

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 064



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**Svitzer's LONDON arrived in Cape Town – Photo : Aad Noorland ©**

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## EVENTS, INCIDENTS & OPERATIONS

# Two killed as cruise ship hit by freak waves off Spain



Two people were killed and 14 injured when massive waves slammed into a cruise ship carrying some 2,000 people in the western Mediterranean Wednesday, the ship's owners said. The freak waves smashed windows in the **Louis Majesty**, the ship's Cypriot owners, Louis Cruises, said in a statement. "Louis Cruises regrets to announce that its Maltese-flagged cruise ship, MV **Louis Majesty**, while sailing from Barcelona to Genoa was hit by abnormal waves.

"As a result, the windows in a public area on deck 5 on the forward part of the vessel smashed resulting in the fatal injury of two

passengers of German and Italian nationality while 14 more passengers suffered light injuries."

"The vessel's medical team is already providing all possible care to the injured passengers," Louis Cruises said in the statement, released in Cyprus. Spanish news reports said one of the injured was a 62-year-old woman who was in serious condition with both her legs broken. The captain rerouted the ship to the Spanish port of Barcelona, where it docked late Wednesday.



The **LOUIS MAJESTY** seen departing from Malta  
Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

Spanish police cordoned off the port area, where several ambulances were waiting to evacuate the dead and injured. "Louis Cruises extends its sincere condolences to the families of the two victims and its full support to the injured passengers while expressing its deep sorrow for the incident," the statement said. "The ship was on a 12-day cruise from the ports of Genoa and Marseilles in the western Mediterranean calling at Tangiers, Casablanca, Tenerife, Lanzarote, Cadiz, Cartagena, Barcelona and was due to return to Genoa March 4th 2010. "She is carrying 1,350 passengers and 580 crew members." A spokeswoman for the Barcelona port authority said the vessel would continue to Genoa after evacuating the victims. The 200-metre-(660-foot)-long, 41,000-tonne **Louis Majesty** has 732 cabins. In February 2005, several people on board a Bahamas-registered cruise ship carrying around 750 people were injured when it broke down during a heavy storm in the Mediterranean.

## **AP Moller Maersk Posts Fiscal Year Loss; Sees Low Rates Continuing**

A.P. Moller Maersk A/S (MAERSK-B.KO), the world's biggest container shipping company, Thursday said that it expects freight rates to increase and cargo volumes to rise by between 3% and 5% this year--although the increase is still not strong enough to boost its bottom line. "This will lead to a significant improvement in results if the level of vessels taken out of service is sustained," it said, adding however that "rates are not expected to lead to an acceptable return in 2010." Maersk said it expects a 7% to 10% addition of tonnage for the global container fleet, in the container shipping market in 2010.

The demand for container shipping was hit hard by the global downturn, which sent freight rates well below profitable levels, leaving little room for Maersk and others to maneuver their vessels. Maersk reported a net loss of 7.03 billion Danish kroner (\$1.29 billion) in the full year ended Dec. 31, after a net profit of DKK16.96 billion in 2008, as revenue fell 17% to DKK260.03 billion from DKK311.82 billion. Analysts had expected a DKK4.76 billion net loss and an average revenue of DKK260.67 billion. The Danish company said it expects to post a modest profit in 2010. "Cash flow from operating activities is expected to be well above the 2009 level, while cash flow used for investing activities is expected to be well below," Maersk said. **Source: Dow Jones**



The **MAERSK JACOBSTAD** seen enroute Rotterdam – **Photo : Jan Oosterboer ©**

## **Fatality prompts safety alert**

The Coast Guard has issued a safety alert on the importance of properly maintaining and repairing vessel electrical systems including those located in inaccessible or confined areas.



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In a recent casualty, a young mariner employed onboard a Great Lakes bulk carrier was electrocuted while working in a dark and confined cargo tunnel beneath the ship's cargo holds. Another crewmember discovered the fallen mariner, went to his aid and received an electric shock sustaining a serious injury.

