

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 077



Number 077 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 18-03-2010**

News reports received from readers and Internet News articles copied from various news sites.



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



The OCEAN WRESTLER and CAPTAIN MICHALIS seen departing from Rotterdam 16-03-2010

Photo : Hans Hoffmann (c)

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :**

newsclippings@gmail.com

If you don't like to receive this bulletin anymore, kindly send an e-mail with the word "unsubscribe" in the subject line to newsclippings@gmail.com, after receipt of this e-mail I will remove you from the distribution list soon as possible

EVENTS, INCIDENTS & OPERATIONS

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: oceantowage.sales@svitzer.com
www : www.svitzer-coess.com

HOLLAND AMERICA LINE'S MS RYNDAM ONDERGAAT SIGNATURE-OPKNAPBEURT



Het cruiseschip ms **Ryndam** van Holland America Line heeft tijdens een dokbeurt een groot aantal verbeteringen en uitbreiding uit het programma Signature of Excellence gekregen. Tijdens de 17 dagen durende onderhoudsbeurt zijn onder meer de nieuwe loungebar The Mix en het Italiaanse specialiteitenrestaurant Canaletto toegevoegd. Ook is het

theater gemoderniseerd en omgebouwd tot Showroom at Sea en zijn de luxe hutten opnieuw ingericht. Volgend jaar vaart de **Ryndam** in het zomerseizoen in Europa en worden onder meer vanuit Rotterdam cruises gemaakt naar de Middellandse Zee, de Noorse fjorden en de Baltische regio.



„Wij zijn nu halverwege een veelomvattende en spannende fase van ons verbeterings- en uitbreidingsprogramma Signature of Excellence,” zegt Rick C. Meadows, executive vice president, marketing, sales and guest programs van Holland America Line. „De **Ryndam**, die zo juist onder handen is genomen, ziet er weer geweldig uit en onze gasten zullen denken dat ze op een nieuwe schip varen. Met deze investering onderstrepen wij de kwaliteit van onze schepen én het voortdurende streven naar leiderschap in de premium cruisemarkt door constant, als het gaat om service en producten, de lat hoger te leggen.” Tijdens de dokbeurt bij een scheepswerf op de Bahama's is ook op de **Ryndam** het Italiaans

specialiteiten restaurant Canaletto toegevoegd als onderdeel van het Lido-restaurant. Het restaurant, twee jaar geleden geïntroduceerd op de toen nieuw ms **Eurodam**, wordt eenvoudig door glaswanden gescheiden van de rest van het Lido-restaurant. Op het menu staan gerechten variërend van putanesca tot penne alla vodka.

Het Signature of Excellence-programma voorziet ook in het ombouwen van de Casino- en de Pianobar tot lounge The Mix, met drie specialiteiten bars: Martinis, Champagne en Spirits & Ales. Aansluitend is het casino opnieuw ingericht en het grote theater is getransformeerd tot Showroom at Sea, met de ambiance van een aantrekkelijke nachtclub en nieuwe shows. In de meeste publieke ruimten zijn de vloerbedekkingen vernieuwd en midscheeps is de luxe juwelier Merabella toegevoegd.

De staterooms aan boord van de **Ryndam** zijn voorzien van nieuwe vloerbedekking en de badkamers zijn vernieuwd. Op het Verandah-dek zijn aansluitend aan de Spa 16 staterooms aangepast tot Spa-staterooms met een keur aan Spa-faciliteiten, waaronder speciale katoenen badjassen, een yogamat en speciale room service menu's. Net als de andere schepen uit de vloot van Holland America Line beschikt nu ook de **Ryndam** over een uitgebreid Explorations Program – een team van specialisten voor extra activiteiten aan boord. Het team bestaat uit onder meer een Party Planner, een LifeStylist, een Travel Guide, een 'Techspert' en een dansleraar.



De Party Planner verzorgt evenementen in het Culinary Arts Center met onder meer kookdemonstraties en kooklessen door cheffoks, De Travel Guide voorziet de gasten aan boord van allerlei informatie over de aankomende haven die wordt aangedaan. De Digital Workshop, een activiteit in samenwerking met Microsoft Windows, is aan boord het domein van de Techspert, die er gasten leert weblogs te maken en om te gaan met digitale foto's en video's. De LifeStylist verzorgt een body, mind & spirit programma. Andere activiteiten zijn danslessen en bloemschikken. Het verbeterings- en uitbreidingsprogramma Signature of Excellence is in November 2003 geïntroduceerd en beslaat elk aspect van de Holland America Line 'beleving'. Het programma vergt een investering van meer dan \$525 miljoen. Signature of Excellence biedt gasten meer luxe accommodaties, meer spannende bestemmingen, verbeterde diner ervaringen, creatieve activiteiten en een nog hoger serviceniveau.

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

Navigating officer charged in Queen of North deaths

Four years after the sinking of BC Ferries **Queen of the North**, Karl Lilgert, the navigating officer responsible for steering the vessel at the time, was charged on Tuesday morning in British Columbia Provincial Court in Vancouver with criminal negligence causing death.

The **Queen of the North** veered off course on its run to Port Hardy from Prince Rupert and hit the northeast side of Gil Island in Wright Sound at 12:22 a.m. on March 22, 2006. Fifty-seven passengers and 42 crew members abandoned ship before it sank, but two people -- Shirley Rosette and Gerald Foisy -- were never found and were declared dead.

This is the first time in Canada someone has been charged criminally for a marine collision involving a passenger ferry, according to spokesman for the B.C. Criminal Justice Branch.

"Mr. Lilgert has been charged on the basis that he was the navigating officer responsible for steering of the vessel at the time of the incident," the spokesman is quoted as saying. He added that the evidence presented after an exhaustive RCMP investigation does not support charges against anyone other than Lilgert.

Defense lawyer Glenn Orris said Lilgert will plead not guilty when he appears in court in Vancouver April 14.

He was released on \$5,000 bail on the conditions that he does not come in contact with 17 listed crew members, abstains from operating a vessel in a professional capacity and attends the Grand Forks RCMP detachment within a week for fingerprinting and photographing.

The sinking of the **Queen of the North** was the subject of investigations by both Canada's Transportation Safety Board and BC Ferries **Source : MarineLog**



Artist impression of the new **STENA BRITANNICA** for the route Hoek van Holland <> Harwich
Source : STENA Line

Idle fleet continues to slide

The number of idle containerships continued its slide over the last two weeks with 474 units for 1,22 Mteu recorded to be idle on 15 March, based on Alphaliner's fortnightly survey.

This is the lowest level recorded since February 2009 and it compares to 495 ships for 1.24

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 077

Mteu recorded on 1 March. The number of idle ships will continue to decrease as several idle units of 5,000 teu and above are to join new assignments in the coming few weeks.

The carrier-controlled idle fleet dropped marginally to 630,000 teu compared to 633,000 teu two weeks ago. However, this figure will fall significantly over the coming weeks as new services will help carriers to clear out some of their idle tonnage. The four new services currently confirmed to come on stream on the Far East-Europe sector in March and April alone, will employ 38 ships totalling 208,000 teu. Most of these will be taken from the current pool of idle ships, whereas the remaining ships will be newbuildings.

