

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 061



Number 061 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 02-03-2010**

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**Above the Finnlines ferries "Finnstar" and "Nordlink" in Vuosari port Helsinki on February 22nd seen from the Finnlinesferry "Europalink" when arriving in Helsinki.
Photo : Jörg Heuckeroth ©**

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Solar cat is test bed for next generation submarine batteries



making it the largest solar powered vessel in the world. it will be powered by approximately 38,000 of SunPower's next generation cells, each cell offering an efficiency of at least 22 percent, the highest efficiency solar cells commercially available.

The boat is financed by the German entrepreneur and solar pioneer Immo Ströher. It was built at Kiel's Knierim Yachtbau GmbH -- and there is perhaps a little more than neighborliness behind the decision to unveil the vessel at

PlanetSolar has unveiled the world's largest solar boat in a ceremony at the Howaldtswerke-Deutsche Werft GmbH (HDW) shipyard in Kiel, Germany. The vessel will be launched later this month and will undergo testing, before embarking on a round-the-world tour early next year. The goal is to navigate around the world at an average speed of 8 knots

PlanetSolar is a catamaran vessel topped by a large array of high-efficiency photovoltaic solar cells from SunPower Corp.

In all, it can expose a total of 500 sq.m of photovoltaic surface (solar panels) to the sun --

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HDW, since HDW is playing a key role in the project. It is testing innovative lithium ion battery cells on board the solar catamaran.

In close cooperation with Knierim Yachtbau GmbH and battery manufacturer GAIA Akkumulatorenwerke GmbH HDW will now enter the final development phase for a new generation of energy storage systems that is designed for future use on non-nuclear submarines.

The Chairman of HDW's Executive Board, Mr. Walter Freitag, states: "Lithium ion technology is an enormous step forward for submarine batteries. These cells were developed by GAIA, with the support of HDW and exclusively for us. In comparison to the lead acid batteries commonly used so far on board submarines, they feature much greater capacity and a longer life expectancy. In addition, they



are virtually maintenance-free. Due to the very high demands in the submarine construction sector and in order to ensure operational safety on board, HDW has developed a comprehensive safety concept for system integration. The solar catamaran is the prototype for first operation of the lithium ion technology on board a manned vessel."

HDW has an advisory role during integration of the currently largest lithium ion battery in the world on board "PlanetSolar(R)" and is supporting Knierim with technical know-how. This particularly applies to the safety aspects of operating lithium ion technology on board.

HDW is a world leader in non-nuclear submarine propulsion technology being the developer of air-independent propulsion using a fuel cell plant.

PlanetSolar has these dimensions:

Length: 31 m
Width: 15 m
Length with flaps: 35 m
Width with flaps: 23 m
Height: 6 m
Weight: 60 t
Surface of solar modules: 500 m²
Panel output: 22%
Power received by the sun: 103.4 kW (138.7HP)
Average engine consumption: 20 kW (26.8HP)
Average speed: 8 kt (15 km/h)
Maximum speed: 14 kt (25 km/h)
Crew: 2 skippers

Source : MarineLog

Oversupply of vessels set to hurt recovery: Moody's

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An oversupply of vessels may obstruct a recovery of the shipping industry, putting pressure on freight rates, Moody's Investors Service said in a recent report.

Ships currently on order to be built make up about 60 per cent of the existing fleet for dry bulk carriers, or those that transport iron ore, coal and grains, 30 per cent for tankers and 40 per cent for container vessels, Marco Vetulli, a vice-president for the US ratings agency, said in a report on Friday.

'Modest gross domestic product growth globally will help volumes in the dry bulk and tanker segments,' Mr Vetulli said. 'However, freight rates are likely to remain under pressure, especially for dry bulk.' New ships were delivered at a record pace during one of the world's worst recessions because orders for the vessels were placed when global trade in commodities boomed in 2007-08, led by China, India and Australia.

The Baltic Dry Index, a measure of shipping costs for commodities, plunged to 2,711 on Feb 25 from 11,793 in May 2008. Shipping finance will remain 'tight' and banks will stay selective in disbursing loans, Moody's said.

Order books for the tanker segment at the end of 2009 represented about 132 million deadweight tons, or about 30 per cent of the current fleet on the water at 432 million deadweight tons, Moody's said. About 27 per cent of the new orders are expected to be delivered in 2010 and 2011. Weakening freight rates and constraints on bank financing are forcing tanker owners to delay or cancel their orders, Moody's said.

Clarkson Research Services estimates that about 25 per cent of the vessels originally scheduled for delivery in 2009 have not been delivered, and this trend could continue this year, according to the report.