The investigation of the incident revealed that the heads of both crew members had contacted a broken lamp fixture. The fixture lacked a light bulb, a globe, and a guard. It appears that, at one time the fixture was separated from its connection box and a repair was made using electrical tape to cover some open wires without properly replacing the connecting fitting between the fixture and the box. It also appears that the connection box was ungrounded due to the use of tie wraps instead of solid metal fasteners.

The photo clearly illustrates the material condition of this fixture. This dangerous latent unsafe condition existed until the crew member brushed his head against it and was killed. Likewise, the second mariner also brushed his head upon the fixture as he was responding to his fallen shipmate and was shocked. Fortunately, he survived.

The Coast Guard says that all crew members must do their best to ensure their safety as well as the safety of their co-workers by reporting and acting to correct unsafe conditions. It is critical that vessel and shoreside management personnel establish and maintain effective programs where unsafe conditions like this one can be reported, acted upon and effectively managed. Employees must not be hindered from or retaliated against for reporting and documenting such concerns. These principles have been widely adopted in maritime and other industries as safety management systems.

Eliminating unsafe conditions also makes good business sense. The associated post accident costs to the owner/operator can potentially be very substantial. Further, there's a societal cost to deaths and injuries caused by these casualties that can't be fully measured. Ultimately, no lengthy cost benefit analysis was needed in this case as the issue was very clear. A hazardous condition was found but the repair was grossly inadequate and didn't eliminate the unsafe condition.

As a result of this casualty, the Coast Guard strongly recommends to vessel owners / operators, port captains / engineers, crew members, and marine inspection personnel, especially those associated with older vessels, to be alert for such hazards and to take immediate action to report, properly document and correct any hazardous condition.

Source : MarineLog

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## Singapore warns of attack threat on Malacca ships

The Singapore Navy has received indications a terror group is planning attacks on oil tankers in the Malacca Strait between Indonesia and Malaysia, the Singapore Shipping Association (SSA) said on Thursday.



Vroon's **IVER EXCEL** seen passing the Singapore Straits yesterday Eastbound – Photo : Piet Sinke ©

The Singapore Navy recommends ships strengthen onboard security measures, the association said in an advisory. "This does not preclude possible attacks on other large vessels with dangerous cargo," the SSA said in the advisory seen by Reuters. Singapore's Ministry of Defence could not immediately comment. Source : China Daily

## Thick ice traps ships, standing idle for 3-4 days in the White Sea

The 1-m-thick ice nearly blocked traffic in the White Sea, stuck ships waiting for icebreakers for 3-4 days, ITAR-TASS reports citing the head of the Arkhangelsk ice operations headquarters Nikolai Gurin.

According to him, this year's severe cold has caused the most difficult ice conditions over the past 5 years as well in the harborage of Arkhangelsk as in the White Sea. As a result the ships are unable to navigate through the ice without icebreakers convoy. "This bad situation got worse as Dixon, the main icebreaker that serves White Sea routes got broken, currently in Murmansk for repair", Nikolai Gurin was quoted as saying. Captain Nikolayev icebreaker from Murmansk came to the rescue. Today, she led a 8-ship caravan to Arkhangelsk to help other 4 ships on their way back from Arkhangelsk port.

Actually, Nicholas Gourina said, March is the most difficult time for navigation in the White Sea. This month the ice becomes thicker, while the storm wind contributes, making it impossible even for icebreakers to navigate. Source : PortNews

## Freed Greek-owned bulk carrier arrives in Salalah

A Greek-owned freighter that was released by Somali pirates earlier this week arrived at the Port of Salalah yesterday on a roughly four-day stopover in the Sultanate. The **Navios Apollon**, a 52,000 DWT bulk carrier, was freed on February 27, just over two months after its seizure off the Seychelles in the Indian Ocean on December 28, 2009. According to maritime officials, the Panama-flagged cargo ship sailed into Salalah on its own power and docked at the transshipment hub's General Cargo Terminal yesterday morning. The vessel's Greek captain and 18 Filipino sailors are said to be generally in good health and excellent spirits.

