

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 055



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**The MSC ATLANTIC seen from the TSHD HAM 318 in Port Qasim
Photo : Crew HAM 318 (c)**

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EVENTS, INCIDENTS & OPERATIONS



Above seen the ro/ro ship **FRONTIER** (ex-DAEWOO FRONTIER; REPUBBLICA DI GENOVA) approaching Bunkering Area 4, Malta on Sunday 21st February, 2010 on her way to Hamburg.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

Japan says whaling not a legal issue

Japan on Monday insisted its whaling programme in Antarctic waters complies with international law, following a threat by Australia to take legal action against the country. Australia's Prime Minister Kevin Rudd on Friday bluntly warned Japan that it must commit by November to reducing its annual whale catch to zero or face action in the International Court of Justice. Foreign Minister Katsuya Okada called the threat "unfortunate" after weekend talks

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with Rudd and Foreign Minister Stephen Smith during the first Australia visit by an official of Japan's five-month-old centre-left government. Japan's top government spokesman, Chief Cabinet Secretary Hirofumi Hirano, on Monday said the international court was not the right forum for the dispute because Japan's "research whaling" is legal under international law. "It's not whether we'll stop research whaling or not," Hirano told reporters. "We've been doing it under an international agreement."

He reiterated Japan's position that it seeks a diplomatic solution "rather than making a case in a court." Commercial whaling has been banned worldwide since 1986 but Japan justifies its annual hunts as lethal "scientific research" under a loophole permitted by the International Whaling Commission. Japan does not hide the fact that the whale meat is later sold in shops and restaurants and says whaling has for centuries been part of the island-nation's culture. Australia, along with New Zealand, opposes Japan's killing of hundreds of whales each year and allows ships of the militant environmental group the Sea Shepherd Conservation Society to use its ports. Clashes between Japan's harpoon ships have grown fiercer this year and led to several collisions, one of which last month sank a high-tech speedboat used by the protesters.



Outbound seen, on a sunny River Clyde was the very tidy bulker **BARILOCHE**.
Photo : Tommy Bryceland, SCOTLAND (c)

Dronken kapitein verstoopt zich voor politie

De waterpolitie heeft zondag een 41-jarige Russische kapitein van een kustvaarder aangehouden. De man bleek een flinke hoeveelheid alcohol genuttigd te hebben. Hij wilde tijdens het schutten in de sluizen van Terneuzen niet op de brug verschijnen ondanks verzoeken hiertoe van een loods. Die schakelde de politie in, meldde het Korps landelijke politiediensten.

De onder Nederlandse vlag varende kustvaarder was onderweg van Dublin naar Gent. Het schip had vijf bemanningsleden aan boord. De stuurman stond aan het roer, maar de kapitein hield zich schuil in zijn hut. Uit een blaastest bleek dat de man drie keer meer had gedronken dan toegestaan. De rederij heeft de in Tallinn in Estland woonachtige Rus direct ontslagen. Nadat een andere kapitein was komen opdagen, kon het schip zijn tocht voorzetten. De Rus weigerde in te gaan op een schikking van 1500 euro en moet in april voor de rechter verschijnen.

British rig to start drilling off the Falklands

A British oil rig starts drilling off the Falklands on Monday, a move likely to ratchet up tensions with Argentina which claims the disputed islands, the BBC reported, citing the oil company. The platform has been towed to 100 kilometres (62 miles) north of the islands and drilling will start at 0600 GMT, said the broadcaster.

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There are an estimated 60 billion barrels of oil in the Falklands but a spokesman for Desire Petroleum, which is carrying out the drilling, said the amount that could be used commercially would likely be much less than that. Argentina lost a short but bloody war to Britain over the south Atlantic archipelago in 1982, which cost around 1,000 lives. Buenos Aires is now furious that the British are about to begin oil drilling operations in the potentially rich seabed around the archipelago. Argentina escalated the row last week by ordering all ships heading to the Falklands through its waters to first seek permission from Buenos Aires before appealing to other regional powers to follow suit.

Argentina won backing from Venezuelan President Hugo Chavez on Sunday, who urged Britain to give up the Falklands and said "the time for empires is over." Desire Petroleum insisted on Monday their interest was purely in oil and sought to distance themselves from the growing row between London and Buenos Aires. "Desire is an oil company and it's exploring for oil and not getting involved in what Argentina is saying about going to the UN. The rig is sitting firmly inside (British) waters," spokesman David Willie told the BBC. The oil rig, the **Ocean Guardian**, has been towed thousands of miles from Scotland. Argentina says Britain, a UN Security Council member, is skirting UN resolutions calling for dialogue on the dispute. It says UN resolutions recognize the territorial dispute and urge dialogue to settle it. Britain in January rejected Argentina's latest claim to the islands, which it has held and occupied since 1833.

The two countries' rival claims of ownership over the Falklands exploded into war in 1982 after Argentine military rulers seized the islands, only to be defeated and expelled by a British naval force. The conflict lasted 74 days and cost the lives of 649 Argentine soldiers and 255 from Britain. The Falkland Islands, known as Las Malvinas in the Spanish-speaking world, lie 450 kilometres (280 miles) off Argentina's southern coast. Argentina says its territorial waters extend well beyond the archipelago, to the edge of the underwater continental shelf more than 2,000 kilometres away.



