

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 080



Number 080 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 21-03-2010**

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

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

The advertisement for M3 Marine features a blue background. On the left, there are two square images: the top one shows a large metal structure being lifted by a crane at sunset, and the bottom one shows a red and white offshore platform. To the right of these images is a large white 'M' with a red '3' next to it. Below the images and logo, the company's website, email, and phone number are listed.

**Above seen MV Falcon in the Aamøyfjord outside Stavanger this week, for the discharge of accommodation rig Safe Bristolia. The rig was transported from Pascagoula.
Photo : Niels Dalbøge Heldre - OFFSHORE HEAVY TRANSPORT AS (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

Simply reliable



Avra Towage BV
Scheepmakershaven 32b
3011 VB Rotterdam
chartering@avra.nl
0031 10 281 0886

www.avra.nl



Above seen an unusual caller to Durban: Tramed's former **CIUDAD DE VALENCIA**, now renamed **MARY THE QUEEN**, and supposedly acquired for service in the Philippines, but flying the St Kiits flag (now very popular for scrapping voyages) and not looking very well.

Photo : Trevor Jones ©

'Madness' to send submarine to Falklands

The UK Government was warned that sending a nuclear submarine to the Falklands in support of a major drilling campaign by a North Sea-based rig would be "madness". The warning came from former Scottish Labour MP Tam Dalyell, who famously campaigned for years over the way a British submarine sank the Argentine cruiser the **Belgrano** during the Falklands war.

Mr Dalyell spoke out as the Ministry of Defence refused to comment on reports that it had sent the 5,000-tonne HMS Sceptre, armed with conventional weapons, to the area following mounting concern in Argentina over the drilling by the rig **Ocean Guardian**, which is owned by Diamond Offshore Drilling, of Dyce.

It has started drilling for Desire Petroleum in waters north of the Falklands. Mr Dalyell said the drilling itself was "folly of a huge order". A Desire spokesman said the results from the first well would be published "by the end of this month".

A source described the report concerning the submarine and an earlier report that the rig had been "buzzed" by Argentine aircraft as "rubbish" and reports that the rig has actually found oil as "wild speculation".

The company's share price has risen from around 80p at the beginning of the year to around 105p. A spokesman for the Ministry of Defence said: "We do not discuss submarine operations." A Foreign Office spokes-woman said some results from drilling could emerge next week, but it would be longer before anyone could claim to have found commercially exploitable quantities and five years before extraction could begin.

She said the UK supported the Falklands in developing an offshore oil industry but would like to develop good relations with Argentina. Gordon Liberal Democrat MP Malcolm Bruce, whose constituency includes Dyce, said he did not know if a submarine had been sent to the South Atlantic but he would not be surprised if one were.

Nothing should be done to aggravate relations with Argentina, he said. But if there was an attempt to interfere with the drilling operations he would expect the UK Government to "respond to protect our interests". He said he would contact Diamond over the situation. **Source : pressandjournal.co.uk**



The **VIGILANT** seen arriving at the Tyne bound for the Morston Quay (Osprey Shipping's berth).

Photo : Kevin Blair ©

Action needed on Norwegian offshore reflagging

ITF seafarer representatives meeting in Berlin have warned that unless action is taken now there could soon be a situation where there are no Norwegian seafarers left in Norway's offshore sector.

The ITF's joint seafarer and docker Fair Practices Committee voted today to act to support Norwegian unions after they raised the alarm about 'social dumping' and widespread reflagging on the Norwegian Continental Shelf, home of the country's oil and gas industry. It was responding to a resolution proposed by the Norwegian Maritime Officers' Association, Norwegian Union of Marine Engineers, and Norwegian Seafarers' Union, which asked for support from the ITF and its member unions to resist the replacement of Norwegian seafarers with other nationalities on wages and under working conditions far below Norwegian norms.

ITF Offshore Task Force Group (OTFG) Chair Norrie McVicar commented: "It might seem inconceivable that a country such as Norway would permit second rate conditions, wages and job protection in this vital national industry – but bit by bit it's already happening. Our Norwegian colleagues have sounded the alarm today, and our first move will be to call together the OTFG's strategic campaign group to consider the issues. In the meantime the ITF will offer mediation to both parties."

The resolution passed today at the ITF Seafarers' and Dockers' meetings in Berlin is as follows:

"Social Dumping on the Norwegian Continental Shelf"

NOTES that there are an increasing number of FOC and other "national" registered vessels operating on a regular basis on the Norwegian Continental Shelf and that the situation is escalating.

FURTHER NOTES that several vessels registered in the Norwegian 1st registry (NOR) are now being reflagged as a consequence of the unfair competition from other registers whilst continuing regular operation on the Norwegian Continental Shelf and



Above seen the [Lucas Oldendorff](#) departing Port Chalmers.

Photo : [Ross Walker](#) ©



Mission
(im)possible?