During its Oman stay, the bulker is due to receive fresh supplies of water and provisions for the next leg of its journey to Rozy on India's west coast where it is due to discharge its cargo of rock phosphate. It was not immediately clear if a crew change was on the cards during the ship's Salalah stopover.

Owned and operated by Navios Maritime Partners of Greece, the 190-metre-long **Navios Apollon** was captured by an armed band when it was en route from Tampa (USA) to Jamnagar on India's Gujarat coast. As with a majority of seized ships, the **Apollon's** release followed a ransom payout. Salalah -- the Sultanate's transshipment hub overlooking the Indian Ocean -- is typically the first port of call for newly freed ships seeking a safe haven after prolonged periods in captivity at the hands of Somali based pirate gangs.

The Navios Apollon is the second such vessel to call Salalah this year. Earlier in January, the Maltese-flagged cargo ship, MV **Ariana**, chose Salalah as its first port of call following its release after roughly seven months in captivity. Hijacked vessels that have made brief stopovers at Salalah, and sometimes even Muscat, during the past year include the German-owned cargo ship, MV **Charelle**, the chemical tanker **Stolt Strength, CEC Future** -- a vessel operated by the Danish Clipper Elite Carrier, MV **African Sanderling** -- a Panama-flagged bulk, the Turkish tanker MT **Karagol**, the Panama-flagged chemical tanker MT **Action**, and the Liberian flagged product tanker MV **Biscaglia**.

Source: Oman Daily Observer

## Lifeboat crew airlifted to hospital after capsizing in heavy seas

A PROBE has been launched after Craster's inshore lifeboat capsized in heavy seas during an exercise on Sunday. The crew was airlifted to Wansbeck hospital suffering from mild hypothermia, bruising and facial injuries. The incident happened at 1.20pm and the Seahouses lifeboats were called to assist the stricken crew.

An RNLI spokeswoman said the Craster boat was taking part in a regular exercise and the crew had assessed the conditions beforehand. She added that lifeboat crews needed to train in rough seas as many call-outs occur in bad weather Source : Berwick Advertiser

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## CASUALTY REPORTING



### Malaysia: Tanker fire kills two

A fire on board a Malaysian-registered tanker, '**Hercules**' on Tuesday (March 2) night killed two seafarers. "The fire has been put out and two people were killed," Dato Captain Ahmad bin Othman told Baird Maritime.

An investigation is underway, added Dato Captain Othman. The fire reportedly occurred three nautical miles off Kukup according to the Bernama News Agency and was reportedly caused by an exploding oil tank, on which welding works was being performed.

The bodies of the dead have been sent to Pontian Hospital for a post-mortem.

It is believed the outbreak of the fire was reported by the Tanjung Pelepas Port Centre. According to Che Hassan of the Maritime Rescue Sub Centre there were 24 crew and 20 contract workers on board the vessel that comprised mainly of Indonesians, Malaysian, Filipino and Indian nationals. **Source : Baird Online**

## NAVY NEWS



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### Putin presents deal on aircraft carrier

When Prime Minister Vladimir Putin goes to India next week, he will bring with him a deal on the aircraft carrier "**Admiral Gorshkov**", the vessel currently under reconstruction in the Sevmash yard in Severodvinsk.

During his visit to India due 11-12 March, Putin will sign military contracts worth four billion USD, among them a deal on the "**Admiral Gorshkov**", the aircraft carrier which by the Indian side has been renamed the "**Vikramaditja**".

According to Vedomosti, the Indian side will in the new contract invest another 1.5 billion USD in the vessel. The Russians however had pushed on the Indians to invest up to two billion USD. Negotiations on a new contract was started after President Dmitry Medvedev visited India in late 2008.