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Van Oord completes installation of Belwind monopiles

On 5 February Van Oord in The Netherlands, the well known dredging and marine contractor, installed the last of 56 monopiles on the Belwind offshore windfarm off the coast of Belgium. Van Oord transported the monopiles on board of coasters from Germany to the site storage in Zeebrugge, Belgium. The 56 transition pieces were manufactured in Aalborg, Denmark and transported to Zeebrugge, Belgium.

On 16 of February Van Oord successfully installed the last of 50 transition pieces using the jack-up **JB 114**. Van Oord will finalize the installation works beginning of March 2010. The installation of the 55 turbines will start in the second half March 2010, using a jack-up platform. Van Oord will be responsible for the marine operations. The wind turbine generators will be erected by Vestas. **Source : Dredging News Online**

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

Worries about captured crew grow as ransom talks resume

The health of the Russian captain of the ship **Thai-Union 3**, who was wounded last year when Somali pirates seized the vessel, is worsening. Itar-Tass news agency reports that, according to piracy watchdog Ecoterra International, the situation with the crew of the Russian fishing vessel is causing concern as their food and fresh water supplies are running out. It is also reported that a ransom deal to free the ship is still a long way off. The crew of 27, most of which is Russian, was captured by Somali pirates off the coast of the Seychelles in October 2009. The vessel was on its way to new fishing grounds.

Negotiations with the pirates have led to nowhere so far. They first agreed to lower the sum of the ransom, but then changed their minds. The talks came to a standstill in January, only to resume in the middle of February. Relatives of the captured sailors are dissatisfied with how slowly the situation is being handled. Meanwhile, Russian officials involved say they are doing their best to prompt the release of the captured crew. Official spokesperson for the Foreign Ministry Andrey Nesterenko said that the situation is being closely monitored both in Moscow and Russian embassies in the region. He also added that everything is being done to avoid unnecessary information leaks.

Meanwhile, Russia is sending its Pacific Fleet squadron to the Aden region of the Indian Ocean to help fight piracy. According to the fleet's public relations service, the squadron will comprise a large antisubmarine ship, a sea rescue tugboat, and a tanker. This squadron will be Russia's fourth anti-piracy mission in the area since last year. The Gulf of Aden, located in the Arabian Sea between Yemen and Somalia, is infamous for being one of the most dangerous sailing destinations in the world. According to the US State Department, there were 198 pirate attacks last year, an increase from 19 in 2007. However, despite the growing number of attempting seizures, the percentage of captured vessels has fallen thanks to international patrolling efforts in the area. **Source: Russia Today**



The **MAERSK BRATAN** seen arriving in Cape Town – **Photo : Ian Shiffman ©**

Information for vessels trading in the region of Argentina/Falkland Islands

The Association would like to highlight the developing situation with regards to vessels trading between Argentina and



the Falkland Islands. The Argentine government recently issued decree 256/2010 which required that vessels trading between mainland Argentina and the Falkland Islands must obtain prior authorization from the Argentine authorities. This extends to those vessels in transit through Argentine waters to the Falklands, South Georgia and the South Sandwich islands.

Left : The **PRINSENDAM** seen anchored off Port Stanley (Falkland Islands)

Photo : **Sajith Kumar** ©

In a recent case a vessel which was due to load in Argentina following a call at Port Stanley was unable to go ahead with her intended operation and was banned from taking bunkers in Argentine waters. In addition to this, the vessel was subjected to a thorough port state control inspection which delayed her departure. Members intending to trade in this area should contact local agents or correspondents to ascertain the situation in advance. **Source: UK P&I Club**

Singapore extends incentives to shipbrokers, managers

The Singapore government has extended financial incentives to both ship brokers and ship managers in its 2010 budget. "I will introduce a tax incentive to grow shipbroking and extend that for maritime financing activities. In addition, I will expand the scope of GST (goods and services tax) zero-rating for the marine industry," Tharman Shanmugaratnam, Singapore's Minister of Finance said in his 2010 budget speech. A new incentive for shipbrokers and forward freight agreement traders will be introduced from April this year offering such companies a 10% concessionary tax rate. The concession will last for five years and companies can apply to the Maritime & Port Authority of Singapore for the incentive. The Singapore government will also be exempting ship management fees from tax from 22 February this year to qualifying special purpose vehicles. Details will be released by the end of March. The expiry of the Maritime Finance Incentive will be extended from the end of February until March 2016. **Source : Seatrade Asia**

Scrapping of ships highest since 1996

A report issued by London-based Clarkson Research Services said that ship demolition rose to the highest in 13 years in 2009, as owners scrapped ageing vessels to make way for a record number of new ships being built.

Scrapyards in Bangladesh, India, Pakistan and elsewhere bought 1,014 ships with a combined carrying capacity of 31.5 million deadweight tonnes, said Clarkson Research. That's double the 2008 tally and the most since 1996, it said.

Total demolitions will advance to 53.3 million tonnes this year, led by a more than fourfold increase in scrapping of oil tankers, Clarkson estimates. Single-hull oil carriers face trading restrictions this year under environmental rules from the IMO. The biggest component of demolition last year was commodity carriers, with 10 million tonnes of capacity removed, the Clarkson data show. Oil tankers accounted for 8.4 million tonnes and the remainder was split across different vessel types.

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Indian scrappers bought the most vessels for demolition at 393 ships while Bangladeshi yards accounted for the biggest slice of carrying capacity, at 10.3 million tonnes. **Source : The Motorship**



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Strike hits Bangladesh's ship-breaking industry

Bangladesh's ship-breaking yards in Chittagong, the country's second-largest city, ground to a halt yesterday as some 30,000 workers protested against a government decree aimed at improving environmental standards in the industry, police said.