Dockwise is the global market leader in heavy marine transports and installations up to 70,000 metric tons. Our versatile fleet of 20 semi-submersible vessels and project organization serves clients around the world with turn key solutions.

With Dockwise nothing is impossible!

www.dockwise.com


DOCKWISE

Ship oversupply to weigh on freight rates

The worst is over for the shipping industry but the seaborne sector will continue to face oversupply problems which will put pressure on freight rates this year, Moody's Investors Services said on Thursday.

Global turmoil hit all areas of shipping hard last year, reversing years of boom and healthy freight earnings.

Marco Vetulli, senior credit officer with Moody's, told Reuters the general outlook for the industry was stable, adding the sector would stabilise at a "low level" this year. "We think the worst is over," he said in an interview.

"Oversupply is a factor -- that is a problem for all the main shipping sectors and will have an impact on the freight rate environment which will remain fragile during the year." Vetulli said with major forecasters expecting the world economy to grow by 3.4 to 3.5 percent this year in gross domestic product (GDP) terms and strong estimated GDP growth for China and India at around 9.3 and 7 percent respectively, it created a positive environment for the dry bulk shipping sector.

"Nevertheless, this market now has a strong problem relative to the oversupply," he said. "In 2010 a huge part of the new buildings that are now scheduled will be delivered and that will place pressure on freight rates and will limit substantially the upside potential for this sector."

The Baltic Exchange's main sea freight index, which gauges the cost of shipping resources including iron ore, cement, grain, coal and fertiliser, soared to a record high in May 2008 of 11,793 points, driven by commodities demand from China and India. The global downturn and a reduction in demand for raw materials, manufactured goods and consumer products drove it back down to as low as 663 in December 2008. The index has remained volatile since then and reached 3,498 on Thursday.

Vetulli said the index would remain in a range of 2,000 to 4,000 this year. "I don't think it will go over 4,000 points."

He added that the dry bulk sector was only likely to make a full recovery possibly at the end of 2011. "It will be a little bit slower because over supply is stronger and also from a financial point of view dry bulk companies tend to be weaker than tanker companies," he said. Vetulli said forecasts for a recovery in oil demand would be beneficial for tankers but the sector also faced vessel oversupply.

He added that a fall in the number of ships used to store crude oil and oil products would also have an impact on the dirty and clean tanker markets. "Oversupply and a decrease of these storage activities will limit upside potential for the sectors," he said.

Moody's estimated average rates for very large crude carriers in 2010 at \$27,900 a day versus \$24,700 a day last year and \$34,000 a day on a 10-year average. Earnings are forecast to rise to \$38,800 a day in 2011. **Source : malaya**



The **IVAN PAPANIN** seen approaching Cape Town – **Photo : Aad Noorland ©**

Carriers Boost Asia-Europe Capacity

Ocean container carriers are significantly boosting cargo capacity on Asia-Europe shipping lanes for the first time in 18 months, threatening to reverse recent strong gains in freight rates. New service launches will add around 22,000 20-foot equivalent units to the trade, representing around 7 percent of total capacity, according to Alphaliner, the Paris-based consultancy. "This is the first major influx of capacity onto the Asia-Europe sector since the start of the financial crisis in September 2008," Alphaliner said.

The additional services will ease the capacity crunch on the Far East-Europe market, which the trade has faced since late December. Equally, the extra cargo space could reverse the trend of rising freight rates since the fourth quarter of 2009, according to Alphaliner. After rising for 13 consecutive weeks, freight rates have started to show signs of cooling and fell for the first time last week when the average cost of shipping a TEU from Shanghai to North Europe slipped \$60 to \$2,104. Rates from Shanghai to North Europe have risen by 71 percent since October and are 55 percent higher for shipments to the Mediterranean. Cargo volume on the westbound trade from Asia to Europe rose by 10.6 percent year-on-year in January, to 1.126 million TEUs, the highest monthly figure since September 2008, according to the latest traffic figures from carriers.

Alphaliner counted at least ten extra loadings on the route in January and February, amounting to a one off addition of 52,000 TEUs, to cope with a surge in cargo demand. "If the strong demand growth is sustained over 2010, the overall trade growth figure could reach more than 10 percent for the year," Alphaliner said. **Source: Journal of Commerce**



The 2006 built FRA flag and owned container ship **CMA CGM LA TRAVIATA** approaching Marsaxlokk Harbour, Malta on Wednesday 10th March, 2010.

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

Unwanted stowaway

Crew members of a towboat pushing 15 barges down the Ohio River had a surprise guest Monday. C.R. Neale, pilot with Neale Marine Transportation, said a barge stopped near its facility north of Vienna after discovering a bobcat had decided to stow away on the tow. Neale said its office received a call Monday afternoon from the Vernon C. Smith, owned by Ingram Barge Co. of Nashville, Tenn., about the unusual guest. "They said a bobcat was found when crew members were making their routine check of the barges in tow as they passed Marietta," he said Tuesday. "Our office placed a call to the West Virginia Division of Natural Resources, who dispatched a biologist to our facility to capture the bobcat."