The Non-Operating Owner (NOO) idle fleet fell from 609,000 teu to 590,000 teu over the last two weeks due to the pick-up in market demand, which was especially noticeable for ships in the 1,000-2,000 teu range, employed on intra-regional services. Twelve vessels in this size category found new employment over the last fortnight. The trend should continue with the stronger demand expected over the coming few months. **Source : The Motorship**



Above the **DELPHIN VOYAGER** seen arriving in Cape Town this afternoon (March 16) at 3pm. The pilot did an excellent piece of seamanship bringing the cruise ship into the V & A Waterfront in a 35km wind.. **DELPHIN VOYAGER** joined (as seen below) the **DISCOVERY**, which arrived on March 16, at the same pier – **Photo's : Ian Shiffman (c)**



Above seen the **DISCOVERY** – Cruise ship an oldie at 38 years old, The ship began operation in 1972 with Flagship Cruises, under the name **Island Venture**. In 1974 she was sold to P&O's Princess Cruises along with sister ship **Sea Venture**. The pair were renamed **Island Princess** and **Pacific Princess**, the latter now operating as the Pacific. Both appeared in the 1970's television sitcom The Love Boat, although the **Pacific Princess** was the main feature of

the show. The **Island Princess** operated as part of the Princess fleet until 1999, when she was sold on to Hyundai Merchant Marine of South Korea. Renamed **Hyundai Pungak** her role was to transport South Korean pilgrims to religious sites in North Korea. After a brief stint as the **Platinum** the ship went through a major refit between 2001-2003. Since 2003 the vessel has been sailing as **Discovery** under the care of the cruise company Voyages of Discovery (part of the All Leisure Group Plc). The ship is 168.8 m (554 ft) long and 24.7 m (81 ft) beam, originally measured 19,910 GRT and was built at Nordseewerke, Germany. She could carry 646 passengers, and had a top speed of 21.5 knots (39.8 km/h). The Discovery Cruises web site lists her current gross tonnage as 20,186, top speed as 18 knots (33 km/h) and passenger capacity as 698. **Source : Ian Shiffman**



The **ALAM SELAMAT** seen in Rio Grande – **Photo : Marcelo Vieira (c)**

Malacca Strait remains safe

Malacca Strait remains safe under the surveillance of the navy, a local Chinese newspaper quoted Royal Malaysia Navy Chief Abdul Aziz Jaafar on Tuesday as saying. Abdul Aziz said that so far the authorities have not received any reports on possible terrorist attacks on Malacca Strait and the navy would continue monitoring the situation of the strait, Sin Chew Daily reported.

Earlier, Singaporean authorities warned terrorist might target oil tankers in the Malacca Strait. Kurt Campbell, Assistant Secretary of State for East Asian and Pacific Affairs said recently that the U.S. would provide support to the littoral states of the Malacca Strait to combat terrorism. **Source: Xinhua**

Ship Equip continue strong growth in 2009

In the financially turbulent climate of 2009 Ship Equip Group continued to perform well and had a turnover of 268,9 MNOK (45 M USD) versus 207,9 MNOK (35 M USD) in 2008. This represents a growth of 29,3% in turnover from 2008 to 2009. Sales has been steady throughout the year in all markets with an increasing proportion of new sales coming from the international shipping segment.

- The fact that we are able to maintain the high rate of new sales and new installations in the turbulent financial climate of 2009 is a sign that we have been able to build a robust and capable organization CEO Ivar Nasset says. We have grown 29% the last year and that is a considerable amount, but we anticipated the growth early and have been able to scale the company accordingly. The growth represented close to 200 new installations of SEVSAT and close to 100 Ship Equip TV systems (SETVRO) Nasset concludes.

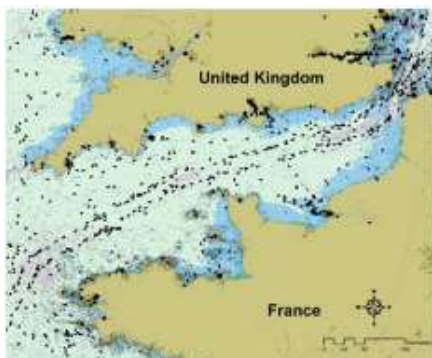
- We are satisfied that the organization has handled the 29% growth without straining itself. We have in fact already in place the organization capable of handling a considerably higher growth in 2010 COO Esben Flo states. We see the growth is coming more and more in international shipping, and we have recently scaled our organizations in the US and in Singapore to meet this growth he says and continues: The main office in Aalesund has been capable of handling a large amount of installs as far back as 2004, and is now additionally taking on a support role for the offices outside of EMEA. The Ship Equip Group has in addition to the main office in Aalesund, Norway been established with

operational units in the Americas through the Houston Office and in Asia-Pacific through the Singapore office since 2007. All offices have been scaled to handle considerable growth over a short time. **Source: Ship Equip**

NEW WEBSERVICE FROM EMSA

From 10th March, EU Member States will have access to a new, userfriendly web service for tracking shipping in European waters. For the first time, EMSA's new SafeSeaNet tracking module — called STIRES — allows authorities to see all commercial vessels in and around EU waters in a single view. This will be closely followed by the picture for the whole world. The information has been available to Member States in the SafeSeaNet system for some time, but this is the first time that users will be able to see it in a fully interactive, multi-functional display.

"This approach will give Member State users a whole range of important new capabilities to work with," said EMSA Executive Director, Willem de Ruiter. "From today, instead of just accessing a database, they will be able to see the whole near-real-time situation for the EU displayed on a map right in front of them, and to select all ships, ports, sea areas and many other elements at the click of a button. Much better still, we will soon be in a position to offer an integrated display system which will be able to identify and locate ships anywhere in the world and also show the EU pollution and accident pictures. The user base is expanding all the time, with port state control officers being among the latest to join the system."



Left: Vessel traffic in the Channel at a given moment in time. **Right:** The new SafeSeaNet STIRES application enables authorised users across EU Member States to visualise merchant vessel traffic in Europe in near-real time at the click of a mouse.

The SafeSeaNet system was mandated under Directive 2002/59/EC, and Member States have been involved in the set-up of the system since that time. The nearreal- time positioning system is based on Automatic Identification System (AIS) information gathered by a network of receiving stations around the EU coastline, and deals with information on ships and their hazardous cargoes in and around EU waters. Until now, the exercise has involved Member States submitting information to, and receiving information from, the SafeSeaNet database, but the STIRES interface is about to ensure that the work of many years will reap much greater benefits. From today, on a map-based display authorised users will be able to: see the position of any vessel transmitting an AIS signal; find out what hazardous cargo it is carrying; see all high risk ships (within a list of categories); ascertain what is wrong with a ship when it reports an incident; see the complete track of a ship (showing where it was at different times); zoom in from an EU level view to individual quays at any selected port (and anywhere in between); see which port a ship will arrive at (and when) and; many other functions.