'Rates in 2010 will be stronger than in 2009, although they will remain well below their long-term averages,' Mr Vetulli said. 'Recovery will be slow and the healthy earnings reported by tanker companies in the 2000s will remain elusive for many years.'

Oversupply in the dry bulk segment may be mitigated by stable Chinese demand, port congestion and scrapping of old vessels, Moody's added. The slippage rate was 36 per cent for bulk carriers with 385 actual deliveries versus 602 scheduled as of end-October 2009, Moody's said. The number of delivery delays may accelerate this year, it said.

Slippage implies a renegotiation of a contract to deliver a ship that may result in delivery postponement or cancellation. 'The supply-demand imbalance will continue to limit the upside of freight rates' for dry bulk vessels, Mr Vetulli said. 'Freight rates will remain near current levels, on average, that will constrain the Baltic Dry Index between 2,000 and 4,000.'

The global container fleet is expected to increase by 8 per cent at year-end 2009, while container demand is expected to decline by 9 per cent, Moody's said, citing forecasters Global Insight. Bulk carriers led a 25 per cent growth in new cargo-carrying capacity last year, when the US and European economies shrank, according to a report by SSY Consultancy & Research Ltd.

Shipyards delivered 77.6 million gross tons of new vessels, a record in output terms and 14.1 per cent higher than a year earlier. **Source : Bloomberg**

Egypt says Costa Cruises must pay for damage to quay

Red Sea Ports Authority says it will expect payment from the owners of the cruise ship **COSTA EUROPA** for repairs necessary to a pier after a collision at the port of Sharm al Shaikh on Saturday (27 February).

The **Costa Europa** was entering port in poor weather and collided with a pier at Sharm al Shaikh. Three crew members, an Indian, a Brazilian and a Honduran died when they were submerged by incoming water in the lower front

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of the ship. Four passengers also received injuries and have been treated in a local hospital. They were three British women and an Italian woman.

Cruise operator Costa Cruises confirmed the accident saying that the ship had later docked safely and that all passengers were being taken to hotels and would be flown home. The ship was halfway through a cruise from Dubai to Savona.

According to witnesses that ship experienced high winds during the night. After the collision the vessel was left with a 2-metre hole in the starboard side. According to Costa chairman Pier Luigi Foschi the ship encountered exceptionally bad weather conditions and an unexpected wind which blew against the ship and led to the collision.

Egyptian prosecutors are meanwhile questioning the crew. **Source : ports.co.za**



The brandnew TSHD **GATEWAY** seen testing her pumps prior her yard trials
Photo : Jan Gossen Roos ©

Egypt bulker asked for 2 crew members medevac, Pacific ocean

Bulker **Wadi Alarab** sailing from Takoma US at 00.20 LT March 01 in Pacific ocean off Petropavlovsk-Kamchatskiy required immediate assistance, two crew ill, one heart problem another one nauseating, vessel in 49.39N 158.46E. Master advised to go to 52.40N 159.25E for evacuation, either by helicopter or by salvage vessel **Rubin**, ETA to medevac position 16.00 LT March 01. Weather fine. **Source : Mike Voytenko**

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Harms **PEGASUS** seen ready to depart with the STX **newbuilding hull 731** from Tulcea (Romania) to Aalesund in Norway - **Photo : Capt. Arjan van Nugteren ©**

Bangladesh bans toxic ships

Non-governmental organisations (NGO) are applauding Bangladesh for implementing the High Court Order banning toxic ships from entering the country's maritime territory.

At present, all ships destined for breaking in Bangladesh must have a certificate from the exporting country proving that they are toxic-free. This measure aims at improving the current disastrous environmental and safety standards of the shipbreaking yards in Chittagong and is the result of a long legal battle fought by BELA, a member organisation of the NGO Platform on Shipbreaking in Bangladesh. The NGOs are now calling on the European Union to take effective steps to stop the export of European toxic ships to developing countries.

On January 26, the Ministry of Commerce ordered the Bangladeshi Customs to stop the import of any obsolete vessel that has not been pre-cleaned of toxic materials such as asbestos, heavy metals and PCBs. By putting this new measure into effect, the Bangladeshi government is finally being compliant with international law and its own national regulations on waste imports. Ten ships have been barred from entering since the policy has come into effect.

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"Pre-cleaning is one of the solutions to stop toxic ships from being dumped in poor countries like Bangladesh and in ensuring the protection of our coastal environment from the pollution generated by shipbreaking," explained Muhammed Ali, the local coordinator of the NGO Platform on Shipbreaking.