Neale said one of its boats took the biologist over to the Vernon C. Smith's tow, and captured the stowaway without incident. Neale said the crew members said the bobcat appeared to be domesticated and it came within five to six feet from them. "The bobcat apparently hid out on the tow for some distance, as the boat had not stopped except for lockages since picking up an empty barge in Hancock County," he said. "I haven't seen anything like this before." Neale said it caused quite a stir. "Everybody was trying to get pictures of it," he said. "It was a unique event for a barge." Jeff McCrady, a wildlife biologist with the DNR, said it was the first time he had been called to get an animal off a barge. "That was my first call for an animal on a barge and the first for a bobcat," he said. "I remember a deer once in a similar situation."

McCrady said the bobcat entered a pet carrier on its own. "Since then I talked with the DNR in Ohio and they got a call about a bobcat at the Willow Island Locks and Dam and someone up there noted it seemed like it had been domesticated or was used to human contact. It didn't act like a wild animal." McCrady said the Ohio DNR picked up the bobcat early Tuesday and transported it to The Wilds, a 10,000-acre facility in Cumberland, Ohio. "Nobody on the barge was able to capture it," he said. "It seemed to have stowed away." McCrady said it was the best thing for the cat. "It was seen by a deckhand," he said. "I expected it to be wild and I would not be able to get close to it. I feared it would jump into the river and swim away." Bobcats are not an uncommon sight in the area, McCrady said. "They are fairly common," he said. "They are secretive and nocturnal but there are a number of them around here. People are seeing them and trappers are finding them." cCrady said West Virginia has a bobcat season. "You have to check it and it seems the numbers are increasing," he said. Neale said he was told about a bobcat spotted at

Willow Island, but they do not know where the bobcat got on the barge. "In my lifetime that had never happened on one of our barges," he said. "I heard about something like that on the Mississippi last year. There were problems many years ago, but nothing in recent years. There has been nothing locally that I know of." **Source : NewsandSentinel**



Who are we:

MDPS is a strong and preferred supplier of spare parts and reconditioning services for marine diesel engines. We offer highest OEM quality products and services for diesel spares, fuel-equipment, charge-air coolers, hydraulic tools and lubricating / hydraulic pumps.

We specialize in MAN-Holeby, MAN-Alpha and MAN B&W 2 and 4 stroke engines, Wartsila-Sulzer and Caterpillar diesels. We supply mainly for seagoing vessels, inland commercial vessels and on and off-shore based power stations. Our clients are demanding first-class ship-owners, dredgers, on- and off-shore companies and managers worldwide.

We are looking for:

Experienced Caterpillar Service Engineers.

You are a professional in:

Troubleshooting and repairing,
Installing and commissioning both new and reconditioned engines,
Overhauling and rebuilding both older and most modern diesels, mostly Caterpillars.

You:

Like working in the Netherlands, Belgium, UK and Italy.
Have a proven track record,
Get-things-done mentality in dry-docking as well as off and on-board situations,
Are independent and responsible,
Can clearly report performed services and particulars,
Identify further client needs per engine job,
Realize what this job comprises,
May also be freelance with a commercial touch,
...know the maritime World operates 24/7...

We offer:

A competitive salary,
Performance bonuses,
Independent but familiar work sphere,
Personal growth possibilities.

Interested?

mail us at parts@marinedieselpartssupply.com or Call + 31-6-2080 4472

parts@marinedieselpartssupply.com Fax: +31-78-674 7377 Tel: +31-6-2080 4472 (24hrs) Located in Port of Rotterdam



The wreck of the **AMANECER** seen at the Parana river in Argentina. - Photo : Alexander Gorter (c)

Koninklijke Vereniging van Technici op Scheepvaartgebied

Afdeling Rotterdam - Donderdag 25 maart 2010

Onderwerp: Maritieme veiligheid versus regelgeving in de scheepvaart.

Sprekers: Ir. Aristo Vallianatos (voormalig directeur MARINCO, adviseur TOUW B&B Holding) en ir. Henk G. H. ten Hoopen (voormalig Hoofd van de Nederlandse Scheepvaartinspectie, Adviseur, Personal Coach)

Veiligheid in de scheepvaart is van groot belang. Voor zowel bemanning als het schip en de lading. Toezicht en controle is essentieel om veiligheid te waarborgen. Door rampen (Titanic, Torrey Canyon, de Erica, Prestige, MSC Napoli, etc) zijn veiligheid -en toezicht organisaties ingesteld en/of regels ingevoerd of aangepast die de veiligheid van schepen en bemanning zouden moeten verbeteren. Dit heeft niet altijd geleid tot veiliger scheepvaart of schepen. Economische belangen verleiden reders en scheepseigenaren om de grenzen op te zoeken. Intussen blijkt dat de individuele regels niet altijd leiden tot veiliger schepen of scheepvaart. In de lezing zal ingegaan worden op de ontwikkeling van regelgeving en de gevolgen voor de veiligheid en het ontstaan van "substandard shipping".

