be significantly impacted by startup losses in the Steel Americas business area in the mid three-digit million euro range. Most of these startup losses are expected in the second half of the fiscal year.

Schulz: "Our aim is to return the Group to its profitable growth course and create more value consistently as soon as the economic situation allows. Our medium-term goal is to achieve sales of €50 - 60 billion, corresponding to earnings before taxes of over €4 billion. We have shown in the past that we can reach these levels of sales and earnings."

Source: ThyssenKrupp.

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Yemen, DP World to expand Aden port

Yemen and Dubai's DP World plan a major expansion of Aden's container port, betting on growth in the country despite Al Qaeda, instability and Somali pirates, officials said. In 2008, Yemen formed a joint venture with the Dubai-based port operator to develop and operate the container port in the southern Yemeni city, strategically located on the southwest rim of the Arabian peninsula. Thanks to its location on the Gulf of Aden and proximity to the Red Sea, Aden was one of the world's biggest ports decades ago when steamers bound for the Suez Canal called in to refuel.

The advent of bigger ships meant fewer stops were required and Aden's port diminished in importance. Hit by global turmoil and piracy from neighbouring Somalia, 2009 container traffic fell by 39 percent to 265,459 twenty foot equivalent units (TEUs), a benchmark for transportation. The number of ships calling fell to 315 last year from 438 in 2008, official data showed. "Piracy... This is a very troubling issue," said Mohamed Mubarak Bin Aefan, head of Aden port management. The number of piracy attacks worldwide leapt almost 40 percent last year, with gunmen from the failed Horn of Africa state accounting for more than half the 406 reported incidents, according to the International Maritime Bureau.

Despite the slump, the port is now investing at least \$270 million to widen and deepen the entry channel and add facilities to receive more and larger container ships, said Bin Aefan. Aden hopes to develop the port as a hub for East Africa and the Gulf as the city lies on a shipping Europe-Asia route and is home to most of Yemen's oil industry. In October, it started with France's Total a \$4.5 billion project to export Liquefied Natural Gas (LNG) from south Yemen.

Last month Yemen said it was in talks with investors to upgrade its main oil refinery in Aden, hoping Gulf producers might use it to lower dependence on the narrow Strait of Hormuz in the Gulf, the main oil shipping route. Iran's Revolutionary Guards have said Iran would impose controls on the Strait of Hormuz if attacked over a row with the West over Tehran's nuclear plans, according to Iranian media. Aden's container capacity will rise by 500,000 TEUs to 950,000 TEUs within three or four months as eight kilometers of storage area would be added, the port head said. Aden port also plans a tender for a dry docking and repair station, he said, without giving a value. "This will give us the opportunity to receive more ships," he said, adding that three to four container lines were now regularly calling at the port.

In the next stage of expansion, another 400 meters would be added to the container terminal within three years, said Adel Abdullah Al-Sammak, DP World's senior operations manager in Aden. He gave no value but Bin Aefan put it at \$220 million. **Source: reuters**

50% Drop in New LPG Tanker Orders

A report published by Fairplay shows new orders for liquid petroleum gas (LPG) fleet tankers currently stand at 191 to the end of 2013, which is 50 percent less than the previous five years or 40 percent if measured in cubic metres (m3)

"The LPG market will by this slower fleet growth be better positioned than most other shipping markets when the GDP growth resumes to previous levels, particularly in Asia," explained Niklas Bengtsson, senior consultant for Fairplay Market Forecast. "China and South Korean dominate the order book for tankers over the next five years, holding 30 percent of the orders between them. Europe accounts for only 15 percent."



The **LNG PORTOVERNERE** seen moored in Barcelona – **Photo : Clemens Smits ©**

This is expected as China will continue to increase its share of world exports with the Chinese state buying raw materials for stockpiling. The Chinese State Reserve Bureau, which manages the government stockpile, has bought copper, aluminium, zinc, indium and titanium in recent months.

The monthly Shipbuilding Market Forecast for February 2010 examines the oil, chemical, LPG and LNG tanker markets. It provides a review of the global business environment demand for seagoing transport, market conditions and capacity utilization for these classes of vessels, and gives a detailed five-year shipbuilding forecast, including new orders, deliveries and demolitions.