As BarentsObserver has reported, the aircraft carrier has over the last years been a troublesome issue in Russian-Indian relations. The 970 million USD contract signed in 2004 proved to be far from sufficient for the extensive modernization of the vessel, and Sevmash in 2007 announced that it would be unable to complete the job unless more



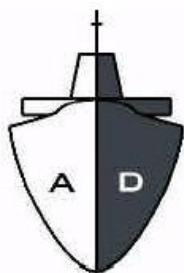
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money was invested from the Indian side. India reluctantly cashed out another 100 million USD for the vessel in 2009. In 2008, the Russian Vneshekonombank transferred six billion RUB to Sevmash to keep the project floating. Now, the aircraft deal will most probably be finally settled and the vessel sent to India in late 2012. That is almost four years after the original time schedule.

The aircraft carrier was originally included in the Russian Navy in 1987 and sailed three years under the name "**Baku**". In 1990, the vessel was renamed "**Admiral Gorshkov**". It was retired from the fleet in 2004.

## SHIPYARD NEWS

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The LPG "**Telma Kosan**" belonging to LAURITZEN FLEET MANAGEMENT A/S, Denmark, under electrical and mechanical works, in CERNAVAL Shipyard, in Algeciras, Spain.

Photo : Nicolai Vikre ©

## Rongsheng bucks shipbuilding trend with positive results

While most yards endured their hardest 12 months in living memory, one private Chinese yard continued to impress in 2009. Jiangsu Rongsheng Heavy Industries saw operating income soar more than 60% last year to RMB10bn (\$1.5bn) as orders continued to flood in.

Shanghai Fuzang Guohang Ocean Shipmanagement came in for eight 76,000 dwt bulkers, while Oman Shipping decided to order four 400,000 dwt VLCCs. With aims to deliver 30 ships this calendar year Rongsheng, in eastern China, is looking to double its operating income this year. Rongsheng, founded in 2005, has an 80-ship backlog



keeping it busy through to 2012. This year Rongsheng is aiming to break into the offshore sector as well as reengineering plans to list on the Hong Kong bourse for between \$2bn - \$3bn. **Source : Seatrade Asia**



At the Jos Meyerwerft in Papenburg the brandnew **CELEBRITY ECLIPSE** left last Sunday the building hall  
**Photo : Jacob Versteeg ©**

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## **Horizon Lines to start west coast- Guam/Asia service**

HORIZON Lines, America's leading domestic container shipping line and an integrated logistics company, has announced plans to launch its own weekly transpacific ocean liner service in December calling at US west coast ports as well as Guam and Asia.

The new service will utilise the company's five 2,824-TEU ships that currently call on Guam and will continue on to China as part of a space-charter agreement with Maersk Line. In preparation for the new transpacific service offering, Horizon and Maersk have agreed not to renew their current Asia space-charter agreement when it expires December 10, an Horizon statement said. "We are excited about the prospects of providing an expedited ocean service between Asia and the west coast," said Horizon chairman and CEO Chuck Raymond, adding that revenues on the route are expected to come to some 10 per cent of the company's total sales.

"We believe the time is right. Container rates in the Pacific trade lane have bottomed out and are rebounding. China's economy is showing solid signs of recovery and many major importers have reported that their service needs are not being met." **Source : Schednet**



Prior departure to Brazil the upgraded sheerlegs **TAKLIFT 4** conducted lifting trials upto **2200 ton** at the Huisman quayside in Schiedam

**Photo : Stefan Wessels ©**

## **Jetties being built illegally at Belekeri Port: NGOs**

The construction of jetties at the Belekeri Port in alleged violation of the Coastal Regulatory Zone (CRZ) Act has come to light. Activists from non-governmental organisations who took presspersons to the port, an important hub of iron ore export activity in Karnataka, revealed the alleged highhanded behaviour of powerful politicians who are building jetties in defiance of the law.