Delta Hotel, Maasboulevard 15 in Vlaardingen

Vanaf 17.30 uur aperitief en maaltijd

Kosten maaltijd: leden KNVTS € 10,- niet-leden € 20,-

Aanvang lezing 19.45 uur

**Opgave maaltijd uiterlijk dinsdag voorafgaande aan de lezing om 12.00 uur, per e-mail
aanmelden@knvts.nl Voor alleen de lezing hoeft u zich niet aan te melden..**



Following the discussion about company ships transiting the Panama Canal together. Above seen a photo, taken from the bridge of the **Statendam**, watching the **Zuiderdam** enter the locks. This was taken on the 25th of March 2009.

Photo : Martel Fursdon – Nieuw Amsterdam (c)

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

MULTRASHIP
TOWAGE & SALVAGE



NAVY NEWS

Greece to resell German submarine

Greece hopes to earn some 350 million euros (480 million dollars) by reselling a German-built submarine whose delivery was dogged by technical concerns, the Greek defence minister said on Wednesday.

"The Germans are pricing the **Papanikolis** submarine at 300 million, let us calculate 350 million without being over-optimistic," Defence Minister Evangelos Venizelos told a news conference. Athens in 2006 had refused to accept delivery of the submarine built by German contractors ThyssenKrupp after Greek Navy inspectors declared it defective during test runs off the port of Kiel.

But Venizelos on Wednesday insisted that "improvements" had been carried out at ThyssenKrupp's HDW shipyards and that the Greek Navy was now prepared to declare the vessel seaworthy. "This is what (the Navy) have told us, this is what they will tell Greek parliament as well," he said

He added: "This discussion about a listing submarine which we are trying to sell... is harmful to the public interest."

Greece in 2000 had ordered four new 214-class submarines and an overhaul for three of its older 209-class submarines from HDW. Most of the order was to have been carried out at Hellenic Shipyards near Athens, which were acquired by HDW in 2002, three years before it merged with ThyssenKrupp.

Athens has already paid out 2.03 billion euros on the project out of a total estimated cost of 2.84 billion in current prices with nothing to show for it, the minister said.

Venizelos on Wednesday said plans to overhaul two of the older submarines would now be scrapped and that two new submarines would be ordered instead at a cost of 500 million euros apiece.

The Greek government, struggling with a debt crisis and facing a huge effort to restructure the economy, hopes that the submarine deal will smooth the way for ThyssenKrupp to shed 75 percent of its stake in the struggling Greek shipyards to the Abu Dhabi Mar group.

It has said the sale offers a chance to save the jobs of 1,300 workers. Venizelos also said another "major" project to purchase French frigates would also be carried out. "A difficult and long negotiation at state and commercial level is ongoing (on the issue)," he said. **Source : expatica**

INS Viraat left Kochi Friday

Indian Navy's sole aircraft carrier, **INS Viraat**, which docked at the harbour after participating in the multi-agency war games, Tropex 2010, left Kochi bound to her homeport in Mumbai on Friday.

The 28,700-tonne warship, which had been in Kochi for an eight-month-long refit at the Cochin Shipyard till the last quarter of 2009, came back here on Wednesday in connection with the review of Tropex 2010 at the Southern Naval Command here.

The warship, which celebrated its golden jubilee last year, had its hull extra-metal plated and the propulsion system, comprising twin steam turbines, overhauled during the major refit.

The ship's major electronic systems and communication and navigation equipment also got upgraded during the refit that is expected to enhance its life considerably.

It also sports on board the Limited Upgrade Sea Harriers (LUSH) with state-of-the-art avionics and weaponry.

The Navy's top brass, including Chief of the Naval Staff Admiral Nirmal Verma; Vice-Admiral Sanjeev Bhasin, Flag Officer Commanding-in-Chief of the Western Naval Command; Vice-Admiral Anup Singh, Flag Officer Commanding-in-Chief of the Eastern Naval Command; and Vice-Admiral K.N. Sushil, Flag Officer Commanding-in-Chief of the Southern Naval Command attended the debriefing on the theatre-level war games that ended in the second week of March.

Tropex 2010 was pertinent in that the lessons learnt during the war games would contribute to further shaping the Navy's tactical and operational doctrines. After a low-key visit to Kochi, the Navy chief returned to the capital New Delhi on Thursday. **Source : The Hindu**

New AFM Patrol Boats Commissioned

Four new inshore patrol boats formally entered service with the Armed Forces of Malta during a commissioning ceremony at Haywharf Friday morning.