He added that this measure would ensure the safety of the workers that, until now, have cleaned the pollutants with their bare hands. The shipbreaking industry in south Asia is the most toxic and dangerous in the world. Currently over 80 percent of the global fleet of end-of-life ships are run ashore and broken by hand on the beaches of Bangladesh, India and Pakistan, where labour is cheap and pollution laws weak, lacking or not enforced.

In Bangladesh, 26 workers were reported to have died on the job in explosions or by being crushed by metal plates in 2009. Local NGOs estimate the number to be much higher though since there are still no official records kept; many also die inhaling toxic fumes or of cancers due to asbestos exposure. **Source : Baird Online**



The tug **SERVVAL** seen with the Damen Bergum newbuilding hull **BN 9411** passing the Bosphorus , the transport is enroute from Kerch (Ukraine) to Harlingen in the Netherlands

Photo's top and below via Herbert Westerwal – Westcoasting ©



Above also seen in the Bosphorus the tug **FRIGGA** with the under tow the coaster **EASTWIND** enroute from Poti towards the breakers in Aliaga (Turkey)



The **PHOENIX ALPHA** seen moored in Freeport – Bahamas
Photo : Hans Dörr ©

AUSSIE TRAINING DOLLARS

The Australian Minister for Education, Julia Gillard, announced that the Australian Maritime College in Launceston will receive a \$2.1 million payment to help address skills shortages in Australia's maritime industries. The grant will support the AMC to deliver maritime and maritime-related vocational education and training to alleviate the national shortage of seafarers.

AMC is widely regarded as one of the leading maritime education and training institutions in the world. As one of the founding members of the International Association of Maritime Universities, it is Australia's only provider with a national focus on seafarer training. The 2008 Report on Rebuilding Australia's Coastal Shipping Industry, by the House of Representatives Standing Committee on Infrastructure, Transport, Regional Development and Local Government, identified a critical shortage of seafarers worldwide.

The committee recommended that Australia needs a national maritime training authority to create a unified training system. AMC is well placed to provide a total solution to seafarer skills shortages. AMC Principal Professor Malek Pourzanjani welcomed the 2010 funding for the college, having written to the Department of Education last year requesting the funding to deliver vocational education and training.

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"It will support the training and certification of new seafarers to ensure Australia's maritime industries have enough skilled workers to meet demand," Professor Pourzanjani. "The funding will also support the college's objectives of developing innovative delivery of learning modules and assessment methods, with an increasing focus on e-learning."

The Australian Government provided more than \$1.5 million to the AMC in 2009. **Source : ShipTalk**

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Barry Scott, new skipper on Arran ferry

Barry Scott is the new skipper of MV **Caledonian Isles** having taken over from John Martin who retired last week.

He will be in charge of the Arran ferry on a rota basis with other captains Colin Bain and Stevie Ross. Raised and educated in the Border town of Hawick, Barry left school at the age of 18 and joined P&O Cruises to pursue a career at sea. During his eight years with P&O he obtained his Officer Of The Watch certificate in 2001 and his Chief Officer's certificate in 2004. Barry was lucky enough to work in many areas of the world, including but not limited to the Baltic and Mediterranean Seas, South America, Caribbean, US coasts both east and west, Alaska, Mexico and Australia.

In 2005 he married Sarah and decided to leave his post as Senior Second Officer with P&O Cruises and in the summer of that year joined Caledonian MacBrayne as third officer. Since then he has progressed through the ranks of Second Officer and Chief Officer, obtaining a permanent position onboard the Caledonian Isles and his Master Certificate in the Spring of 2007.

Barry said: 'I am a very active individual enjoying outdoor pursuits such as golf, walking and rugby. Unfortunately my involvement in rugby is now purely as a spectator since beginning at sea.

'The last two years have seen me become the proud father of two beautiful girls; Abbie (20 months) and Millie (six months) who as you can imagine keep both Sarah and I very busy. 'I have very much enjoyed my time on the Caledonian Isles and I look forward to my new posting as Master and continuing to serve the friendly island community of Arran.' **Source : arranbanner**

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The **MSC CANDICE** seen at the Westerscheldt River - Photo : Dirk de Smedt ©

NAVY NEWS

Pacific Navy Warships Set off to Combat Sea Rover

The RF Pacific Navy ship group left Vladivostok for Horn of Africa where it is to take part in UNO international campaign on the anti-pirate control; RIA PrimaMedia reports.



The ship group of the RF Pacific Navy under command of Ildar AKHMEROV, the captain first rank, includes the large anti-submarine vessel "**Marshal Shaposhnikov**," the liquid carrier "**Pechenega**" and an ocean-going rescue tug.