The report by Fairplay forecasts that the LPG tanker fleet will increase by a meager seven percent over the next four years. In 2008, the fleet reached historic highs, but the Shipping Market Forecast by Fairplay forecasts that deliveries for 2009 through 2013 will stand at 5.2M m3 which is a 16 percent drop from 2008 deliveries.

The forecast for removals from the worldwide tanker fleet in the period 2009 through 2013 is 152 ships, an increase of 70 percent compared to the previous five-year period, but as these are mostly relatively small ships it is only 40 percent of the capacity if measured in m3.

At the beginning of January 2010 the worldwide LPG fleet stood at 340 carriers which is a capacity of 47.7M m3. At this time 52 vessels were on order which is 40 less than the same time last year. **Source : lrfairplay.com**



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Fesco icebreakers open navigation in the Far Eastern Basin

THIS year's rough weather has created ice floes covering the waters of the Tatar Strait and the Sea of Okhotsk on the approaches to the Port of Magadan in Russia.

The ice floes also blocked the La Perouse Strait in the east, in the Anive Bay, and the approaches to the Russian Port of Prigorodnoye.

The situation has been improved by two of Fesco's ice breakers that opened up a 130-mile channel for two tankers to travel to the port of DeKastri. A third Fesco icebreaker was also operating on a 110-mile route in the North Sea of Okhotsk, helping two other tankers journey to and from the port of Magadan, said the Russian Transport Daily Report.

A fourth Fesco icebreaker arrived earlier this month at the port of Prigorodnoye to provide pilotage for large tankers and LPG carriers, the report added. **Source : Schednet**

EU court rules against Spanish port fee reductions

THE European Court of Justice has ruled that the system of the Spanish government to provide exemptions and reductions in harbour fees in Spanish ports goes against the principles of European Union Regulation 4055/86.

The judgment is a victory for the European Commission which brought the case against the Kingdom of Spain.

The case concerns the compatibility of a Spanish law on port services with EU Regulation 4055/86 which "applies the principle of freedom to provide services to maritime transport between member states and between member states and third countries," the European Sea Ports Organisation (ESPO) said in a newsletter.

"The Spanish law provides for a series of exemptions and rebates relating to harbour dues. Those exemptions and rebates depend on the ports of departure or destination of the vessels and have the consequence that more favourable tariffs are applied, first, to traffic between the Spanish archipelagos and Ceuta and Melilla and, second, to traffic between those ports and ports of the European Union and, third, between ports of the European Union.

"The commission had already issued earlier warnings that this system was discriminatory, stipulating that differentiation of harbour dues based on the national or intra-community status of traffic is not possible," the ESPO added. **Source : Schednet**

Chinese RoPax ferries to have MAN diesels

China's Bohai Ferry Co., Ltd. has ordered four MAN 16V32/40CD propulsion plants to power two passenger vessels being built to supplement its fleet. The four-stroke engines will be built at MAN Diesel's production center in Augsburg, Germany. They will operate at 750 rpm, providing a total of 16 MW of installed power for the 2,300 passenger /2,500 lane meter RoPax vessels.



The ferries will be built at Huanghai Shipbuilding Co. Ltd., in RongCheng City, Shandong Province, and the order includes an option for two other vessels.

Bohai Ferry Co., Ltd. has also ordered twin-screw, controllable pitch propeller (CPP) propulsion systems from Alpha, suitable for ice class B. The MAN Diesel scope of supply includes two single-stage

reduction gearboxes from Renk for each vessel. Delivery of the propulsion systems is expected to take place in the first half of 2011.

Bohai Ferry Co., Ltd. is a major passenger-liner transportation enterprise in Bohai Bay, Northeastern China. Its main activity is passenger transportation on the Yantai-Dalian and Penglai-Dalian sea routes where the company already operates several, large passenger liners. **Source : MarineLog**

NLNG boosts Maritime training facilities

The Nigeria Liquefied Natural Gas Limited, NLNG, has donated high technology training facility, Proficiency in Survival Craft and Rescue Boats, PSCRB, for training of cadets at the apex seafaring institution in the country, Maritime Academy of Nigeria, MAN, Oron, in Akwa Ibom State. At the commissioning of the equipment in Oron, Minister of Transport, Alhaji Ibrahim Bio, said that the arrival of the facility would go a long way in broadening the knowledge base of students of the institution.