On its own, this full EU AIS-based picture will be of major benefit to users, such as port authorities, maritime administrations, search and rescue organisations, port state control officers and many others. However, when STIRES/SafeSeaNet system is integrated with the satellite-based global Long Range Identification and Tracking (LRIT) system and the CleanSeaNet pollution monitoring system in a single display application later this year, the uses will be far greater still. To give two examples among many: the EU anti-piracy force is already using information from the EMSA-operated EU LRIT Data Centre to track ships in the Gulf of Aden and the Indian Ocean, and; port authorities wishing to locate ships that are heading for their ports will be able to see exactly where they are, anywhere in the world.

The quality and performance of the system is monitored 24 hours per day, 365 days per year by the EMSA Maritime Support services team. They focus on ensuring: system availability at all times; comprehensiveness of data; the best possible data quality and; that emergencies are effectively monitored from an EU perspective. **Source: EMSA**



Motion Monitoring Services

www.sirimarine.nl



Suezmax spot freight rates declined by 32% in February, Aframax Rates Down 20%

Suezmax spot freight rates declined 32% in February from the previous month on the two main routes. From West Africa to the US, spot freight rates declined by 33% backed by high stocks in the US, a decline of crude oil in floating storage and spill-over from the VLCC sector. However, y-o-y spot freight rates from West Africa to US Gulf exhibited an increase of 35%. On the route from North-West Europe to the US, Suezmax spot freight rates indicated a decline of 32% in February from the previous month. High stock levels in the US as well as the maintenance season were among the factors behind the decline. Additionally, weak Black Sea and Mediterranean activities halted any rise in the Suezmax spot freight rates from North-West Europe as Turkish Strait delays decreased by three days prompting tonnage availability. On an annual basis, Suezmax spot freight rates from North West Europe to US Gulf experienced a 42% increase in February.

The Aframax sector came under pressure in February. Average spot freight rates declined by 20%. Spot freight rates from the Caribbean to the US decreased by 19% in February from a month earlier. The holiday period in Latin America as well as high inventories in the US and discharges of oil from floating storage were the main factors limiting activities in that route. For the reported East of Suez route, Aframax spot freight rates dropped 19% in February on the back of market developments related to China New Year and maintenance period. Spot freight rate from Mediterranean to Mediterranean and from Mediterranean to North West Europe declined by 23% and 20% respectively on the back of shortened delays at the Turkish Straits, tonnage availability and the decrease of crude oil in floating storage.

The Clean Tanker Market

The clean tanker market came under pressure in February from the previous month on all reported routes. On average, clean tanker spot freight rates declined by 10% in February from a month earlier.

Limited activities were the main factor contributing to the decrease due to refinery maintenance as well as various participants remaining away from the market due to various holidays. East of Suez clean spot freight rates declined by 12% on average in February from the previous month. The preparation for the coming maintenance season reduced activity. Tonnage availability also supported the decrease in spot freight rates in the East. However, on an annual basis, East of Suez clean spot freight rates indicated an increase of 15% in February.

Clean spot freight rates declined by 9% on average in the West of Suez in February from the previous month. Spot freight rates for voyages from the Caribbean to the US saw a decline of 7% compared to previous month as refinery maintenance started in the Caribbean. Trans-Atlantic spot freight rates declined by 12% in February compared to the previous month backed by closing arbitrage and discharge of petroleum products from floating storage. Mediterranean

to Mediterranean and Mediterranean to Northwest Europe spot freight rates declined in February, mainly due to the reduction of Turkish Straits delays and the drop of petroleum products in floating storage. **Source : Makis Theodoratos, Hellenic Shipping News Worldwide**



The **BUNGA MELATI 3** seen moored in Colombo – **Photo : Piet Sinke (c)**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

MULTISHIP
TOWAGE & SALVAGE

www.multiship.com +31 (0) 115 645 000

NAVY NEWS

Navy relieves sub commander for drunken incident

The Navy has relieved a Pearl Harbor-based submarine commander of his command after he became drunk at a Navy ROTC event. U.S. Pacific Fleet submarine force spokesman Lt. Cmdr. Dave Benham said Tuesday Cmdr. Jeff Cima was found guilty of drunkenness and conduct unbecoming an officer.

Benham says Cima's squadron's commander found him guilty Monday at a captain's mast, or administrative review.

Cima was removed from his command of the [USS Chicago](#) for misconduct and loss of confidence in his ability to command. He's temporarily assigned to Submarine Squadron Three.

Benham says Cima became drunk at a Navy ROTC event on the mainland last week. Cima's phone number is unlisted. He didn't immediately return a Facebook message seeking comment. **Source : Googlenews**

Royal Navy attack submarine sent to Falklands as British drillers 'get close to oil'

A Royal Navy attack submarine has been sent to the Falklands to boost security as speculation mounts that drillers have found oil there, it was revealed today. [HMS Sceptre](#), a Swiftsure-class nuclear-powered submarine, has been sent to the Islands from southern Africa, say sources.

It is hoped that the presence of the 5,000-tonne submarine will make Argentina think twice about laying serious claims to the British islands. The vessel is equipped with Spearfish anti-ship torpedoes and took three weeks to reach the Falklands. A source told The Sun newspaper: 'It has state-of-the-art listening sensors and will be monitoring all ship movements in the area.'



It was expected, they said, that the presence of the sub would 'strike fear into the hearts of any possible enemy'.

Details of [Sceptre's](#) presence in the waters around the Falkland Islands came as speculation mounted that British firm Desire Petroleum has struck oil. It is expected to announce next week whether it has had success.

Experts claim there could be as much as 60 billion barrels of crude oil under Falkland's waters. There are already two Navy vessels in the area. [HMS York](#), a Type 42 destroyer, is partolling off the island's capital of Port Stanley. [HMS Scott](#), a

survey vessel, is also nearby and the fleet has air support from a squadron of RAF Typhoon fighter jets based on the islands. The submarine, which was built in 1978, is 82 metres long and is equipped with sonar, attack and search periscopes, collision avoidance radar and electronic warfare. In addition, she has five torpedo tubes capable of firing the Spearfish.

Argentina has renewed claims in recent weeks that Britain is illegally occupying the islands. The archipelago, which it calls Las Malvinas, remains an emotive issue for people in Argentina. Bringing up the issue of sovereignty offers a way for a populist president to whip up public support.

Argentina has claimed the South Atlantic islands since Britain established its rule in the 19th century and invaded the Falklands in 1982. After a two-month war, they were forced to withdraw their troops. But Argentines still maintain they have claim to the archipelago, which lies 300 miles from its coast. In the past month, Argentine president Cristina Fernandez de Kirchner has reasserted their claim and has objected to the British oil exploration. She asked for the U.S. to intervene in the row, and secured backing from Secretary of State Hilary Clinton to open talks. Both Britain and the Falklands governments have said there will be no negotiation over the islands and believe there is no issue to resolve.

The Argentine government has also tabled a UN resolution condemning Britain for allowing oil exploration off the Falklands. President Kirchner issued a decree last month forcing ships sailing to the Falklands from Argentina to seek a permit after learning that the rig was to start drilling. She has also secured backing from 32 South American nations supporting its claim that Britain has occupied the islands illegally since 1833.