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

The 40-tonne boats, 'dressed overall' for the occasion, were built by Austal in Australia in a €9.5m project, three quarters of which was funded by the EU. Prime Minister Lawrence Gonzi and Brigadier Martin Xuereb presided the ceremony during which the AFM pennant was raised on the four boats while their crews stood to attention.

The boats then cruised from their base to Grand Harbour and back. Dr Gonzi in an address underlined the importance for Malta to have a modern and efficient maritime squadron because of its responsibilities for maritime safety and in order to counter smuggling and illegal migration.

The boats are the latest step in the modernisation of the Maritime Squadron, which, over recent years also commissioned a Diciotti class offshore patrol boat and two Protector Class boats which are slightly bigger than the new boats. The Maritime Base also features a new, extended quay and new quarters.

New details emerge in sub skipper's firing

An attack submarine commander fired Monday for "drunkenness" was attending an annual event for NROTC midshipmen at Cornell University in New York when the incident occurred, Navy Times has learned.

Cmdr. Jeff Cima, former skipper of the Pearl Harbor-based submarine **Chicago**, was relieved for "drunkenness" and "conduct unbecoming an officer," a Navy spokesman said Tuesday. But officials have been tight-lipped about the specifics of the incident and where it occurred.

Capt. Larry Olsen, professor of naval science and commanding officer of the school's NROTC unit, told Navy Times that Cima was visiting the school to talk to the mids about the nuclear power program.

"Submarine Squadron 3 takes care of Cornell, and Commander Cima was here on a briefing tour as part of that relationship," he said.

Around 7 p.m. March 10, Cima and an unidentified lieutenant junior grade who accompanied him joined a dozen mids for dinner at a local pizza place, Olsen said. This was typical of the host unit, he added, as it offers a "less formal" environment where the midshipmen can talk about the Navy or the subject that was earlier briefed.

Olsen said alcohol was consumed at the event, and sometime after 11 p.m., the midshipmen were ready go back because "they have a busy week before spring and have tests coming up." But by that time, Cima and the junior officer were drunk and the mids didn't know what to do, he said. They called a lieutenant from the NROTC unit, who took the pair back to their hotel.

The lieutenant reported the event to Olsen the next day, who turned the matter over to Submarine Squadron 3.

Source : **Navytimes**

SHIPYARD NEWS



- Global Ship Delivery
- Crewing Solutions

Head Office (+31)10 -436 62 93

E-mail info@tos.nl - Website www.tos.nl

SOCAR and Keppel discuss construction progress of new ship-building yard in Baku

On March 18, President of the State Oil Company of Azerbaijan (SOCAR) Rovnag Abdullayev received in Baku President of Singapore Keppel Corporation Limited Li Bun Young. The Company informed that the sides discussed in the meeting the progress of implementation of the joint project of the companies on establishment of a modern ship-building yard in Azerbaijan.

R. Abdullayev said that new demand for ship-building production has appeared in the region, as well as pointed out plans to carry out modernization of the Caspian Sea Oil Shipping Company, belonging to the Company, over several years. The Keppel Corporation Limited purchased stake in the project in 2010 and joined to SOCAR and the Azerbaijan Investment Company (AIC). Source: **ABC.az**

Bonus at Ulstein

Last week, Ulstein Group presented very good preliminary profit results for 2009. This means that Ulstein Group employees in total will receive a bonus of more than NOK 40 million. All 800 employees will receive a group bonus for 2009.



Four of the 800 employees who is glad to receive bonus in Ulstein. From left: Eva Kristin Frekøy (engineer - Ulstein Verft), Katrine Østgaard (TAF-student - Ulstein Verft), Ronny Eidsvik (sales support global -Ulstein Design & Solutions) and Harris Taslidza (supervisor – Ulstein Verft)

Due to internationalisation and growth, Ulstein Group has been working to achieve a common bonus system for all employees, and the new arrangement for profit distribution was initiated as of 01.01.2009. The system consists of two components - employees can achieve both a group bonus and a company bonus dependent on profit compared to budget.

The preliminary results for 2009 are exceptionally good. Ulstein Group had operating revenues of NOK 3.6 billion, and an operating profit of NOK 521 billion.

Profit distribution

"We are very happy that we after solid results have a profit sharing bonus system. We have had very high activity and have delivered products and services on time and to agreed price and quality. Together with good cost control and project management, this has resulted in a fine profit which to a high degree is executed by our employees", says CEO Gunvor Ulstein pleased.

Bonus with an egalitarian profile

Profit distribution in Ulstein Group has a strong social profile. The bonus in the different companies is equally distributed regardless of position or income. The group bonus is based upon monthly wages. Apart from this, Ulstein Group has no stock options or special bonuses for managers.

Apprentices and trainees included

In addition to the regular employees, Ulstein Group has included apprentices, trainees and technical/industrial production students (TAF) in the bonus system. The bonus is paid based on job attendance, i.e. any absence during the year is withdrawn from the bonus.