Bio charged the management of the institution "to utilise the opportunity offered now to increase its courses and award more certificates. This will enable the institution to always remain in the forefront of maritime education and training in Nigeria and indeed Africa."

The minister who was represented by Permanent Secretary of the ministry, Adefemisola Olayisade, noted that the NLNG gesture is an attestation to government's endorsement of Public/Private partnership and also commended the management of NLGN for its annual employment of cadets from the institution.

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Speaking earlier, Rector of MAN, Oron, Mr. Nseyen Ebong, noted that the institution has been benefitting from NLNG since 2003 and that they have given MAN, Oron equipment worth over N100 million in the past before the present donation of the PSCRB facility.

Ebong said the PSCRB equipment includes, one set of 50 persons totally enclosed life boat, one set of six persons davit launched rescue boat and one set of twelve persons davit launched life-raft.

He said that the NLGN has engaged the services of over 100 ex-cadets of the institute since they began the partnership with MAN, Oron.

According to him, "The Organisation has proved itself to be a good corporate citizen whose example others should quickly emulate if we are to fully realise vision 20:2020. On our part, we pledge to put to good use and properly maintain this and other facilities given to us by NLNG."

Managing Director of NLNG, Chima Ibeneche while speaking at the commissioning said that the manpower required to man the ships for moving LNG from our plant on Bonny Island to buyers across the world is quite high, but unfortunately, such expertise was not available locally until recently.

The NLNG boss who was represented by the General Manager fleet expansion, Captain Timilola Okesanjo, pointed out that their desire to have all their vessels crewed by Nigerian led to the partnership with MAN, Oron.

Hence, the provision of support by NLNG to MAN, Oron to train manpower for the industry.... At the moment, over 60 percent Nigerianisation has been achieved onboard BGT fleet of 13 LNG carriers. Three Nigerian Masters or Fleet Captains have emerged from this plan."

"A significant milestone was recorded in the programme in 2001 when the first set of 11 marine cadets recruited in 1998 graduated. They are now serving as senior and middle level officers on the NLNG fleet. NLNG now has over 139 Nigerian officers, 118 Cadets and Trainee Electrical Officers and 363 Nigerian ratings in its employment.

Source : Vanguardngr

MOL forecasts better year

Major Japanese shipowner Mitsui OSK Lines (MOL) has revised its profit forecast for fiscal year 2009, ending 31 March, as its main markets show signs of recovery.

MOL now expects profits of Yen5bn (US\$55.5bn) for Fiscal 2009, up 150% from its previous estimate.

The company says: "The dry bulker market is expected to hold steady thanks to China's strong demand for iron ore and coal imports. And an improvement in the tanker market is also anticipated due to recovery in demand for petroleum products and the withdrawal of single-hull VLCCs. In addition, the global economy is bottoming out and the containership business is expected to see increased cargo trade and progress toward recovery of freight rates. Therefore, the Company made an upward revision of its earlier announced consolidated business outlook for FY2009."

Source : Maritime Global Net



The **SMIT CHEETAH** seen operating in Rotterdam - Photo : Harry van den Berg ©

Century-old Seto ferry service ends

A century-old ferry service linking once important gateways to Honshu and Shikoku will close next month because the business no longer thrives.

Kokudo Ferry and Shikoku Ferry filed applications with local transportation authorities Friday to end their direct services between Takamatsu, Kagawa Prefecture, and Uno, Okayama Prefecture, that were launched by now-defunct Japanese National Railways in 1910.

The two transport firms said their direct services on the route will continue until March 26, while indirect services via an island in the Seto Inland Sea will continue. **The Japan Times**

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This photo has been taken when the **QE2** was for the very first time in Rotterdam. It must have been about 35 yrs ago. The liner can be seen on this picture as a steamship in her original shape before the great change to diesel engines in Germany. She was assisted by the 1969 built Smit tug **AQUANAUT** (ex Brielsebank) . Her name was changed back to "**Brielsebank**" again in 1978, the tug was renamed in **SMIT HAMBURG** during 1998 and is still sailing for Harms as the **ARGUS** at present.

Photo : Hans Breeman ©

.... PHOTO OF THE DAY

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The RNLI Harwich inshore lifeboat **SURE AND STEAFAST** seen in action off Harwich

Photo : via Andrew Moors – RNLI Harwich lifeboat station

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