The RF Pacific Navy Marine Corps also participate in the international mission; the marine corps sub-units are aboard of each vessel of the detachment. Besides, two helicopters of Ka-32 class are placed on board of "**Marshal Shaposhnikov**."

Captain first rank Roman MARTOV, the Head of the RF Pacific Navy Information and Public Relations Service, informed RIA PrimaMedia that the Russian detachment is going to keep combat watch in the Indian Ocean and convoy the merchant ships from different countries. The helicopters will carry out the air reconnaissance every day and report to the group commander on the sea rovers' position and course.

It is the fourth RF Pacific Navy ship group that participates in the anti-pirate campaign in the Gulf of Aden. From July 30 till October 15, 2009 the Pacific Navy detachment including "**Admiral Tributz**," the large anti-submarine vessel, the liquid carrier "**Boris Butoma**" and the ocean-going rescue tug "**MB-99**" was on watch near the Horn of Africa. They returned home on November 16, 2009.

The first RF Pacific Navy warship detachment including the large anti-missile vessel "**Admiral Vinogradov**," tankers "**Boris Butoma**" and "**Pechenega**" and the rescue tug "**Photiy Krylov**" was patrolling the Gulf of Aden in January – March of the last year. The second group that consisted of "**Admiral Panteleev**," the large anti-missile vessel, the

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rescue tug "**SB-37**," liquid carriers "**Izhora**," and "**Irkut**" participated in the international campaign from April 27 until June 7, 2009. During their three visits the RF Pacific Navy warships convoyed over 100 merchant vessels from 26 world countries, they beat off 20 pirate attacks against the merchant convoys and captured over 15 corsairs. **Source** : vladivostoktimes.com



The guided-missile destroyer **O'Kane** makes its way out of Pearl Harbor on Feb. 27 as Hawaii prepared for a possible tsunami generated by an 8.8-magnitude earthquake near Chile.

Critics worry over attack sub force plan

The Navy's plan to reduce its submarine fleet by 20 percent will render it unable to meet critical requirements, lawmakers and strategists say.

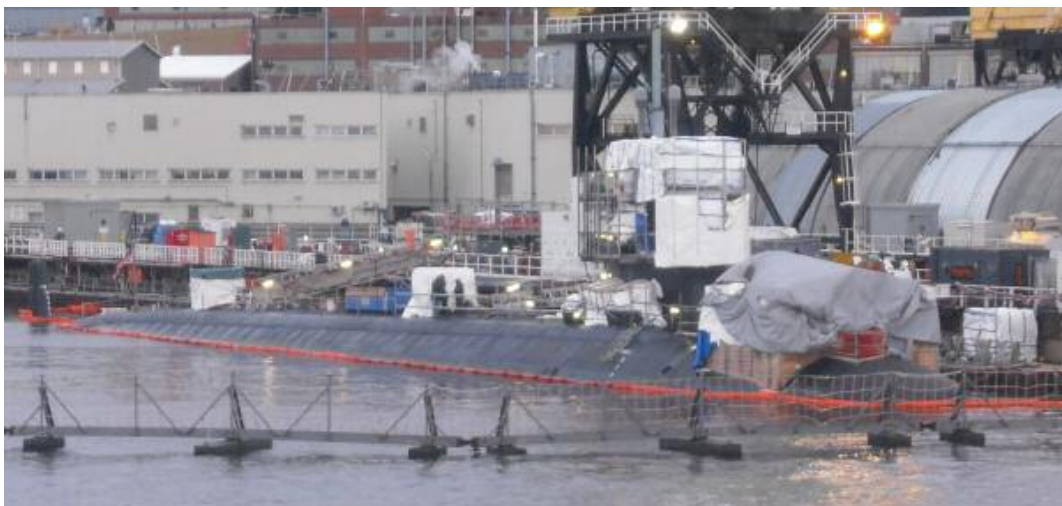


Photo : Fred van der Spek ©

What's still a mystery to many is whether the cuts are driven by decreasing missions or decreasing funding — or is this a gamble by the Navy that has a potential payout in the billions?

In the 2006 Quadrennial Defense Review, the Navy argued that a 48-attack-sub minimum is a moderate-risk force necessary to provide the roughly 10 subs that combatant commanders need on any given day.

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But the 30-year shipbuilding plan released Feb. 1 would drop the current 53 attack subs to a low of 39 in 2030, then stabilize the fleet at 45 through 2040. The plan also eliminates the Navy's four guided-missile subs in 2028 and replaces the 14 Ohio-class ballistic-missile submarines with 12 new boomers.