Due to different results among the Group's various companies, there is a variation within the Group in the size of bonus, from NOK 25.000 to NOK 160.000. The differences result from the individual companies' results, while there will not be large differences among the employees within one company. **Source : Ulstein Group**

SEVEN PACIFIC LAUNCHED AT IHC-KRIMPEN



Yesterday did see the launch of **Subsea 7's SEVEN PACIFIC** at the IHC Merwede Krimpen location
Photo below : Leen Boers © - top Jan van Heteren ©



Yesterday did see the launch of **Subsea 7's SEVEN PACIFIC** at the IHC Merwede Krimpen location
Photo : Leen Boers ©

Garden Reach aims at big defence deals

Kolkata-based defence public sector undertaking (PSU), Garden Reach Shipbuilders & Engineers (GRSE) is eyeing orders worth around Rs 20,000 crore over the next few years. These include seven stealth frigates worth around Rs 16,000 crore. Rear admiral, KC Sekhar, told DNA that the entire defence order of Rs 45,000 crore will be shared between GRSE and Mazagon Docks in Mumbai. GRSE is looking to bid for tenders worth around Rs 1,500 crore for various small ships and negotiating for the amphibious landing ship tanks for the navy worth about Rs 2,000 crore. It is also looking to bag orders for fast petrol vessels for coast guards at about Rs 500 crore to be delivered by 2012.

The PSU, which mainly supplies naval ships, has been manufacturing anti-submarine warfare corvettes, to be delivered to the navy over 2001-15. According to rear admiral Sekhar, the corvettes will have 80% indigenous manufacturing for the first time in India.

"There is a huge potential for naval ships in India, especially with private players now entering the fray," rear admiral Sekhar said. He added that the market is worth more than Rs 70,000 crore.

To deliver on its Rs 20,000-crore-order promise, GRSE expects to invest Rs 12,000 crore to procure equipment from domestic and overseas companies and around Rs 5,000 crore in services. While 50% of the funding will come from the defence ministry, the balance will be sourced from internal accruals.

He stressed that the challenge lies in timely delivery of the orders considering that it takes 3-5 years to build a single ship. Also, he underlined the need to develop ancillary vendors within the vicinity, to stop dependence on outsourcing from units located far from the manufacturing site **Source : DNA India**

ROUTE, PORTS & SERVICES



Seamanship
Whatever the ship. Wherever delivered.

Redwise
GLOBAL SHIP DELIVERY & CREWING
info@redwise.nl
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



The **OVERSEAS ARIADMAR** seen in Rio Grande – **Photo : Marcelo Vieira (c)**

Cruise ship calls to spur RP tourism

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 080

The Department of Tourism (DoT) looks forward to a hike in the country's volume of tourists with the arrivals of international cruise ships to the Philippines. Tourism Secretary Ace Durano shared that the cruise influx will boost local tourism and subsequently bring benefits to the local economy, such as tourism-led business ventures and employment.

"In addition to our chartered flights, the cruise ship tours would help drive tourism growth by providing a competitive opportunity for affluent travelers from the US, Europe, and Asia to visit the country, see our attractions, and recognize our economic potentials," hailed Durano.

"More cruise companies venturing to the Philippines for the first time continue to boost our country's position as a viable destination for cruise holidays, affirming that we are already 'in the radar' of the cruising industry," he added.

Among the cruise lines expected to bring guests to the country is Costa Cruises, Italy's largest tourism group and Europe's number one cruise company. As much as 22,000 tourists are expected to visit the country until November this year as the cruise company expands its local cruise program and begins regular calls to Manila with its three ships, **Costa Allegra**, **Costa Classica**, and **Costa Romantica**, through its ground handler Travel People. **Costa Classica** will call on the port of Manila a total of 11 times for the year, and it recently brought 1,300 guests to Manila when it docked at South Harbor for the first time.

Another cruise company, England's Acromas Shipping Limited, also recently included the country in its Asian tour itinerary. Its vessel, MS **Spirit of Adventure**, through its ground handler Blue Horizons Travel and Tours, Inc., recently brought over 300 British and French nationals to the country, in a 16-day tour of Asia. The country had the longest itinerary in the tour, as the ship docked on four different ports of call that included Cebu, Boracay, Manila, and La Union.

"The cruise industry's growing recognition of the country's numerous island experiences and shore excursions translated to a greater number of cruise ships and an even greater number of international tourists in the coming days," said Durano.

Over 700 passengers of various nationalities also joined the first Asian tour of MV **Voyages of Discovery**, also of Acromas Shipping Limited, and were engaged in the local trip itinerary that included, among others tours in Old Manila, Pagsanjan Falls, Tagaytay, and Corregidor Island.

Luxury passenger cruise ship MS **Amadea** will also be calling on the port of Manila this March, with 700 German passengers; the **Silver Whisper**, with 384 guests; and Regent **Seven Seas Voyager**, carrying more than 600 guests of various nationalities.