The politicians, who have been allotted space at the port to build jetties by the State Government, are allegedly building them without obtaining permission from the port authorities and the departments concerned.

This display of defiance by the politicians has rendered the officials helpless, according to the non-governmental organisations.

Boulders have been thrown into the sea and the entire area has been filled with red soil, they said. This is a violation of the CRZ rules, said Madhav Naik, a social activist. Though quarrying in the district was banned following a judgment of the Supreme Court, quarrying is on in the forests of Ankola and Karwar taluks, he added.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 064

The Forests Department has not been able to take action, said Ganapati Kharvi, a resident. The boulders were brought from these illegal quarries and thrown into the sea, he alleged. When contacted, Conservator of Forests Subhash Malkade said that he would ask the department officials to investigate the allegations.

But the port director Ganesh said that the construction of jetties being taken up by a Hospet-based company reportedly owned by a ruling party MLA is going on without the permission of the port authorities. He said that he had asked the port authorities to file a police complaint against the company officials. Biliye, a top official of the Belekeri Port, said that he went to the Ankola police station to file a complaint against the company.

However, he said, the police inspector there did not accept the complaint saying that he (Mr. Biliye) was not an appropriate authority to file the complaint. The police inspector, however, refuted this allegation saying none from the port authorities had visited the police station to file a complaint. When contacted, CRZ official Hosamani said he was not aware of the construction activities and said those involved in it might have obtained permission from higher authorities.

When asked why the port director had asked his officials to lodge a police complaint, Mr. Hosamani said he would look into the matter. Last year, a Bangalore-based company had begun construction of a jetty near the one being built now. But it was stopped after the intervention of the Lokayukta. "We cannot do anything. Powerful people are involved in it. A former Chief Minister whose family is waging a protracted battle against the mining lobby in Karnataka too was allotted 10 thousand square metres of land in the port area to build a jetty. "Construction will begin in the first week of March, though they have not obtained permission under CRZ rules.

"When Opposition and ruling party members are hand-in-glove [in carrying out such activities] what can we do," according to a senior forest official. The fishermen in the area are a worried lot. Such activity will affect environment even killing rare species of fish, they said and demanded that such activities be brought to a halt immediately.

**Source : The Hindu**



The **BOS AZRINA** (ex SMIT LLOYD 106 – ASM ALPHA ) seen at Batam Island yesterday - **Photo : Piet Sinke ©**  
above photo can also be seen in high resolution in the photo album at my website [www.maasmondmaritime.com](http://www.maasmondmaritime.com) or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

## Finnish ports grind to halt as stevedores strike

Finnish foreign trade was crippled Thursday after labour deal talks collapsed and the export-reliant country's stevedores went on strike, shutting all commercial sea ports. National Conciliator Esa Lonka headed talks between the Transport Workers Union (AKT) and employers into the night, but no agreement was reached before the 6:00 am (0400 GMT) deadline given by the union for reaching a new collective labour deal, AKT said in a statement.



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The strike is a blow to already recession-hit Finland, whose economy last year saw its biggest annual fall since 1918 as the global economic downturn dampened demand for key exports like paper and mobile phones.

Paper maker UPM-Kymmene was the first major industry player to report damages, saying it had closed a magazine paper mill in Rauma Thursday as the plant had no storage capacity for products, which would normally be delivered directly to the port for shipping.

The plant, which has an annual production capacity of 1.28 million tonnes, employs around 750 people, and the closure would affect some "450 in the initial phase," a UPM spokeswoman told AFP.