"I have real reservations about attack subs hitting a low of 39 boats, which is well below the minimum required," Rep. Rob Wittman, R-Va., a member of the House Armed Services Committee, told Navy Times. "We can't meet the demand that is out there now, and requirements will only continue to grow in the future." **Source : Navy Times**

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Indian submarine fire triggered by battery explosion

The Indian submarine fire in an eastern port base on Friday was caused by its battery explosion, the Indian newspaper Hindustan Times reported on Sunday. "It was due to a defective battery, while the Russia-made Kilo class submarine in the eastern port of Visakhapatnam was performing a routine maintenance," a Navy official was quoted as saying.



The submarine fire on Friday evening killed a 24-year-old technician and two others suffered from burn injuries.

The diesel-electric submarine, acquired in the 1980s and commissioned in 1997, would be succeeded by a more advanced one in the future, said the Navy official.

This was the second fatal accident in the Indian navy's submarine fleet since 2008. In January 2008, another one of the same class, participating in a naval exercise, collided with a merchant ship off Mumbai, had to repair in the dockyard for a month. **Source : People's Daily Online**

Autopilot Systems for Second Series of U212A Submarines

Avio has signed a contract with the Naval Division of the Fincantieri Company for the development and manufacture of two Autopilot systems for the second series of U212 A submarines, destined for the Italian Navy.

Thanks to this contract, worth about EUR 6 million, the overall number of U212 autopilot systems for Avio has risen to eight: four already supplied to the German Navy and two to the Italian Navy for the first construction lot.

In this order, some modernisation has also been included with respect to the previous version.

Production will begin this year – March is envisaged; the working team involved in the project will be that of Naval Automation at the Rivalta di Torino industrial site.

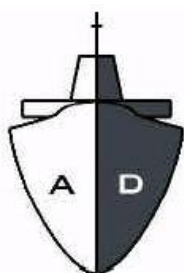
The two U212A submarines will be delivered to the Italian Navy, respectively, in 2015 and 2016.

It is foreseen that Avio deliver the first autopilot in March 2013, and the second by 2014. These will then pass to the shipyard test sessions.

The Avio Group is a leader in the aerospace sector. Founded in 1908, it is present in Italy and abroad (the USA, Poland, Holland, Germany, France and French Guyana) with 11 industrial facilities, and has over 5,500 employees. Company revenues in 2008 were EUR 1.7 bn. The Group operates in 4 main business areas, in both the civil and military fields: Aeronautical, Space, MRO and Services, and Marine and Aeroderivative. **Source : Defence Talk**

SHIPYARD NEWS

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Indian dredger order to be awarded to IHC Dredgers

The Press Information Bureau of India has announced that India's Cabinet Committee on Infrastructure has approved the procurement of three trailing suction hopper dredgers of 5,000m³ hopper capacity by Dredging Corporation of India Limited (DCI) from IHC Dredgers in The Netherlands.

The vessels will be delivered in 29 months and 35 months ex-yard for the first and second dredger respectively, with the order for the third dredger at DCI's option with a delivery period of 41 months ex-yard. The total indicative cost for the project in Indian rupees is Rs.1570.21 crore. **Source : Dredging News Online**

Onega Shipyard to launch Karelia ship

Onega Shipyard (Petrozavodsk, Karelia) on February 27 has prepared a Karelia 4.570-dwt multipurpose bulker to get it launched, the Marine Engineering Bureau statement said.

The European coaster class (DCV33 project) ship meets all the commercial and port requirements for traffic between the ports of the EU. The vessel is built to German Lloyd Class (Hull: 100 A5 E2, G, DBC, SOLAS II-2, Reg.19, Multi Purpose Dry Cargo Ship, Machinery: MC E2 AUT). The vessel is equipped for carriage of seaborne general and bulk cargo, including 20-and 40-foot ISO containers up to 9 feet tall. The ship can transport metal, grain, timber, coal, bulky and heavy cargo, dangerous goods of Class 1.4S, 2, 3, 4, 5, 6.1, 8, 9 and Annex B of the Code.

The vessel is charged with IFO380 fuel. Power engine steering device rated 170 kW. The ship's independent navigation - 30 days. The bulker's crew includes 11 members.

The first two ships of the **EMI PROUD, EMI LEADER** series were built for the Eestinova OU company (CEO Oleg Malyshev, fleet manager Nikolai Sharonov).

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The third **Dmitry Varvarin** vessel came off the stocks on November 24th 2009, the fourth - **Ivan Kudryavtsev** ship - on Dec. 4th, 2009. **Source : PortNews**

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Maersk Line pulls out of Taiwanese hub port

Maersk Line is pulling out of the Taiwanese port of Kaohsiung. The box carrier told the maritime news service TradeWinds that the decision was part of its global strategy. Maersk Line, the world's largest container shipping line, rents two docks in Kaohsiung harbour but will let the contract expire in May. Reports said it was re-focusing operations across the Taiwan Strait in the Chinese port of Xiamen, where APM Terminals, a business unit of Maersk Line's parent company A.P. Moller-Maersk, is building a four-berth box terminal. A spokesman for Maersk Asia, however, told TradeWinds that the decision to pull out of Kaohsiung was not linked to investments in Xiamen "or any other port".