The issue has been so emotive for her people that protests against British 'occupation' have been organised by former soldiers in Buenos Aires. Last Wednesday, protesters carrying petrol bombs were stopped by police as they tried to storm the British Embassy in the city. This morning, the Ministry of Defence would not discuss whether Sceptre had been deployed. A spokesman said: 'We do not comment on submarine operations. **Source : Dailymail**



The Type 42 Batch 3 class destroyer **D 95 MANCHESTER** seen sailing from Devonport
photo : Ian Denton ©

India gets Russian N-sub for 10 years

India will soon have a nuclear-powered attack submarine prowling deep under the seas. Away from the spotlight on nuclear power reactors, aircraft carrier Admiral Gorshkov and MiG-29Ks, India and Russia quietly firmed up the 10-year lease of the K-152 Nerpa submarine during Russian PM Vladimir Putin's visit here last week.

With the final lease and training agreements now in place, India is dispatching a 50-member submarine crew, including 8-10 officers, to Russia to train on the Akula-II class nuclear submarine. "The Indian naval team will be leaving within 15 days. They will first undergo intensive training on **Nerpa** and then bring it to India on the 10-year lease," said a defence ministry source on Tuesday.

The lease flows from a secretive agreement inked between New Delhi and Moscow in January 2004, with India funding part of **Nerpa's** construction at Komsomolsk-on-Amur shipyard in Russia with an initial \$650 million.

Nerpa was to be inducted in Indian Navy as INS Chakra by mid-2008 but technical glitches delayed the process. Then, just as it began its sea trials in November 2008, 20 sailors were killed on it due to a toxic gas leak. After repairs, **Nerpa** is fully-operational now.

India had also leased a 'Charlie-I' class Russian nuclear submarine from 1988 to 1991. That submarine, too, had been named **INS Chakra** but the expertise gained was steadily lost since India did not operate any other nuclear submarine thereafter.

The over 12,000-tonne **Nerpa** in itself will, of course, not fulfil India's long-cherished aim to have a credible nuclear weapon triad -- the ability to fire nukes from land, air and sea. While **Nerpa** is nuclear-propelled, it will not come armed with its long-range nuclear-tipped missiles due to international treaties like the Missile Technology Control Regime.

But it will contribute in other ways. For one, it will train Indian sailors in the fine art of operating nuclear submarines. This will be useful when India's own nuclear submarine, the over 6,000-tonne **INS Arihant**, becomes operational by 2011-2012.

Two, **Nerpa** will be used to provide protection to **INS Arihant**, which will be the launch platform for nukes after it becomes operational. Armed as it will be with torpedoes and and 300-km Klub-S cruise missiles, **Nerpa** will be a silent, lethal hunter of enemy submarines and warships.

Three, **Nerpa** will help India in its objective to have three SSBNs (nuclear-powered submarines with long-range missiles) and six SSNs (nuclear-powered attack submarines) in the long-term.

Unlike conventional diesel-electric submarines which have to frequently surface to replenish oxygen to recharge their batteries, a nuclear-propelled submarine can operate underwater for virtually unlimited periods of time. Consequently, a SSBN or a 'boomer' is considered the most difficult-to-detect-and-target platform for launching nuclear strikes.

While India has only 16 ageing conventional submarines at present, all the 71 US submarines are nuclear-powered, while 14 of them are SSBNs. China, in turn, has 10 nuclear submarines in its 62-submarine fleet, with three of them being SSBNs. **Source : Times of India**

Submarine ride for Lim and Zahid

Chief Minister Lim Guan Eng will go for a submarine ride with Defence Minister Datuk Seri Zahid Hamidi. Zahid had "invited" Lim to accompany him on a ride onboard the Scorpene-class **KD Tunku Abdul Rahman** which the latter accepted.

Zahid had earlier reassured the Dewan Rakyat that the mechanical defect on Malaysia's first submarine had been corrected but Lim kept insisting that the Government return the vessel to the manufacturer.

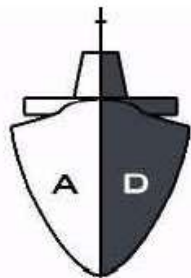
"If you buy a new car, and there is a defect, you take it back to the showroom and ask for a new one. Can we exchange the submarine for a new one from the manufacturer?" asked Lim. Zahid, however, explained that the technical defect, which prevented the submarine from diving, had been corrected before challenging Lim to take a ride with him.

Lim had earlier asked Zahid about the progress of the investigations into the two missing F5E fighter jet engines.

Zahid said the case had been classified as theft and was investigated by the police and Public Accounts Committee and was handled by the Attorney-General's Chambers. **Source : The Star**

SHIPYARD NEWS

ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be



KTK's newbuilding Stan Tug 4011 **ORCA VI** seen ready for yard trials next week, The vessel has been build at PT Dumas in Surabaya under the supervision of Damen Shipyards.



Photo's : Damen building team Surabaya ©

Schepen bouwen met staatsverzekering

Scheepswerf IHC Merwede schiet klanten die schepen willen laten bouwen vanaf dinsdag een groot deel van het geld voor. Daarbij is de lening die IHC Merwede hiervoor aangaat door de staat verzekerd. Op die manier kan de scheepsbouwer klanten over de streep trekken die wel willen investeren maar door de economische tegenwind toch de hand nog op de knip houden.

De lening komt uit handen van de huisbankiers van IHC Merwede, Rabobank, ING Bank, Commerzbank en Royal Bank of Scotland. De zogenoemde exportkredietverzekering wordt verstrekt door de overheidsinstantie Atradius Dutch State Business.

De scheepsbouwer is de eerste die gebruik maakt van de regeling, die sinds vorig jaar september van kracht is. De verzekering, onderdeel van het stimuleringspakket van de overheid, moet banken stimuleren leningen te blijven verstrekken in de zwaar getroffen sector.

IHC Merwede wil klanten hiermee helpen hun financiering voor de bouw van een schip naar achteren te schuiven. „De bouw van een schip duurt ongeveer twee jaar en kost circa 100 miljoen euro, een hoop geld in de huidige marktomstandigheden”, aldus directeur Goof Hamers van IHC Merwede.

IHC Merwede leent 80 procent van het benodigde bedrag bij het bankensyndicaat. Klanten betalen zelf 20 procent aan bij het sluiten van een bouwcontract. Volgens Hamers wordt door de nieuwe financieringsconstructie de export bevorderd, waarmee de economie verder wordt aangezwengeld.

De staatsverzekering betekent niet dat IHC Merwede een goedkope lening krijgt. „Wij betalen het normale tarief”, aldus de topman.

Cosco Shipyard secures \$500-million rig contract

COSCO (Nantong) Shipyard has won a \$500-million engineering, procurement, construction and installation contract for a deepwater DP3 semisubmersible rig to be named **Sevan Brasil**. The new rig is based on the design of the Sevan Driller and is scheduled for delivery to Sevan Drilling early 2012.