The strike by stevedores follows a one-day work stoppage by Finnish road transport workers earlier in the week, and both companies and politicians have warned that the port closures will hinder production and deliveries crucial to the economy. Around 80 percent of Finnish foreign trade is transported by sea, according to the Confederation of Finnish Industries, which says exports account for around 40 percent of Finland's GDP. The strike, initially scheduled to begin on February 19 but postponed by the labour ministry, includes some 3,100 permanent and 400 temporary stevedores who are union members, AKT said. Last month, stevedores at several of Finland's key ports staged wildcat strikes in an effort to speed up the labour talks. **Source: AFP**



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Above seen the **Disney Magic** leaving St. Thomas. **Photo : Frank de Vries.**

## Grootste schip ooit door zeesluis Terneuzen

De zeesluis van Terneuzen zet vrijdagochtend (vandaag) de deuren open voor het grootste schip dat er ooit is aangekomen. De doortocht is een test voor de grenzen van het sluisencomplex. Als de proef goed verloopt, mogen er grotere zeeschepen door de sluis dan tot nu het geval is. Dat meldde het Havenbedrijf Gent woensdag. De zeesluis van Terneuzen is de toegangspoort tot de haven van Gent. Het grote schip is de bulkcarrier **Eptalofos**, die via de westsluis in Terneuzen richting staalbedrijf ArcelorMittal vaart. Het schip van 37 meter breed en 229 meter lang vervoert een lading van 92.567 ton. De beschikbare vaargeul van de Terneuzense sluis bedraagt 38 meter. De doorgang van het schip is een derde en laatste proefvaart door de sluis. De eerste twee tests vonden plaats in november 2008 en maart 2009.

## Deep Sea Supply warns of delays in newbuild programme

Offshore Shipbrokers Ltd says Oslo-listed Deep Sea Supply has warned investors of expected delays in the programme for six AHTS it has under construction at ABG Shipyard in Inida.

Two vessels were scheduled for April delivery, one for September and three for the last quarter of this year.

The announcement follows the recently released trading figures for 2009 which revealed a 26 per cent drop in profits at the company compared with 2008. **Source : Offshore Shipping Online**



The **MERMAID ASIANA** seen anchored at Singapore Western Anchorage – **Photo : Piet Sinke ©**

above photo can also be seen in high resolution in the photo album at my website [www.maasmondmaritime.com](http://www.maasmondmaritime.com) or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

## NZ help with interim ferry

New Zealand taxpayers are helping to obtain a 45.5m flat-bottomed barge to be used as a temporary inter-islands ferry for Tonga. The Tongan Government has used funding from New Zealand and Australia to find the landing craft in Sarawak, Malaysia, Matangi Tonga newspaper's website reported. It is replacing the **Princess Ashika**, which sank last August, killing at least 74 people, most of them women and children.

An inspection team from Nuku'alofa was assisted by Steve Young, of Pacific Shipping, who was hired by the NZ Government's foreign aid arm, NZAid, and Kiwi Dennis Nisbet, who owns a company that specialises in crewing and ship delivery.

The ferry service is to start from the first week of April until November, when a new ferry being built in Japan is expected to begin operation. **Source : New Zealand Herald**

## APL box volume up 63pc Dec-Feb, after 7pc fall in 2009

Singapore's Neptune Orient Line (NOL) has announced that its container shipping arm APL moved 307,400 FEU in the six-week period ending February 5, a 63 per cent year-on-year increase. "The improvement in volume was due to higher volumes lifted in all trade lanes and stronger pre-Chinese New Year shipments," an NOL statement said. But average revenue per FEU declined nine per cent during the reporting period to US\$2,417 per FEU, down from \$2,646/FEU a year earlier.

"Lower average revenue per FEU year on year was due to lower core freight rates, particularly on the transpacific and changes in trade mix, partially offset by improvements in Asia Europe rates," it said. On a brighter note, the average revenue per FEU for the period under review was 10 per cent higher compared to the previous six-week period, "due to increased freight rates on key trade lanes and the implementation of the Emergency Revenue Charge on the Transpacific on January 15, NOL said. For the whole of 2009 the NOL group posted a net loss of US\$741 million, compared with a net profit of \$83 million for 2008. Full-year revenue in 2009 registered a year on year decline of 30 per cent to \$6.5 billion. For the fourth quarter of 2009, NOL recorded a net loss of \$211 million, compared to a net loss of \$149 million for the corresponding quarter a year earlier on revenue of \$2.02 billion, down 12 per cent year on year. Said NOL chairman Cheng Wai Keung: "2009 was a most demanding year. We witnessed a worldwide economic downturn of unprecedented scale and, as a consequence, experienced a major slowdown in global trade. In the face of very difficult market circumstances, the group has reported a substantial loss."