Observers said the Maersk decision was a new blow to the Kaohsiung, which has seen its share of the regional container market shrink in recent years. Between 2006 and 2009 container numbers fell from 10.3 million TEUs (twenty-foot equivalent unit) a year to 8.5 million TEUs. Bunker sales in Kaohsiung have also been falling. In 2006 they were estimated to be around 1.7 million metric tonnes (mt). Two years later they had fallen to 1.46 million mt. A forecast by the Chinese bunker supplier Chimbusco last year predicted they would fall still further in the next five years. **Source: Portworld**

MSC hikes rate on North America to Europe/Med containers

MEDITERRANEAN Shipping Company SA (MSC) has unveiled plans to introduce a General Rate Increase (GRI) for exports from North America to Europe and the Mediterranean from April 1. The company said in a statement that this increase is "necessary to preserve the existing comprehensive range of services it provides in these areas as well as to advance freight rates towards a sustainable level. "

The rate increases are as follows: from Canada to the northwest continent and UK, including Scandinavia and the Baltic region, the rates will be increased by US\$200 per TEU by \$350 per FEU. From Canada to the west Mediterranean rates will be increased by \$200 per TEU and \$350 per FEU.



The **MSC SOLA** seen departing from Rotterdam – Europoort - **Photo : Fred Vloo ©**

From the US to the northwest continent and the UK, including Scandinavia and the Baltic region, rates will be increased \$150 per TEU and \$250 per FEU. From the US to the west Mediterranean rates will rise \$150 per TEU and \$250 per FEU.

From Mexico to the northwest continent and the UK, including Scandinavia and the Baltic region, rates will go by \$150 per TEU and by \$250 per FEU. From Mexico to the west Mediterranean rates will increase US\$150 per TEU and \$250 per FEU. **Source : Schednet**



The **SEA OTTER** seen anchored at Singapore Eastern anchorage - **Photo : Foeke Tulner ©**

Omani port to issue tenders for expansion work

Oman's Port of Salalah plans to issue tender documents for construction work on the \$120m expansion of the port's general container terminal to begin by the end of March, Meed has reported. The expansion of the general container terminal involves building a further 1,200 metres of multi-purpose berths, a new northern breakwater, facilities for dry-bulk commodities and a new liquids jetty. The expansion will increase capacity at the terminal to 40 million tonnes of dry-bulk commodities and five million tonnes of liquid products each year. The contract is part of a larger \$645m expansion planned by the Port of Salalah. **Source : Ameinfo**



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The Containership Co to launch from Taicang on April 17

Following in the famous footsteps of Chinese admiral Zheng He, The Containership Company is to launch its first service from the Jiangsu port of Taicang to Los Angeles/Long Beach on April 17. Flagged up as box shipping's answer to budget airlines TCC will become the first line to offer a direct service between Taicang - where Admiral Zheng set off 600 years ago with his treasure ships to explore the world - and the US. Franck Kayser, managing director of TCC told Seatrade Asia Online the weekly service would only be calling at these two ports. The new company is deploying five chartered vessels of between 2,600 teu and 2,900 teu in capacity, with the service being inaugurated by the Taicang Dragon. Kayser said Taicang offered up 9m teu in possible cargo and shipping direct would result in shorter transit than shipping via Shanghai. He said the new company was looking into launching additional transpacific services and Asia - Europe. "We do expect to have an Asia - Europe service by the end of this year," he added. TCC has been established in Norway with a capital of \$25m. **Source : SeatradeAsia**



The Hurtigruten ferry **NORDLYS** seen near Bodo - **Photo : Marco Mentink ©**

Hamburg Sud buys 3,000 reefer boxes from Carrier Corp

CARRIER Corp says German container shipping line Hamburg Sud has upgraded its reefer fleet through the purchase of 3,000 container boxes fitted with Carrier's PrimeLINE refrigeration units. "With the increase in fuel prices over much of the last two years, the industry changed a lot," said Martin Schoeler, deputy director of logistics technology at Hamburg Sud.

Energy consumption issues "got more important from the cost side, from the environmental side and from the customer side, because they are looking at that in more detail," he said in a report from American Shipper.