The shipbuilder said it has become the first in China to have secured a full EPCI contract to construct a deepwater DP3 semi drilling rig. **Source : seatradeasia-online**



Above seen the **P 840 HOLLAND** fitting out at the Damen / de Schelde Naval yard in Vlissingen
Photo : Damien Benthem ©

ROUTE, PORTS & SERVICES

Seamanship
Whatever the ship. Wherever delivered.

www.redwise.com

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered

GLOBAL SHIP DELIVERY & CREWING
info@redwise.nl

Mols-Linien reports loss

Mols-Linien A/S managed to improve its figures last year, the loss went down from DKK -56.7 million in 2008 to -1.8 million in 2009. Mols-Linien A/S has been hit very hard by the global financial crisis. The net revenues fell by 14.5 per cent to DKK 673.9 million. The equity went up from DKK 338 million to DKK 354.4 million. In 2009 770,861 private cars were transported by Mols-Linien (-8.4 per cent), over two million passengers (-8.7 per cent) and 251,508 lorries and trailers (-20.1 per cent). In 2009 the number of employees were reduced from 479 to 430 persons at the end of the year. Mols-Linien has postponed the purchase of an extra fast ferry for the Aarhus-Odden service

Source : Shippgaz

Discounts dwindle as cruise line outlook improves

The world's biggest cruise lines have seen strong advance bookings so far this year and are paring away discounts that lured passengers aboard during the global economic crisis, their chief executives said on Tuesday. But none expected an immediate return to the revenue yields they enjoyed before the crash. And while new ship orders have resumed after a record 20-month drought, the CEOs expected the pace of new shipbuilding to remain slow for the next couple of years.



Left : A rather special photo of the P&O liners **Oriana** (left) and **Arcadia** (right) transitting the Gatun Locks on the Panama Canal at the same time. I believe it may be the first time two liners of the same company have negotiated the locks together.

Photo : John Wilson (c)

The mood at the annual Cruise Shipping Miami conference was decidedly brighter than it was in 2009, a year Norwegian Cruise Line Chief Executive Keven Sheehan described as "scary."

"We're seeing solid signs of

recovery, albeit one that will play out over the next couple of years," said Sheehan, whose line is jointly owned by two U.S. private equity firms, Apollo Management and TPG, and by Genting Hong Kong Ltd, which was formerly known as Star Cruises Limited. Major lines cut ticket prices by 10 percent to 20 percent in 2009 as consumers kept purse strings tight. That lured vacationers aboard and filled the ships with 13.4 million passengers, up by 430,000 passengers from 2008, according to the Cruise Lines International Association.

But net yields, a measure of revenue generated per bed per day, were down 16 percent during the first nine months of 2009, before starting to rebound at the end of the year. Several CEOs said they had seen strong advance bookings during the crucial January-through-March "wave season," which is when many travelers start planning vacations and is traditionally the industry's busiest booking period. Bookings were solid enough for some of the big players to raise rates. Carnival Cruise Lines, the flagship line for No.1 cruise company Carnival Corp, is raising rates by up to 5 percent for summer sailings, effective March 22.

Norwegian, the No. 3 cruise company, is raising prices by up to 7 percent fleetwide, effective April 2. It said it had seen an unprecedented year-to-date increase in booking volume in January and February, driven in part by interest in its new mega-ship Norwegian Epic, which is due to debut in June. "We think the market is going to recover pricing," said Carnival Cruise Lines Chief Executive Gerald Cahill. Royal Caribbean Cruises Ltd, the No. 2 cruise company by market share, expects net yields to rise 3 percent to 6 percent this year compared with 2009.

But Richard Sasso, chief executive of Italian-based MSC Cruises, was the only one on the CEO panel who would go out on a limb to estimate when net yields might return to pre-meltdown levels. MSC expects that to happen in six months, he said. Sheehan said the stock market seemed to have regained confidence in cruising, noting that share prices were up by 100 percent or more for his rivals, Carnival and Royal Caribbean, compared with a year ago. "We should all feel a sense of cautious optimism that the industry is being looked upon so favorably," Sheehan said. New ship orders have begun to trickle in again, although the CEOs expect their fleets to expand at a slower pace than in recent years as they struggle to absorb capacity now coming on line. More than 20 new ships were ordered between 2006 to April 2008, when orders screeched to a halt. The unprecedented 20-month drought ended in December when Carnival ordered a

new ship, then signed memoranda for three more as the economy began to improve and European shipbuilders lowered rates.

Right : the **Albatros** as she arrived in bright sunshine and smooth seas for a day visit to Melbourne 12-3-2010.

Photo : Andrew Mackinnon (c)

But the ships ordered before the crash are still arriving, boosting supply as the cruise lines try to rebuild prices. Fourteen new ships were launched in 2009, boosting capacity by more than 20,000 berths. "It probably means that we will grow our capacity at a little bit slower rate than we have historically," Cahill said.

Carnival Corp, which averaged five to six new ships a year among its 11 lines for 2008 through 2010, expects to add only two to three a year for the next two years. "Further new builds are going to continue and I think that's very important because new builds are where the new ideas in the industry come out, but they're going to be at a more measured pace," Cahill said. In the meantime, the CEOs said, look for older ships to be refurbished to better compete with newer ships that come decked out with amusements such as baseball batting cages, ice skating rinks, zip lines, bowling alleys and high-end spas.



Mermaid sells Mermaid Responder

Mermaid Maritime Public Company Limited has announced that its wholly owned subsidiary Mermaid Offshore Services Ltd has entered into a Memorandum of Agreement with Dulam International Ltd, for the sale of its subsea utility vessel Mermaid Responder.

Delivery was due to be completed on 12 March 2010. **Source : Offshore News Online**



The **SARAH** seen in Luanda – **Photo : Barry Ward (c)**

COSCO Shipping readies war chest

While announcing its annual results COSCO Shipping revealed it has set aside up to 3.9bn yuan to buy 18 new multi-purpose and heavylift ships. The firm, COSCO's specialist and heavylift subsidiary based in Guangzhou, has two 50,000 dwt semi-submersible vessels due to deliver shortly. COSCO Shipping managed to stay in the black in 2009, recording a net profit of 136m yuan, down 90.64% over 2008 with revenues of 3.9bn, down 43.46%. The company is odds on to order at its sister firm, COSCO Shipyard, when it comes to placing the 18 ship orders. **Source: SeaTradeAsia-Online**



ride on a sea of creative solutions

Brokerage and Commercial
Services to Offshore Shipping

www.m3marine.com.sg • mail@m3marine.com.sg • +65 6327 4606

Danaos takes delivery of its 42nd boxship

Athens-based Danaos Corporation recently it took delivery of a newly built containership, the **CMA CGM Musset**, expanding its operational fleet, following the sale of the 30 year-old **Eagle Express**, to a total of 42 containerships aggregating 177,229 teu.

The 6,500 teu newbuilding, built at Sungdong Shipbuilding & Marine Engineering in South Korea, is 300m, 40m wide and has a speed of 25.60 knots.