'Now the yards cannot import ships that contain deadly toxic waste.' Under a government order issued in late January, ships heading for breaking yards must now be certified as toxic chemical-free before they are imported and scrapped.

'Ship breakers are demanding the order be reversed and 30,000 ship-breaking workers are protesting with a massive rally in the centre of Chittagong,' said local police chief Monirul Islam. The order comes after a boom year for ship breakers, with the number of yards growing to around 100 from just 40 in early 2009 and turnover hitting a record US\$700 million.

With no natural iron ore deposits, Bangladesh is dependent on recycled steel for its fast-growing economy. Some 45 per cent of the world's ship breaking happens on the south-eastern Sitakundu coast. 'The government order is tantamount to a death sentence for the industry,' said Jafar Alam, head of the Bangladeshi ship- breakers' association. 'Tens of thousands of workers will lose their jobs because of the order.'

The industry employs an estimated 40,000 people. Activists hailed the government's order as the 'biggest achievement in many years' in their battle to enforce environmental and work safety standards in the yards.

'Now the yards cannot import ships that contain deadly toxic waste like asbestos, mercury and PCPs,' said Mohammad Ali Shaheen, the local head of the rights group coalition, NGO Platform on Ship Breaking. 'It will ensure the safety of

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the workers who were made to clean up these pollutants with their bare hands. The government has proved that it's stronger than the ship breakers and I hope it won't back off from this stand.'

Last year, 26 people were killed at the ship-breaking yards, a figure that charities call a huge underestimate, as it only counts on-site accidents and does not include workers who were laid off after being made ill by toxic chemicals.

Ships heading for Bangladesh routinely contain chemicals banned in many developed countries such as asbestos.

Source : AFP



NAVY NEWS



The Dutch frigate **F 828 VAN SPEIJK** seen leaving for her first patrol after her arrival in Willemstad (Curacao)

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

Iran Launches First Domestically Made Destroyer



Iran's navy launched its first domestically made destroyer in the Persian Gulf on Feb. 19 in a ceremony attend by the supreme leader and the commander-in-chief Ayatollah Ali Khamenei, the media reported. "Iran's navy on Friday took the delivery of the first indigenously designed and developed guided missile destroyer "**Jamaran**" in the Persian Gulf," Iran's English-language Press TV reported.

The 94 mtr vessel is equipped with modern radars and electronic warfare capabilities, the report said. "**Jamaran**, a multi-mission destroyer, can carry 120-140 personnel on board and is armed with a variety of anti-ship and

surface-to-air missiles with a top speed of up to 30 knots and has a helipad," the report added. "The vessel has also been equipped with torpedoes and modern naval cannons."

State television also showed footage of the vessel and the ceremony at which it was launched by Khamenei flanked by the top Iranian military commanders. Much of Iran's naval equipment dates from before the 1979 Islamic revolution and is U.S. made. Since the revolution, Tehran has purchased a number of Russian-made submarines.



In the past year Iranian navy has carried out a number of missions in the Gulf of Aden and offshore Somalia where it was commissioned to escort Iranian merchant ships and oil tankers. Tehran is enriching uranium, which many Western countries and Israel fear is a step toward manufacturing an atomic bomb. Tehran rejects such charges, saying its nuclear program is entirely peaceful. On Thursday, the U.N. atomic watchdog expressed concern that Iran might have been trying to develop a nuclear warhead. On Feb. 19, Iran dismissed the concern as "baseless." Iran is under U.N. sanctions for failing to obey Security Council resolutions demanding that it halt enrichment. Neither the United States nor Israel have ruled out military action if it does not eventually do so.

Submarine completes dive successfully

Malaysia's first submarine, the Scorpene-class **KD Tunku Abdul Rahman**, successfully underwent underwater trials in the South China Sea last Monday.

Defence Minister Datuk Seri Dr Ahmad Zahid Hamidi said a technical team was aboard during the submarine's dive to monitor its progress under water. "The dive was successfully completed by 4pm. Everything was pronounced to be okay," Dr Ahmad Zahid said in an SMS.

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The trials were carried out at the Royal Malaysian Navy base in Teluk Sepanggar, Sabah. It was earlier reported that the **KD Tunku Abdul Rahman** was unable to dive after a mechanical defect was discovered by engineers.

The problem forced the delay of its test in tropical waters, which was supposed to be completed at the end of last month. Last week, Zahid said the technical defect, which affected the submarine's high-pressure air valve system, had been rectified by the manufacturer and contractor under a warranty agreement. The submarine arrived in Malaysia in September last year.

A second submarine, **KD Tun Abdul Razak**, is expected to arrive on May 31. Both submarines were acquired for a total of RM3.4bil and jointly manufactured by French and Spanish shipbuilders. **Source : The Star**



Drei alte Uboote hat die Verwertungsgesellschaft des Bundes, die VEBEG, jetzt an die Abwrackwerft **Scheepssloperij Nederland B.V.** in Südholland verkauft. Im Marinearsenal wird hier gerade Ex-„**U 28**“ vom polnischen Schlepper „**Ikar**“ und „**Bugsier 1**“ aus Hamburg an den Haken genommen. Letzte Woche wurde das ehemalige Uboot „**U 26**“ bereits nach Gravendeel geschleppt, wetterabhängig soll kommende Woche Ex-„**U 30**“ folgen. Die drei Boote der Klasse 206 A gehörten zum 1. Uboot-Geschwader in Eckernförde und waren zwischen 2005 und 2007 nach rund 30 Jahren außer Dienst gestellt worden. Links an der Pier östlich der Jachmannbrücke das Reserveschleusentor für die 4. Einfahrt **Source : Wilhelmshavener Zeitung**

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Above seen the **NORMAND PROSPER**, SKUDENESHAVN in KLEVEN VERFT, Ulsteinvik Norway, 21.02.2010.
Photo : Svetozar Catovic RRM ©

Aker Philadelphia eyes wind turbine installation vessels

Could Aker Philadelphia Shipyard soon find itself building wind turbine installation vessels?