The group's container shipping segment during the whole of 2009 transported 2.3 million FEU, a decrease of seven per cent compared to 2008. Average revenue per FEU last year was 25 per cent lower at US\$2,286 than the previous year. In 2009, revenue was down 31 per cent year on year at \$5.5 billion, contributing to an EBIT loss of \$739 million.

**Source: schednet.com**

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The **ROLLDOCK SUN** seen discharging her cargo in Singapore  
Photo : Crew



Vroon's latest newbuilding named **IVER BITUMEN** seen arriving in Breskens  
Photo : Henk de Winde ©

## Bangladeshi shipbreakers return to work

Shipbreaking yards in Chittagong resumed full operations on Wednesday after 10 days of protests against stricter environmental regulations of the hazardous industry. The protests ended following a "successful" discussion with the government, the ship breakers said. "We have decided to reopen the yards after a successful discussion with commerce ministry on the withdrawal of the order," said Jafar Alam, president of Bangladesh Ship Breakers Association. The High Court, on January 21, ordered authorities to ensure scrap ships are certified as free of toxic chemicals before entering Bangladesh territory. It also ordered closure of yards that could not provide certification for

ships, which are in the process of being broken. With India and Pakistan also tightening regulations for shipbreaking following a recent IMO ruling one school of thought suggests this industry will simply move continents. Ingvild Jenssen from the NGO Platform on Shipbreaking explains has told the Ecologist magazine how tougher regulations simply relocated the shipbreaking industry in the past from east Asia to south Asia and could see the industry shift to Africa soon.

'In the 1970s ships were dismantled in Europe under far better conditions than what we are witnessing on the beaches of Bangladesh, Pakistan and India. But when Europe introduced stricter legislation to protect workers and the environment the industry moved to first Japan, Taiwan and China,' he said. 'There as well safety and environmental rules were progressively introduced and the industry then moved to South Asia. It has therefore been a continuous race-to-the-bottom and we fear that Africa will be the next destination if no measures are introduced to stop today's dangerous and polluting practice of beach-breaking.' **Source : SeatradeAsia**



Vroon's **VOS DEFENDER** seen leaving the port of Aberdeen and pushing her bow into the swell  
**Photo : Iain Forsyth ©**

## Carnival Corporation's new cruise vessel gets Wärtsilä engines

Wärtsilä, the marine industry's leading ship power system integrator, has received an order to power the new cruise vessel of Carnival Corporation, USA carrying the preliminary name Carnival Dream 3. The vessel will be built by the Fincantieri Monfalcone shipyard in Italy and its launch is scheduled for August 2011. Carnival Dream 3 will enter service in the spring of 2012. Wärtsilä's scope of supply includes six Wärtsilä 46 engines.

"Wärtsilä and Carnival Corporation have been cooperating for many years and a number of Carnival Cruise vessels carry our propulsion solutions. Reliability is of prime importance in the cruise industry and Wärtsilä's leading position in the marine industry was a key factor in winning this order. In addition to supplying equipment, the contract includes commissioning of the engines. Members of the vessel's crew will also receive annual training on our premises," says Mr Carl-Henrik Björk, Vice President, Cruise & Ferry, Wärtsilä Ship Power.

The 12-cylinder Wärtsilä 46 engines with diesel-electric configuration has a rated output of 12600 kW at 514 rpm each. The electrical power generated will be used for propulsion, for bow and stern thrusters, air conditioning, lighting and auxiliary services. Carnival Dream 3 will sail world-wide, mainly in the Caribbean and the Gulf of Alaska. To protect the environment by reducing emissions in vulnerable sea areas, the vessel has been designed to also operate on light fuel oil.