According to Tourism Undersecretary Eduardo Jarque Jr., "the Philippines could soon become the choice cruise destination in Asia among travellers, owing to our natural island attractions and the continued efforts in accommodating the local cruise expansion." Marketing head for DoT Team Europe Verna Buensuceso shared, "We always get positive feedback from the cruises we welcome. They remember the Philippines for our warm reception and our unique culture."

Long-time cruise passengers also note that their experience was made more meaningful and memorable because of the hospitable and excellent crew; majority of which are Filipinos.

At the recent port of call in Manila of MV **Discovery**, a UK-based ship carrying almost 600 passengers from different countries in Europe and Asia, 237 Filipinos (of the 300 crew members) are happily employed, from nurses, café and restaurant managers, musical performers, to technical staff.

Judi Helsby, a retired teacher from England who decided to go on a cruise vacation, shared, "This cruise won't be successful without the Filipinos. They all make us feel like family, and now we can't wait to explore their home, the Philippines' many islands." Buensuceso said, "Excellent service rendered by the Filipino crew members truly [makes] the experience more worthwhile for the guests, which in turn kindles tourists' curiosity about the Philippines. We commend them for the quality of work that they put in, and regard them as partners in telling the world about our country."

In this industry, the marketing aspect is an important factor, and Jarque said, "We continue our efforts to promote the Philippines to become part of more cruise ships' itineraries. In close coordination with our tourism offices abroad, travel activity generated from cruise holidays [remains] among our areas of priority."

He disclosed that the country will participate in upcoming key maritime events this year, namely, the Seatrade Cruise Shipping in Miami, Florida; and the Tanker Industry Conference in Singapore—two of the definitive business exhibitions in the seafaring industry.

The Department is also closely coordinating with travel groups and the private sector to work on projects that will complement these cruise tours such as the development of port infrastructure, support facilities and services, and potential shore excursions. **Source : Manila Bulletin**



The **HELMUT** seen moored in Bremerhaven – **Photo : Cornelia Klier (c)**

Striking Finn stevedores in clash with non-union workers

Employer-employee talks to resume; strike is in 3rd week

Striking Finnish stevedores clashed with non-union workers at a harbour on the south-east coast as an operator moved to open a terminal closed by a continuing nationwide walkout. 'Traffic in and out of the port was being disturbed and stopped by about 100 people,' said Mika Kuitunen, police superintendent in the city of Kotka, where the incident took place. No one was injured and 'the situation is now over and the people have left', he said.

Port operator Container Finance yesterday brought in about 30 non-union workers to load 1,000 containers stuck at a Kotka terminal since the beginning of the strike, managing director Harri Nordstroem said. Tensions between the two sides have escalated as the walkout entered its third week yesterday, cutting off 90 per cent of the Nordic nation's foreign sales. Lost exports now total about 1.54 billion euros (\$2.9 billion), the Confederation of Finnish Industries estimates.

Hiring untrained workers is 'dangerous' and 'totally irresponsible', said Hilka Ahde, the Transport Workers' Union spokeswoman, adding that the move to block the non-union workers wasn't organised by her union directly.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 080

'I have always disapproved of violence, but on some level I understand them,' Ms Ahde said in an interview. 'Rather than recruiting workers to break the strike, they should be concentrating on reaching an agreement fast.' Broader union and employer umbrella organisations joined the talks on Wednesday between port employers and workers in an effort to end the stalemate. They were set to resume yesterday after failing to reach a deal during talks that lasted until 2am. Stevedores walked out on March 4 to win better severance pay for workers who lose their jobs.

Finland's 3,400 port workers, whose last strike in 1991 went on for four weeks, earn an average of 37,000 euros a year by working a mixture of day and evening shifts. Finland's 24 ports service about 100 ships daily.

Mr Nordstroem said that he used the social media site Facebook to recruit workers to open the terminal and that the page had 2,000 supporters as at Wednesday. Over 100 people applied to help load the stalled containers and all the people selected had previous port work experience, he said. 'The idea started from a group of guys who were astonished to see how one key group of people can bring Finland down on its knees,' he said, adding that the strike has cost his company tens of thousands of euros a day.

The strike is threatening a recovery in the euro region's northernmost economy. Finnish output last year slumped the most since the 1918 civil war, plunging 7.8 per cent, Statistics Finland said on March 1. The economy has yet to show signs of expansion after fourth-quarter output stagnated from the prior three months and industrial output fell 1.8 per cent in January. About 60 per cent of Finnish papermaking capacity is halted due to the strike and 3,700 forest industry workers are laid off, the Finnish Forest Industries Federation estimates. Boliden AB, Europe's second-largest zinc producer, plans to close its smelter and refinery in Finland beginning yesterday because the strike has blocked copper concentrate imports.