The good news in the just released fourth quarter 2009 report from Aker Philadelphia is that it continues to get better and better at building tankers. "Continuous improvement projects have continued to decrease our costs with a reduction in production hours and other costs," it notes.

The not-so-good news is that only four tankers remain committed for under its arrangements with AMSC and OSG.



"A key focus for 2010 continues to be securing new orders to expand the backlog," says Aker Philadelphia. "Start of production for the first unsecured/option vessel (Hull 017) is planned for Spring 2010, but this schedule is dependent upon securing a firm order and/or construction financing for this vessel. Although no firm orders or construction financing are in place, AKPS has made prior purchase commitments on long lead items for Hulls 017-020 as tankers and continues to make commitments on Hull 017 as required by the intended production schedule. If Hull 017 is not built, whether pursuant to a firm order or on speculation, it is estimated that the company would incur expenses in excess of USD 15 million. If the shipyard is unable to build additional vessels beyond the current 12-ship series without a significant

interruption, then the company would incur significant additional expenses and it would be very challenging for the company to continue operations after delivery of the twelfth tanker. In addition, because multiple vessels are in production at any one time, lack of continued firm backlog will cause operational inefficiencies for completion of the remaining vessels in the current 12-ship series."

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Aker Philadelphia says it continues to pursue prospects for new construction projects for the future and that product and shuttle tankers and container ships remain important prospects.

"Additionally," it says, "as a result of renewable energy initiatives, AKPS is evaluating requests for the construction of vessels to support the installation of offshore wind turbines. AKPS considers each opportunity for the value it would create for AKPS and its shareholders."

In fact, had the DOT Tiger grant awards list looked a little different, Aker Philadelphia might be saying rather more about turbine installation vessels (TIV).

The Philadelphia Regional Port Authority (PRPA) applied for \$135 Million in Tiger grant funding to cover 30 percent of the anticipated cost (\$450 Million) of constructing three TIVs at Aker Philadelphia. In support of this effort, Bluewater Wind LLC established a marine services affiliate, Bluewater Nautilus LLC, to seek financing for the remaining 70 percent of construction costs and to oversee the construction, certification and operation of the vessels. Bluewater Wind committed to use the Tiger-enabled TIVs for its offshore turbine installation requirements for a period of seven years.

PRPA did not succeed in securing the Tiger grant. However, Bluewater wind is emerging as a leading player in the potentially huge U.S. offshore wind market and will certainly need TIV's.

The Wärtsilä self-elevating platform design proposed in the Tiger application is a barge type, pontoon shaped hull, self-propelled with four mooring winches and four thrusters for DP2 operation. The vessel has four jack-up legs and a deckhouse athwartships in the forward part of the pontoon.

Length OA is 108.75 m including anchor rack, molded beam is 40 m and leg length is 75 m.

The vessel is equipped with an 800-ton offshore crane with a main hook height of 100 m above deck and area coverage of the entire main deck, making it an ideal platform to install and maintain offshore wind turbines and operate as a high profile logistical asset for the offshore wind industry. In general, the deck is designed to carry loads up to 15 tons/square meter.

The vessel is also equipped with a helicopter platform capable of day and night operation in the elevated and floating conditions. The hull is prepared structurally for the future installation of a moon pool, which gives the vessel the possibility to be used as an offshore support vessel for oil and gas projects.

Indonesian yard urged to rethink lay-offs

The Indonesian shipbuilder PT PAL has been urged by the government to rethink its decision to lay-off 900 workers. "The plan needs to be reconsidered to see if it is in line with the law or not," a local news report said quoting manpower minister Muhaimin Iskandar as saying. However, Iskandar conceded he had not officially received any report about PT PAL's retrenchment plan.

"I cannot comment much because I have not received a report about it yet. After I have later, we will certainly look into the matter," he was quoted as saying. It is believed the yard had been making losses for the three years from 2006 to 2008 and laying-off workers is therefore a desperate measure to save costs. **Source : The Motorship**

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MSC Puts 8,085-TEU Ships Into East Coast

Mediterranean Shipping Co. said it is temporarily using several 8,085-TEU ships, the largest to call at U.S. East Coast ports, in a new weekly Suez Canal service linking Asia with New York-New Jersey, Baltimore, Norfolk and Charleston.



The first of the large ships in the service was the **MSC Tomoko**, which called at East Coast ports earlier this month. The **MSC Rita** was scheduled to arrive in Baltimore on Sunday following an initial stop in New York-New Jersey, and continue on to Norfolk and Charleston.

Photo :
Jaap Janse (c)

MSC plans to use the 8,085-TEU ships temporarily in its new GGS service before redeploying them to other routes, said Allen Clifford, the company's executive vice president in New York. MSC is solo

operator of the GGS service, which will operate on a rotation of Shanghai, Ningbo, Chiwan and Yantian, China; Singapore; Salalah, Oman; Suez Canal; New York-New Jersey; Baltimore; Norfolk; Charleston; Freeport, Bahamas; Jeddah, Saudi Arabia; Colombo, Sri Lanka; Singapore; Chiwan, Hong Kong and Shanghai.