Able to carry up to 3690 passengers, the new 130,000-ton cruise vessel will have an overall length of about 306 metres, a breadth of 37 metres and a maximum draught of 8.5 metres. The deadweight at a draught of 8.2 metres will be some 10,500 tons. **Carnival Dream 3** is a further development of **Carnival Dream** and **Carnival Magic**. It will have 18 decks, a WaterWorks aqua park with a 300-foot-long corkscrew water slide, a stunning indoor/outdoor café, a live entertainment venue called Ocean Plaza, a wide range of luxurious staterooms, extensive facilities for children and teenagers, a 23,750-square-foot Cloud 9 Spa and the Lanai, an outdoor promenade featuring cantilevered whirlpools which extend over the ship's sides. Owner of the new vessel will be Carnival Corporation & plc, the largest cruise vacation companies in the world. In addition to Carnival Cruise Lines, Carnival Corporation's portfolio of leading cruise brands includes Holland America Line, Princess Cruises and Seabourn Cruise Line in North America; P&O Cruises, Cunard Line and Ocean Village in the UK; AIDA in Germany; Costa Cruises in southern Europe; Iberocruceros in Spain and P&O Cruises in Australia.

## MariFlex expands it strategic locations



MariFlex USA with its office/workshop located in Houston, has expanded their strategic locations, to be able to give even better and faster service to its customers. Various tanker owners frequently request the pump service of MariFlex in North en Central America and therefore MariFlex invested in containers with all equipment necessary inside to do various types of pumping jobs, but specialized for molasses. The equipment inside the container consists of: 1 Diesel driven hydraulic powerpack, 4 x Monopumps, 1 x Booster pump, various Stainless steel pumps, tripods and sufficient discharge and hydraulic hoses.

With these containers placed in Bayonne NJ (USA), Rio Vista CA (USA) and San Juan (Porto Rico), MariFlex reduces transport costs and speed up mobilization time for their customers.

 Transport & Offshore Services	<b>Crewing Solutions</b>	<ul style="list-style-type: none"><li>• Ship Delivery</li><li>• (Inland) Shipping</li><li>• Offshore</li><li>• Dredging</li><li>• Shore Based Jobs</li></ul>
		
<a href="http://www.tos.nl">www.tos.nl</a>	TOS Rotterdam (+31)10 – 436 62 93	E-Mail <a href="mailto:info@tos.nl">info@tos.nl</a>

## Dredging gets underway in Ramsgate



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 064

Three weeks worth of dredging has begun at the Port of Ramsgate in preparation for the launch of a new ferry service to Belgium. Thanet council has contracted Westminster Dredging to carry out the work, which will enable larger and deeper draft vessels to enter the commercial port.

Silt and build up will be hoovered up before it is deposited at a licensed dumpsite at Pegwell Bay and Dover.

Once the first stage is complete, a larger dredger will be able to come into the port to remove the silt that is needed to enable the TransEuropa/LD lines ship, the **Ostend Spirit**, to operate the new joint service to Ostend for both freight and passengers.

Cllr Roger Latchford, Thanet council's cabinet member for regeneration and economic development, said: "The dredging of the port is essential for the new, larger vessel due in on March 20 and the increased usage of the port for the offshore windfarms.

"The council is undertaking a major investment programme in the port and the marina, the future regeneration initiatives will create jobs and facilitate future investment. "This is good news for Ramsgate which, we are convinced, has a very exciting future ahead!" **Source : Yourthanet**

## OLDIE – FROM THE SHOEBOX



The ferry **PEER GYNT** seen in 1966 - **Photo : Kees van Huisstede**

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

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The **HARVESTER** is seen operating off Peterhead  
Photo : via **Malcolm Littlejohn** ©

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