"We are pleased to have taken delivery of our latest containership from Sungdong Shipbuilding & Marine Engineering," said Dr. Coustas, Chief Executive Officer of Danaos. "The vessel has already commenced its 12 year time charter with CMA CGM Line. We now own and operate a fleet of 42 containerships." **Source : The Motorship**

COSCO Shipping to buy 18 new multi-purpose and heavylift ships for 3.9bn yuan

While announcing its annual results today COSCO Shipping revealed it has set aside up to 3.9bn yuan to buy 18 new multi-purpose and heavylift ships. The firm, COSCO's specialist and heavylift subsidiary based in Guangzhou, has two 50,000 dwt semi-submersible vessels due to deliver shortly. COSCO Shipping managed to stay in the black in 2009, recording a net profit of 136m yuan, down 90.64% over 2008 with revenues of 3.9bn, down 43.46%.

The company is odds on to order at its sister firm, COSCO Shipyard, when it comes to placing the 18 ship orders.

Source: seatradeasia-online

Grootste tijdelijke hotel Nederland open op Maasvlakte

Van de week opened het grootste tijdelijke hotel van Nederland, **Hotel at Work** op de Maasvlakte gebouwd door Jan Snel officieel de deuren. Door de aanleg van de tweede Maasvlakte en grote bouwprojecten op de eerste Maasvlakte zijn er voor een korte periode veel arbeidskrachten nodig. De komst van Hotel At Work zorgt ervoor dat een groot deel van de bouwvakkers straks niet tweemaal per dag over de A15 hoeft te rijden en dat betekent minder files. Ook komt er veel personeel vanuit het buitenland voor hen is een overnachtinglocatie in de haven noodzakelijk. Hotel at



Work is gevestigd aan Malakkastraat 40 op de Maasvlakte. Het grootste tijdelijke hotel van Nederland, **Hotel at Work** biedt in de loop van dit jaar 2000 slaapplekken aan.

Photo : Jas Louwen (c)

Hotel at Work is door Jan Snel gebouwd met als uitgangspunt het leveren van een comfortabel en plezierig verblijf tegen een budgetprijs.

Het hotel bestaat uit geschakelde units en de gasten kunnen kiezen voor een één- twee of driepersoonskamer, de kosten per nacht liggen tussen de 18 en 40 euro dit bedrag wordt vaak betaald door de werkgever. Naast woonruimte, wordt het hoofdcomplex ook voorzien van recreatievoorzieningen. Het hotel blijft tot minimaal 2015 staan.

Hotel at Work kwam tot stand op initiatief van Havenbedrijf Rotterdam. Het Havenbedrijf wil hiermee de A15 ontlasten.

Familiebedrijf Jan Snel is met een omzet van € 106 miljoen één van de grootste spelers in de markt voor tijdelijke en flexibele accommodaties. Het bedrijf levert sinds 1960 tijdelijke en semipermanente huisvesting voor o.a. zorginstellingen, scholen, kantoren en de bouw. Met het hoofdkantoor in Montfoort is de onderneming actief in Nederland, België, Duitsland, de Verenigde Staten, Canada en Noorwegen.

 Transport & Offshore Services	GLOBAL SHIP DELIVERY	<ul style="list-style-type: none">• ISM Protocol• Flag State Service• Certification• Daily Reports• Vessel Tracking• Passage Planning• Technical Services• Maintenance• Crew Training	
			
www.tos.nl		TOS Rotterdam (+31)10 – 436 62 93	E-Mail info@tos.nl

Ampelmann provides access to Annamaria platforms in Adriatic

Mounted on the MPSV **Bourbon Pearl** the Ampelmann offshore access system has recently been providing access to the Annamaria A and B platforms in the Adriatic Sea. For this job, which saw the commissioning of the two new gas platforms, Bourbon Pearl was used to accommodate 60 personnel.

Said Ampelmann: "Again, the Ampelmann showed itself to be a very safe and cost effective alternative against the small crewboats that were going to be used instead to transfer crew from the Facility Platform to the Annamaria A and B platforms, not only by saving transfer time, but also by increasing the weather window from Hs = 1.5m (for the crewboats) to Hs = 2.5m." "With only three mornings in three months not operating because of excessive vessel

motions due to extreme weather, the entire crew was transferred four times per day to and from the platforms. Each crew change of 60 crew took about 15 minutes," said the company.

Summarizing the advantages of using the Ampelmann system, the company included:

- Day rate of the accommodation vessel + Ampelmann are up to 50 per cent lower than day rate of semi-sub or jack-up
- No installation time required for accommodation vessel
- No travel downtime compared to small crewboats or helicopters
- Multiple landing areas in different sea states
- Little or minor adaptation to structure for landing the Ampelmann
- Making offshore access as easy as "crossing the street."

Source : Offshore Shipping Online

New containerline linking Southeast Asia and Australasia

A Malaysian backed shipping line is set to link distant parts of Southeast Asia with Papua New Guinea, the South Pacific and Australasia. Starting next week, MBF Carpenters Shipping will deploy a 910 teu ship, **Osnabruck**, on the intercontinental route. The **Osnabruck** has been taken on charter at \$4,300 a day according to Maersk Broker and is one of four similarly sized ships operated by the company.

MBF Carpenters's principal activities are merchandise retailing and wholesaling, automotive and machinery sales and service, transport and shipping agents. In addition, it provides financial services, ship repairs, agricultural products and owners of property and investments. The Group operates in Fiji, Papua New Guinea, Samoa and Australia. It is part of MBF Holdings, a Malaysian conglomerate. Source: SeaTradeAsia-Online



The **EDDA FJORD** seen arriving at the Westerscheldt River for bunkers

Photo : Richard Wisse – www.richard-photography.nl (c)

Marseilles Fos Containers Jump 24 Percent

The French Port of Marseilles Fos said container throughput rose by 24 percent year-over-year in January and February to 159,202 20-foot equivalent units as trade recovered from the global recession. Trade with the Far East fueled a 30 percent jump at Fos, which handled 121,218 TEUs, while Marseilles improved 10 percent to 37,985 TEUs

thanks to recovering markets in North Africa and the Eastern Mediterranean. Container volume in the first two months of the year through February amounted to 1.59 million metric tons (up 31 percent) and led general cargo to a 19 percent improvement to 2.39 million metric tons. Conventional traffic also contributed with 42 percent growth to 310,000 metric tons as demand for steel products continued to grow, although roll-on, roll-off traffic was down 16 percent at 490,000 metric tons in the aftermath of a slump in trade with Corsica and Sardinia.

The revival in the local steel industry – and imports of raw materials -- nudged dry bulk volume back to normal levels at 1.54 million metric tons (up 41 percent) courtesy of a 40 percent increase in vessel calls. Liquid bulk volume rose by a third to 530,000 metric tons on the strength of the chemicals industry -- aided by the ever-rising bio-fuels sector, which gained 26 percent to 160,000 metric tons. **Source: Journal of Commerce**

Evergreen Marine eyes 2010 profit



The **EVER UNICORN** seen yesterday in the port of Colombo, note the flag change, the vessel is now flying the Singapore flag compare to previously the Panamanian flag.