Photo : Ricardo van Liere (c)

The new service will provide a 21-day transit from Charleston, the last U.S. port, to Jeddah, the company said.

The arrival of the 8,085-TEU ships is a notable event for U.S. East Coast ports, which have been rushing to prepare for the larger ships that will be able to transit the Panama Canal after 2104 when a multibillion-dollar lock-expansion project is completed.

Baltimore officials said the **MSC Rita** is the largest ship the port can handle until it completes a 50-foot-deep berth being built at the Seagirt terminal under a 50-year lease agreement the Maryland



Port Administration recently signed with Ports America Chesapeake. The 50-foot berth is scheduled for completion in time for the opening of the new locks in Panama. **Source: Journal of Commerce**

CMA CGM announces rate restoration program on Asia to North Europe, Med and Black Sea trades

The CMA CGM Group has decided to implement further rate restorations on the Asia North Europe, West Med, East Med and Black Sea trades. New rate increases will apply to all cargo and commodities moving Westbound from all Asian ports, including Japan, South East Asia, Sri Lanka and Bangladesh to all North European ports (from Portugal to Russia), West Med, East Med and Black Sea areas, effective March 15, 2010.

The increase quantum will be as follows:

*** + USD 200 per teu**

CMA CGM announces a rate restoration program from Australia and New Zealand to Europe

In a continued effort to provide its customers with the same reliable and efficient services to which they are accustomed, the CMA CGM Group has decided to restore freight rates in the Australia, New Zealand to North Europe trades, effective March 15, 2010.

The increase quantum will be as follows:

*** + 200 USD per container**

The CMA CGM Group reminds it has implemented a rate restoration program of +200 USD per teu on the southbound trade, from Europe to Australia and New Zealand, effective from February 1, 2010. **Source: CMA-CGM**



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Bocimar has converted its order for three Aframax tankers from Hanjin into an order for four bulk vessels, i.e. one 180,000 dwt unit to be delivered in October 2011 and three 205,000 dwt units to be delivered in January, April and July 2012. The purchase price amounts to USD 56 million for the first vessel and USD 73 million per vessel for the other three vessels. The instalments that have already been paid will be allocated to these new contracts. Further, Bocimar has acquired five newbuilding Handysize vessels (32,500 dwt) from their owners currently being built at the Jiangsu shipyard in China. In March 2008 these vessels were time chartered in on long-term by Bocimar. The five units were bought for a total price of approximately USD 135 million. The delivery of these vessels is scheduled to take place in May and August 2010 and April, September and December 2011. With this purchase Bocimar will succeed in decreasing the operating costs of these vessels by approximately USD 2,700 per day.

Following an agreement reached between Bocimar and its partner JB Ugland, the full ownership of the Handysize vessel **JBU Mistral** (2009 – 29,100 dwt) will be acquired by Bocimar. Bocimar's share in this vessel presently amounts to 49%. The agreement reached values the 100% ownership of the vessel at USD 22.8 million. The agreement will retroactively take effect as from 1 January 2010 and the vessel will be renamed **CMB Mistral**. Finally CMB has signed a letter of intent with The Export Import Bank of China. The framework cooperation agreement provides a financing facility of up to USD 500 million. This facility will amongst others be used for the financing of two Capesize vessels.

Source : CMB

Maersk Line Shipping Company face Legal Action

A business man, Mr. Umaru Kargbo of 9 Dillet Street, Freetown is suing Saf Marine and Maersk Line Company for failure to pay him claims for damaged goods in the containers he shipped through the company to Sierra Leone. At the Freetown High Court, before Justice Matrice Jones, lawyer for the Plaintiff Mr. A.B.Lansana applied in pursuance to order 30 rule [1] sub rule 9 [A], for the statement by the witness to stand as part of the evidence, and Justice Matrice Jones granted the application. Umaru Kargbo in the witness box said he prepared and signed the statement and wished to tender it as part of the evidence. He testified that, on the 26 April 2008 he shipped two 40 feet containers of goods which contained Onions, Irish Potatoes, Mayonnaise, Coffee Cream, and Cooking Oil, from Holland to Sierra Leone. He said, Saf Marine an agent of Maersk Line Company loaded the goods, sealed the containers and took it to the port in Holland. After that, the company issued a bill of lading to him.

He said, the company informed him that the containers will arrive in Freetown on the 14th May 2008, but it did not arrive until June 30th 2009. The witness also testified that when he went to the port to clear the containers, he noticed water dripping from one of the containers. He told the court that Mr. C.J. Williams the Maersk Line officer inspected the containers and confirmed that the Onions and Irish Potatoes were rotten. As a result Mr. Christian the Maersk Line officer together with the Police and Journalists took the container to the dumping site where the perished goods were dumped.