According to Carrier Corp, the 3,000 units will eliminate about 70,000 tons of carbon emissions over their operational life span, an amount equivalent to removing more than 1,000 cars from the road over the same period, the report added. **Source : Schednet**



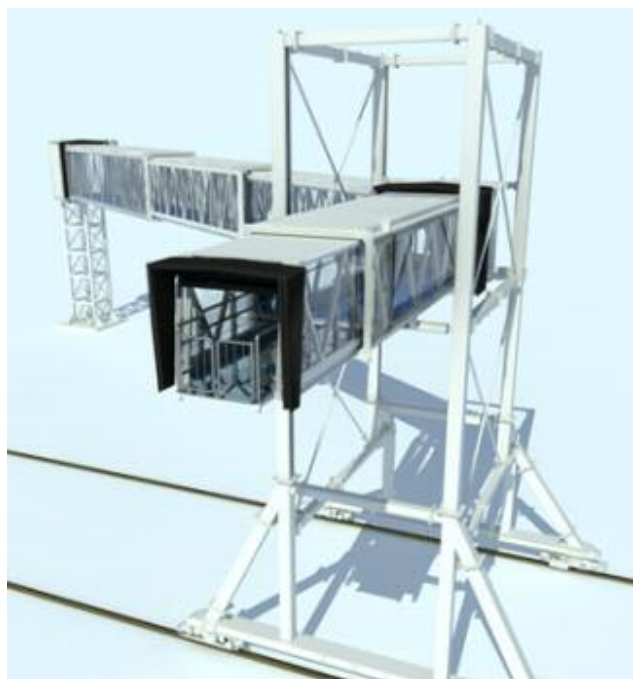
The **UBC MONTREAL** seen at Brunsbüttel eastbound on Kiel-Canal transit. February 28th, 2010.

Photo : Michael Brakhage ©

Miclyn buys stake in Australia's Samson Maritime

Miclyn Express Services has signed an agreement to purchase a 50 percent stake in Western Australia's Samson Maritime, a boat and barge operator. Miclyn, which is based in Singapore but run by the Dutch, is partly owned by the Macquarie Group, is also considering being listed on the Singapore stock exchange. Miclyn operates about 100 vessels including 60 crew boats, 20 barges and 23 OSVs in waters in and around Singapore, the Middle East and Thailand. Reports speculate that Miclyn is valued between US\$460.5 million and US\$550 million. **Source : Baird**

TEAM DESIGNS FOR PORT OF KIEL AN INNOVATIVE PASSENGER BOARDING BRIDGE



TEAM challenged to deliver an innovatively designed Passenger Boarding Bridge capable of serving cruise ships and Stena Line's ferry vessels at the new passenger terminal Sweden Quay in the Port of Kiel.

TEAM, the world leading designer and manufacturer of sophisticated Passenger Boarding Bridges (PBBs) for cruise and ferry terminals ships has recently won a contract with the Port of Kiel (Seehafen Kiel GmbH & Co KG) to design, manufacture and deliver in September 2010 an innovative PBB to service cruise ships and ro-pax ferry vessels of Stena Line at the new passenger terminal Sweden Quay (Schwedenkai).

The Port of Kiel is currently constructing a new passenger terminal at the Sweden Quay which will offer the highest handling quality for passengers and improve traffic movements on the site. From the terminal building a new large and fixed elevated covered walkway will be constructed which leads to the berthing space for cruise ships and Stena's ferry vessels. At the end of the elevated walkway a new innovative KRONUS Passenger Boarding Bridge will provide the connection to the passenger vessels.

The KRONUS PBB will consist of a 17 meter high rotunda, three glass mounted telescopic tunnel sections reaching a maximum length of 45 meters, an elevation frame movable on rails, a cabin and a sophisticated telescopic docking ramp. Unique in the design is the minimum width of 2 meters throughout the telescopic tunnel sections, allowing fluent and comfortable embarkation and disembarkation of all passengers.

Once installed and commissioned at the Sweden Quay at the Port of Kiel the KRONUS Passenger Boarding Bridge will have the capability to move along the whole quay and will be able to connect with the passenger entry doors of cruise ship and Stena Line's ro-pax vessels at various levels. The PBB is equipped with a uniquely integrated hydraulic, telescopic, docking ramp that, when attached to the ship shell entry door automatically follows the vessel's movements and will immediately undock in the event of an emergency. The KRONUS PBB will be compliant with all up-to-date local and international safety and security standards. This is TEAM's second contract with the Port of Kiel. Three years ago TEAM delivered two KRONUS PBBs at the cruise-dedicated Ostseekai Terminal in the port city. **Source : TEAM**