Photo : Piet Sinke (c)

Evergreen Marine, the world's fourth-largest marine shipping line, has targeted a profit for 2010 following losses last year, as cargo orders pick up with the global economic recovery, the company spokesman said on Monday. Evergreen, also the biggest marine shipper in Taiwan, swung to a net loss of T\$1.976 billion in the second quarter of 2009 and reported a T\$2.58 billion loss in the third quarter. It had been hurt by global marine shipping competition and the economic downturn, which caused a slump in exports, analysts said. The company expects a turnaround this year, Evergreen spokesman Nieh Kuo-wei told Reuters in a statement. "The surging demand to replenish depleted inventory has led to several rounds of successful rate increases and substantially improves the profit outlook of the container shipping industry," he said. "With the recovery of the global economy, it is expected that cargo volumes will continue to pick up."

Evergreen shares were down 0.5 percent on Monday, outperforming the broader market that closed 1.46 percent lower. **Source : uk.reuters**

Singapore box throughput up 17.9% to 2.183 million TEUs in February

Preliminary estimates from the Maritime and Port Authority of Singapore (MPA) indicate that box throughput at Singapore last month jumped 17.9% year-on-year. Total boxes handled by main operator PSA and smaller terminal Jurong Port came up to 2.183 million TEUs in February, compared to 1.851 TEUs in the same month last year.

It must be noted however, that February 2009's 1.851 million TEUs handled represents the lowest throughput for Singapore in the past 36 months, ever since 1.76 million TEUs handled in February 2006. Market players said Monday that the industry should not get too excited over year-on-year comparisons with 2009. "Recovery is still going along at a very slow pace," a local player told Bunkerworld. February 2010 box throughput at Singapore, still the world's busiest port, are a significant 25% short of the highest monthly record of 2.729 TEUs achieved in July 2008.

Officials are of course counting on volumes to eventually attain those heights in months to come, although most market observers told Bunkerworld that they would be "very surprised if that happens". By most accounts and estimates, 2010 monthly volumes are expected to stay firmly beneath the 2.7 million TEUs mark. Optimists, however, say at least last month's throughput was not severely far off from February 2008's figure of 2.308 million TEUs.

Source: portworld



The pilot tender **EXPLORER** seen in action in the port of Rotterdam

Photo : Stan Muller (c)

Four Baltic seaports bid to become hubs for oceangoing container carriers

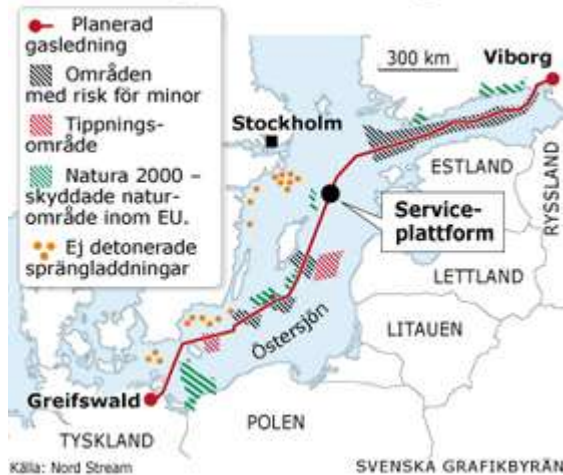
The ports of Aarhus (Denmark), Gdansk (Poland), Klaipeda (Lithuania) and Tallinn (Estonia) projected to become the Baltic Sea container-hubs to handle oceangoing container ships, PortNews IAA reports quoting the press office of International Baltic Container Conference 2010. The representatives of the stevedoring companies had announced earlier their plans speaking at the conference.

However, according to Erik Ringmaa, commercial manager of Port of Tallinn, Russia remains its key transit partner. "We are positioning ourselves not so much as a hub, but as a maritime gateway between Europe and Russia", Mr. Ringmaa was quoted as saying. Earlier Russia had announced its own container-port hub project to be built in

Kaliningrad region, capable to handle oceangoing container ships. However, experts have been quite skeptical over the project. For more details on the issue, see the "Relevant Topic", September 16, 2009. **Source : PortNews**

Nord Stream more expensive

Gasledningen över Östersjön



The 1220 km long Nord Stream pipeline will be 1,4 billion EUR more expensive than estimated in 2008. The pipeline will have a price tag of 8.8 billion EUR, Nord Stream representative Irina Vasilieva told newspaper Vedomosti. That is almost four billion EUR more than the estimates from 2005 and 1.4 billion EUR more than estimates from 2008.

However, Vasilieva argues that the project operations have not grown more expensive. It is the additional administrative expenditures, as well as credit interests and fees, which has resulted in the higher costs, she says.

The budget of today will be kept and all major project orders have already been made, the Nord Stream representative stresses. The first part pipeline, which is will run on the sea bed of the Baltic Sea, will be ready for operations in 2011. The second part will be completed in 2012. **Source : BarentsObserver**



The **SWIBER GALLANT** seen operating in Myanmar waters - **Photo : Henk van Rooijen (c)**

Big Port of St. Petersburg's containers throughput up 32%, 235.200 TEUs, Jan.-Feb.

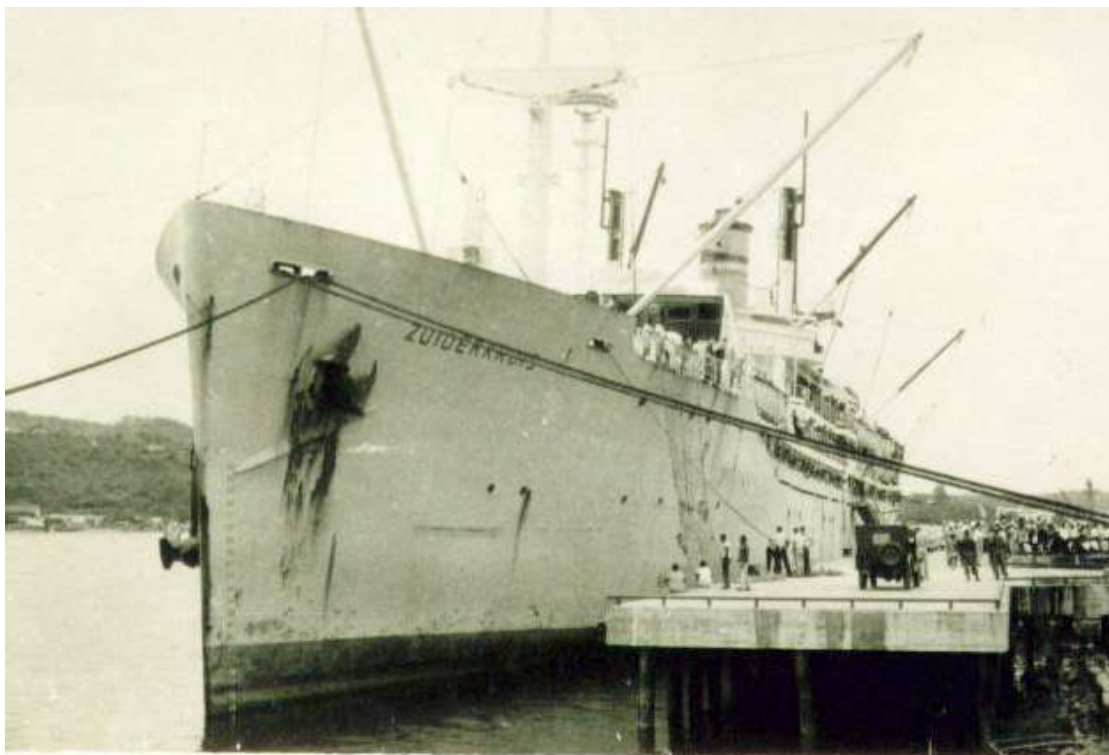
Containers turnover at the Big Port of St. Petersburg in January-February 2010 grew by 32% as compared with the same period of 2009, to 235.2 thousand TEUs. In February, the port loaded inbound and outbound containers 9.4% more than this January, the Port Authority statement said.