He said the other container which he off loaded at his shop at Dillet Street also had damaged goods, which included 16 cartons of Coffee Creamer, 226 cartons of Mayonnaise and 220 cartons of Cooking Oil. Kargbo said the officers at Maersk Line advised him to make claims of the damaged goods, He said after he had submitted his claim to Maersk Line, they informed him that they would only take responsibility of what occurred when the containers were in their possession. The witness also said five months later the officers at Maersk Line told him that they are not going to take any responsibility for the claims he had made against the company. Legal hearing continues. Source: Awoko

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Vladivostok Container Terminal throughput up 30.7pc in January

THE throughput of Vladivostok Container Terminal increased 30.7 per cent year on year to 19,304 TEU in January, reported Portnews News Agency. Exports came to 7,453 TEU while imports stood at 4,697 TEU. Cabotage accounted for 7,154 TEU while reefer throughput totalled 2,643 TEU. In January 2010, the terminal handled 35 vessels, two more than in December 2009. Average turnaround of one vessel was 552 TEU. **Source : Schednet**

Maritime and Coastguard agency detain ship with cracked hull blocked by a rag

The Russian registered cargo vessel **Baltiyskiy 110** has been issued with a Detention Notice due to failure to comply with merchant legislation in Fowey, Cornwall. A Port State Control Inspector visited the vessel and after a preliminary inspection detained the vessel due to the ship having a hole in the port side hull plating into the number 2 water ballast tank.

The vessel also has 2 major conformities recorded against the International Safety Management Code. The vessel had sailed from two previous ports with this hull damage with the company instructing the master to continue its voyages. Tony Heslop, Area Operations Manager (South West) of the Maritime and Coastguard Agency said: This is a very serious breach of International Maritime Legislation and the vessel after inspection was detained. Our inspector will carry out a further detailed inspection of this with a surveyor from the classification society. The vessel will not be released from detention until all items found are rectified to the required International Standards. **Source: NDS**

45 Tonne Bollard Pull ASD Tug Delivered

"**Soco**" (ex-Ulupinar VIII), the third of three newbuilding Robert Allan Ltd. design 45 tonne bollard pull compact ASD tugs, has been delivered by Sanmar Denizcilik Makine of Istanbul, Turkey to Caucedo Marine Services, Ltd. of Boca Chica, Dominican Republic. Caucedo Marine owns the sister-tug "**Haina**" which was delivered in 2008. The "**Soco**" will be fully operated by Remolcadores Dominicanos, owner of the sister-tug "**Nizao**" built last year. The 24.4m x 9.1m x 4.0m "**Ulupinar**" series tugs are powered by a pair of CAT 3512TA diesels developing a total of 3,300BHP at 1,800RPM to aft-mounted US-155 fixed pitch Rolls Royce azimuthing drives. "**Soco**" is named after a river in the eastern part of Dominican Republic.



The RINA C+ Hull & Machinery classed tug is fitted with Rolls-Royce Rauma Brattvaag hydraulic towing winches fore and aft, Data hydraulic 8" towing pins and a Data hydraulic 45 tonne SWL quick-release tow hook. Two Volvo-Penta diesel generators provide electrical power.

A representative of **Marcon International, Inc.** of Coupeville, WA, who brokered the construction of the three ASD tugs, attended the sea-trials and handover of the tug. As with the previous two sister-tugs "**Haina**" and "**Nizao**", the new Owners are sailing the "**Soco**" on it's own bottom over 5,300 nautical miles from Tuzla, Turkey to Santo Domingo, where she will be employed primarily in

ship assist work.

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Sanmar, still a family-run firm, was founded in Istanbul in 1976 and in 1978 began operating tugs, mooring and pilot boats of the BOTAS Pipeline Corporation located in Southern Turkey. Sanmar first became involved with new construction in 1982 and the first tug of Sanmar's own fleet, the "**Sanmar I**" was built in 1990. "Soco's" sister-tug, the "Max" was also recently delivered to Hans Schramm & Sohn of Germany. Sanmar has built over 80 tugs with over 50% of the vessels sold internationally. Sanmar-built tugs can be found in fleets world-wide in Italy, Norway, Russia, Germany, Mexico, U.K. France, Martinique and Dominican Republic. Several newbuilding tugs from 30 tonnes up to 65 tonnes bollard pull continue under construction.

Remolcadores Dominicanos is a thirty-seven year old, privately owned harbor and deep-sea towing company operating a fleet of over a dozen tugs between 400 and 5,500BHP, three line-handling launches and a number of tank barges based at ports in the Dominican Republic and offering coverage of the Caribbean Sea, Southern Bahamas islands and adjacent North Atlantic waters. Founded in 1973 in the port of Santo Domingo by the two leading shipping agency firms Baez & Rannik and Frederic Schad, Remolcadores Dominicanos began life with one 1200HP World War II, ex-U.S. navy diesel electric tug, the "**Saona**" (ex-YTB 389) which served the company reliably until the end of 1989.

Marcon International, Inc. has sold Remolcadores Dominicanos and Caucedo Marine Services, Ltd. several other tugs and tank barges over the years, in addition to three newbuildings



The **VIKING** arrived with Allseas **TOG MOR** in Willemstad (Curacao)

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

Main shareholders of Ge-eX Logistics start new venture in temperature-controlled 45ft reefer transport:

Ge-Fresh Logistics

After the successful launch in May 2007 of Ge-eX Logistics, which provides door-to-door multimodal container transport services on key European routes, the majority shareholders in this company have decided to expand into the temperature-controlled sector with the launch of Ge-Fresh Logistics.



"Entering the 45ft reefer market is a natural step and one which excites us" says Gerard de Groot, Managing Director of Ge-eX Logistics and the main shareholder in Ge-Fresh Logistics.

"Customers with whom we co-operate at present have regularly expressed their wish that we would start to operate 45ft reefers as well. This is mainly driven by the fact that they are very satisfied with the high level of service that we give them and

recognize the knowledge and expertise that we have within the company. We believe we have helped many of them to improve their supply chain systems and so become more cost effective."