Wärtsilä delivers engines to South African Polar Supply and Research Vessel

Wärtsilä has signed a contract with the STX Finland Oy shipyard in Rauma, Finland, to deliver four Wärtsilä 32 engines for a Polar Supply and Research Vessel. The Owner of the vessel will be the Republic of South Africa's Department of Environmental Affairs, and it will be operated by SMIT Amandla Marine, of South Africa. The vessel's crew will be trained at the Wärtsilä Land and Sea Academy in Turku, Finland. "This vessel order is one of the biggest single trade agreements ever between Finnish industry and South Africa, and we hope it will lead to additional business. We believe that by providing reliable technology and the highest levels of quality and service, we will benefit also in the future," says Mr Timo Suistio, Director, Rauma shipyard of STX Finland Oy.

The ice-strengthened vessel will be powered by four 6-cylinder in-line Wärtsilä 32 engines. It will be approximately 134 metres long and will have accommodation for 45 crew and about 100 researchers and passengers. Construction of the vessel began in January 2010 and will be launched in March 2012. Wärtsilä's engine deliveries are scheduled to take place in February 2011. The vessel is being built for research activities and expeditions, but since it will be used to carry equipment and scientists working on the South African National Antarctic Programme, it will also have ice-breaking capabilities. Expeditions will take place during the Antarctic summer, starting at the end of December and continuing until the beginning of March. During the remainder of the year, it will serve as a supply vessel for three research centres located on Antarctic islands.

As a mobile research facility, the new vessel will be equipped with a laboratory so that scientists can conduct marine research while on board. Weather data for meteorological institutes around the world will also be collected. Classified as a passenger ship, the new vessel will feature some of the facilities found on cruise ships, including comfortable passenger accommodation, a gym, a library and a small hospital. It will also have a shelter and landing area for two Puma class helicopters. "As it will be operating in extreme conditions, the new vessel will need to be very reliable. It will also have to act as a tanker, because it will need to carry fuel oil for use at the Antarctic base. Every drop of fuel oil in the consumption chain will count. Wärtsilä 32 engines offer both low rates of fuel consumption and low levels of emissions, an important consideration when operating in the Antarctic's vulnerable natural environment," says Jukka Paananen, Business Manager, Wärtsilä Ship Power. Wärtsilä has worked closely with STX Finland Oy for many years, and has a good relationship with the South African Department of Environmental Affairs. The new vessel will replace the Agulhas, the department's previous expedition vessel, built in 1982 and equipped with Wärtsilä controllable pitch propellers. The Department also owns a patrol vessel equipped with Wärtsilä main engines and propellers. **Source :** Wärtsilä



Above seen the **Baltic ID** arriving Ravensbourne to discharge fertilizer. - **Photo : Ross Walker ©**

.... PHOTO OF THE DAY



The research vessel **RONALD H BROWN** (displacement 3,250 tons, built 1996), the largest in the NOAA fleet, which arrived in Cape Town at the weekend.

Photo : Aad Noorland ©

BOEKBESPREKING

Door : Frank NEYTS

“Business in Great Waters”.



Bij **Pen & Sword Military Books** verscheen “**Business in Great Waters. The U-Boat wars 1916-1945**”. Het werd geschreven door **John Terraine**. Twee maal in een kwart eeuw werd Groot-Brittannië in zijn bestaan bedreigd

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door de vijandige inzet van de U-Boot. In deze studie over onderzeebootoorlog verklaart de auteur waarom Winston Churchill ooit schreef: "the only thing that ever frightened me during the war was the U-Boat peril" (het enige wat mij tijdens de oorlog ooit angst aanjoeg was het onderzeeboot-gevaar).

Zonder de overwinning op dit onderzeebootgevaar was het Brits-Amerikaanse optreden in 1944 tijdens de Tweede Wereldoorlog nooit mogelijk geweest. De auteur richt zijn aandacht op de onderzeebootbemanningen zelf, zowel de Duitse als de Geallieerde, maar verliest daarbij de drie hoofdfactoren in de U-Boot oorlog niet uit het oog, de politieke, militaire en technologische aspecten. Zeer belangrijk in de onderzee-oorlog was de inbreng van de inlichtingsdiensten. Dit boek is een zeer dikke aanrader, zeker als men de aankoopprijs in aanmerking neemt.

"Business in Great Waters" (ISBN 978-1-848 841352) telt 839 pagina's en werd als softback uitgegeven. Het boek kost £25.00. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij, **Pen & Sword Books Limited**, 47 Church Street, Barnsley, South Yorkshire S70 2AS, UK. Tel. +44.1226.734555, Fax +44.1226.7344438, email: enquiries@pen-and-sword.co.uk

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