At the same time, volumes of petroleum products dropped by 13.25%, to 1.565 million tons in the two months.

The Port Authority statistics for Jan.-Feb. show a 18.5-percent rise in bulk cargoes, at 1.084 million tons. Volumes of chemical fertilizers increased by 50.4%, up to 459.100 tons, while coal outbound volumes fell by 8%, to 331.800 tons. The port's general cargo output rose by 10%, up to 1.658 million tons, including ferrous metals by 21.3%, to 643.000 tons. In February there were 695 ship calls at the Big Port of St. Petersburg (352 inbound and 343 outbound).

The Port of St. Petersburg is located on the islands of the delta of the Neva river, in the Neva Bay, the eastern tip of the Gulf of Finland. The Big Port of St. Petersburg territory includes the Neva River delta and the Neva Bay, Kronstadt and dam structures. The Port of St. Petersburg has a fleet of Icebreakers providing pilotage services for ships during winter navigation. The Port Authority says there are at least 30 stevedores currently operating in the port. According to 2009 report the port handled 50.4 million tons of commodities and 21.619 ships called at the port (10.786 inbound and 10.833 outbound). **Source : PortNews**

OLDIE – FROM THE SHOEBOX



The Dutch troop transportship **ZUIDERKRUIS** seen moored in Biak (1961)

Photo : Brunno Mennens (c)

DISA

DISA MARITIME BVBA

Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
F: +32(0)14 61 16 88

VCA** ISO 9001
BUREAU VERITAS
Certification

www.disamaritime.com

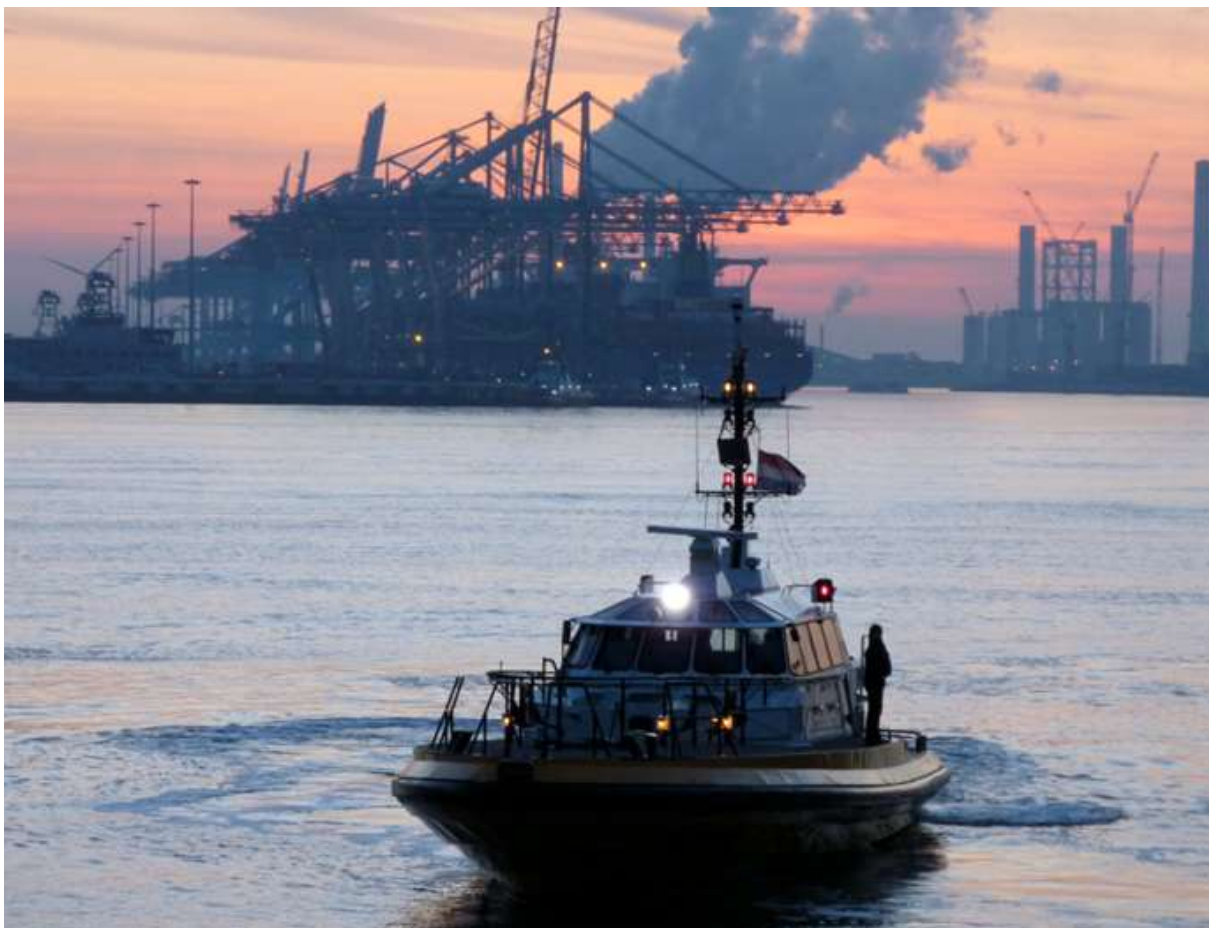
SUBSEA

CIVIL CONSTRUCTION

ENGINEERING

Providing worldwide underwater solutions

.... PHOTO OF THE DAY



Sunset over Rotterdam-Europoort - Photo : Marijn van Hoorn ©

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

MAHA OYA	-	Tug	GREATSHIP REKHA	-	PSV
TTB SINGAPORE	-	Salvage support vsI	MICHI	-	Tug
PUFFIN IV	-	Workboat	ISLAND MASTER	-	Tug
SWISSCO SEARCHER	-	Tug	HYUNDAI AT 2433	-	Tug
MAHA WEWA	-	Tug			

Click at the photo album at the website www.maasmondmaritime.com or
via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you don't like to receive this bulletin anymore kindly send an e-mail with the word "unsubscribe" in the subject line to

newsclippings@gmail.com

after receipt of this e-mail I will remove you from the distribution list soon as possible