This decision to move into reefer logistics was not taken lightly explains Mr de Groot: "For most transport companies these times are very difficult. However we see opportunities and we are prepared to invest. For Ge-eX Logistics 2009 was a very satisfying year."

Simeon Roodenburg, the Director of Ge-Fresh Logistics, continues: "The temperature-controlled market is a very demanding but growing market. Customers want a closed loop in the total supply chain and we will contribute to this with our 45ft reefers. These are brand new and equipped with the latest technology to ensure the best reliability in monitoring temperatures during the transport." "Initially our main focus will be on the Benelux, UK, Ireland and Scandinavia but we plan to expand into Italy in 2011."

Mega Passion launched

The **Mega Passion**, a semi-submersible heavy lift ship, has been launched for TPI Mega Line by Daewoo Shipbuilding and Marine Engineering. Final delivery to the client is expected to be in May, 2010 and she will be followed by two sister ships next year.



The 63,000 dwt **Mega Passion** has a length of 203m, breadth of 63m, a maximum load out capacity of 45,000 tonnes and a service speed of 12 knots.

According to TPI Mega Line, this will make the vessel the largest semi-submersible ship in Asia and second largest in the world. The ship has the capacity to transport drilling rigs, various offshore equipment and platforms as she can be submerged down to a depth of 22m.

Until now the 'Big Three' Korean shipbuilders have depended on overseas companies to transport heavy offshore plants and equipment from South Korea. Interex Mega Line was established in December, 2006 as the first in a series of heavy marine freight transportation companies grouped under Mega Line. Interex Mega Line is currently delivering pre-assembled shipbuilding blocks manufactured by DSME Shandong Corporation (DSSC) in Yantai, China to Okpo, Korea, using the 17,300 dwt **Mega Trust**.

Transport Mega Line was launched next under the Mega Line umbrella in May, 2008 and is currently transporting pre-assembly shipbuilding blocks internationally. The creation of TPI Mega Line also occurred in May, 2008. The **Mega Passion** will be followed by **Mega Caravan** and **Mega Integrity** in May and September, 2011 respectively. **Source : The Motorship**

Indonesia to triple spending on sea and air infrastructure

THE Indonesian government has announced plans to triple spending on seaports and airports after free-trade deals signed under the ASEAN trading bloc came into effect with China and India in 2010. The new deals put an end to import tariffs on 90 per cent of traded goods, reported London's International Freight Weekly.

Sixty-six ports and 25 state-owned airports will receive funding from a IDR10.3 trillion (US\$1.1 billion) budget set aside for infrastructure upgrades in 2010, up from IDR3.3 trillion last year, of which two-thirds are earmarked for port development. **Source : Schednet**

World's fastest container ships mothballed

Near the waterline inside the **Maersk Beaumont** lies the main reason why this new container ship is set to spend at least the rest of this year unused on a Scottish sea loch. Twelve cylinders, whose linings alone weigh eight tonnes each, sit ready to accelerate the ship to speeds of nearly 30 knots (55kph). They make the **Beaumont** and her six sister ships, built to rush Chinese goods to the US east coast, the world's fastest modern container vessels. But fuel consumption is nearly as high as on the world's largest container ships, which carry three times as much cargo. The fast ships, which analysts say would have cost well over \$50m (-\$36.7m, £32.3m) each, have fallen victim to a doubling in fuel prices, slumping demand for containerised goods and changes in industry practice. Denmark's Maersk Line, owner of the vessels, moved the Beaumont and four of the sister ships to Loch Striven, off western Scotland's Clyde estuary, in July. Another redundant Maersk ship was added to provide more stability when the group was lashed together. The remaining two B Class ships, as they are known, are laid up at Laem Chabang in Thailand.

The ships are among hundreds laid up worldwide to see out the worst downturn in container shipping's 53-year history. AXS Alphaliner, a Paris-based consultancy, estimates that 10.1 per cent of worldwide container ship capacity is currently idle after a 10 per cent slump in container movements last year. However, the B Class's fate is the starkest illustration of the change in the industry's fortunes. Although the oldest is only four years old, conditions have changed so completely they may never see commercial service again without heavy modifications. David Johnstone, captain of the group of laid-up ships, says he feels sad to see them taken out of use – particularly because he was first captain of the oldest ship, the **Maersk Boston**, on its launch in February 2006. "They were going to be the fastest – it was an honour," he says.

The crisis is hitting seafarers harder than ships, he points out. Only 10 crew will ultimately be needed to maintain the six laid-up ships in Loch Striven, against the 120 or so who would have been needed to keep them at sea. "It's bad enough the ships being laid up," Captain Johnstone says, as the current crew steadily dismantle and clean key components in preparation for mothballing. "Closer to home, there are people getting paid off." Behind the B Class ships' construction lay a core assumption about the long boom in container shipping between 2001 and 2008. As trade growth accelerated following China's accession to the World Trade Organisation, container lines sold their services on their speed, arguing that the faster service allowed customers to hold fewer Chinese toys and electrical appliances in stock.

That strategy has been upended by the worldwide economic slump of the past 18 months. Falling demand and significant ship deliveries mean most shipping lines now have spare capacity. Ships' bunker fuel now costs about \$450 a tonne, compared with \$200 a tonne in 2004, when the B Class ships were planned. These developments mean it makes more economic sense to slow ships down, add spare ships to services and conserve fuel than to focus on speed. Average speeds, once well above 20 knots, are now falling to about 14 knots. Customers seem not to mind if deliveries remain reliable and cheap. Tony Greener, UK technical manager for Maersk's container shipping division, says the company has found slower speeds commercially successful. "It's making us think, 'Is the future slow speed?'" he says. Yet slow speed is no answer for the B Class ships as they stand. Their narrow, yacht-like hulls are suited only to high-speed operation. "You can't run them at conventional speeds – they're fairly inefficient," Mr Greener says.

Maersk is considering modifying the vessels, possibly by shortening them, to suit them to the new, lower-speed environment. The US navy could also convert them into supply ships. In the meantime, Maersk has found a temporary, if bizarre, use for them – hosting a children's TV adventure game show. **Source: Financial Times**

HAVENMEESTER LEMS LAAT VEILIGE ROTTERDAMSE HAVEN ACHTER

2009 was een veilig jaar voor de Rotterdamse haven waarin belangrijke stappen zijn gezet om de veiligheid en orde nog beter te garanderen. Met deze conclusie presenteerde havenmeester Jaap Lems voor de laatste maal de nautische jaarcijfers van de Rotterdamse haven in zijn 'hut' op de achttiende etage van het World Port Center. Op 1 maart gaat hij officieel met pensioen en wordt dan opgevolgd door René de Vries.

In 2009 noteerde het Havenbedrijf officieel 124 nautische ongevallen, tegen 126 in 2008. Daarbij ging het om slechts zes 'significante ongelukken' met aanzienlijke schade of stremming. Door de kredietcrisis nam het aantal scheepsbewegingen af van 89.297 naar 81.611 en het aantal zeeschepen idem dito: van 36.415 naar 33.352.

Het Havenbedrijf zette in 2009 belangrijke stappen op het gebied van veiligheid en orde op het water door de modernisering van het verkeersbegeleidend systeem, het convenant 'Inspecties aan boord van zeeschepen' waardoor de havenmeester als algemeen aanvaarde coördinerend toezichthouder kordater kan optreden, de nieuwe havenverordening en het vernieuwde 'verkeerscheidingsstelsel' in het aanloopgebied van de haven.

Jaap Lems toonde zich heel tevreden over de resultaten van de ruim 11.000 inspecties. Die toonden aan dat de bemanning zich beter houdt aan de regelgeving. Op basis van de door het Havenbedrijf ontwikkelde 'safety and environmental index' kreeg het milieuveiligheidsniveau een 8,5 en het transportveiligheidsniveau een 8,3. De havenmeester ging specifiek in op inspecties op schepen met restgassen. Van de 104 onderzoeken moest slechts éénmaal verbaliserend worden opgetreden. De havenmeester vond het bemoedigend dat er ook dit jaar door de schepen meer afval was ingeleverd in Rotterdam (+ 4,5%).

Als voorzitter van de 'European Harbour Masters' Committee' waarschuwde hij voor de onder druk staande kwaliteit van de steeds kleinere wordende bemanning op zeeschepen in het algemeen. Dat leidt volgens hem tot communicatieproblemen, vermoeidheid en vermindering van ervaring en dit komt juist in havens tot uiting.

CORRECTION

In yesterdays newclippings 2 photos could be seen of 4 AHTS which were built at 1 : 50 scale , for the good order the models are built by :

Maersk Seeker > Cees Punt
Maersk Master > Leen Boers
Arild Viking > Henk Zetsema
Havila Champion > Adam Louwen

Mitsui O.S.K. Containership to break even in FY10: president

Mitsui O.S.K. Lines Ltd.'s containership operations are likely to break even in the year ending March 31, 2011, President Akimitsu Ashida recently told The Nikkei. The company expects to eliminate the segment's red ink on a pretax basis through such economizing measures as reducing speeds to lower fuel expenses and cutting back on ship crews.

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The slower speeds have already been adopted on ships leaving Asia for European destinations. Mitsui O.S.K. also plans to implement them next fiscal year on routes from Asia to North America, Ashida said. This was expected to provide an annual savings of around Y8 billion (\$US87.45 million). Mitsui O.S.K.'s consolidated pretax profit will likely more than quintuple on the year to at least 70 billion yen in fiscal 2010, according to Ashida. That level should be attainable, even if the dollar trades at around 90 yen and fuel costs come to around 500 dollars per ton, he said. **Source: Nikkei**

OLDIE – FROM THE SHOEBOX



A few days back in the Clippings the message of the mv **NAMIBIA** was sold to the breakers, was surprising. Ofcourse 33 years of a shipslife the end will come soon. The **ALDABI** was the first ship in a series of 4, but she takes very soon as the last of her family from Durban the way to the Indian breakers as the **AMI**.

Photo: Skyfoto - collection Capt. Frank Haalmeijer



The **ALPHACCA** seen as **GOLD FUTURE** anchored off Surabaya (1992) - **Photo : Piet Sinke ©**

ALDABI's sister **ALHENA** was scrapped in 2003 and the 2 youngest of this generation, **ALNATI** and **ALPHACCA** were already scrapped in 2000. They were all Dutch built in the Rotterdam area and originally used in the trade between Europe and the east coast of South America.

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.... PHOTO OF THE DAY



The brand new South Korean icebreaker/research vessel **Araon** seen in Lyttelton on a stopover as she headed south to Antarctic waters. While in port she loaded fuel and stores as well as scientists from New Zealand and South Korea.

Photo : Alan Calvert (c)

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