Stora Enso and UPM- Kymmene, Europe's two largest papermakers, estimate that the strike would cost them upwards of 5.5 million euros daily after having to close Finnish paper mills because they are unable to export finished products. As the strike drags on, some consumer goods may soon become scarce, retailers said. Customers at Alko Oy, Finland's state-owned alcohol monopoly, may begin to see a more limited selection of wine available within two to three weeks, spokesman Mika-Pekka Miettinen said.

'All wines are imported to Finland and all wine imports are shut off currently,' he said, adding that the problem would have been more severe if the strike had taken place during the busier summer season. 'We have no problems with spirits and beers because these are made in Finland.' Finland is one of the most strike-prone countries in Europe, lagging behind only Spain, France and Italy, according to the European Union's statistics office. Strikes cost Finland an average 71 working days per 1,000 workers each year between 2000 and 2007, compared with 137 for Spain and 83 for Italy. Neighbouring Sweden lost just 20 days a year. **Source : Bloomberg**



The trawler **KAPITAN KONONOV** (in the need of some fresh paint ??) in the port of Cape Town

Photo : Aad Noorland (c)

Rolls-Royce Promas Lite for Carnival Glory

Photo courtesy Rolls-Royce Carnival Cruise Lines has selected the Rolls-Royce propulsion system Promas Lite, combining propeller and rudder, for their cruise vessel **Carnival Glory**. Preliminary analysis of speed/power trials measurements indicates an increased propulsive efficiency improvement by 11-13 %. The selection of the Promas Lite system came as a result of close cooperation between Carnival Cruise Lines and Rolls-Royce Marine Services and after extensive laboratory testing at Rolls-Royce Hydrodynamic Research Centre in Sweden. This resulted in an optimized Promas Lite design tailor made to fit the actual operational profile of the **Carnival Glory**.

A new twin 19 ft Promas Lite propulsion system has been installed during the ships regular dry docking at Grand Bahama Shipyard in February 2010. The new propeller – rudder system replaces the old five bladed mono-block propellers with modern four bladed Rolls-Royce propellers with bolted blades, hub caps and rudder bulbs, optimized to suit the actual operational profile that utilizes lower speeds than the vessel was built for. The new propeller design is optimized for maximum fuel efficiency and emission reduction.

Extensive full-scale testing on **Carnival Glory** as well as **Carnival Freedom** has been performed before and after installation of the new Promas Lite propeller system. The preliminary analysis of speed/power trials measurements indicates an increased propulsive efficiency improvement by 11-13 %. The measured improvement is regarded as a success since the fuel consumption and emission is reduced accordingly. **Source : MarineLink**



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





SUBSEA **CIVIL CONSTRUCTION** **ENGINEERING**

www.disamaritime.com *Providing worldwide underwater solutions*

Stena Bulk Add Two New Suezmax to the Sonangol Pool Waiting for Their First Newbuilding to Arrive

Stena Bulk of Sweden will be adding another two modern Suezmax vessels to their Stena Sonangol Suezmax Pool

The 159,999 metric ton new building vessel, **Yasa Scorpion**, being constructed at Samsung Shipbuilding in Korea, is set to be delivered to Stena Bulk on twelve month T/C and consequently be inserted into the Pool in May this year when delivered from the yard.

Stena Bulk also confirmed they have taken the **Hrvatska** of 171.000 dwt on upto two years T/C with delivery towards summer. "These two Suezmaxes will all be excellent additions to the Stena Sonangol Suezmax Pool waiting for the series of some twelve state of the art newbuildings to arrive between 2011 and 2013 ordered by Stena and Sonangol" said Ryder.

Stena's close collaboration with Sonangol, the national shipping company of the West African oil producing nation Angola, is entering its sixth year of successful operation with the aim to become a total fleet of 25 modern Suezmax vessels with an average age of only 3.5 years within short.

Activity for the Stena Sonangol Suezmax Pool is headquartered from Stena Bulk LLC in Houston, with additional vessel trading centers in London, Singapore and Rio de Janeiro. **Source : Stena Bulk**



The **KEVIN C** seen operating in the port of Rotterdam – **Photo : Piet Sinke (c)**



The **MSC CAROLE** seen at Singapore Eastern anchorage - **Photo : Richard (c)**

Yantai invests US\$366 million to gain 180 million-ton volume in 2010

EAST China's Yantai port, across from Korea on the Bohai Sea, plans to invest CNY2.5 billion (US\$366 million) in 23 building projects with a expectation to reach a harbour throughput of 180 million tonnes in 2010, reports Xinhua.

The port's new construction includes 20 berths over 100,000 tonnes annual capacity, namely 10 of 50,000 to 100,000 tonnes, seven of 100,000 to 150,000 and one of 200,000 tonnes. A CNY550 million ro-ro passenger centre will start construction this year.

The port's throughput is expected to reach 180 million tonnes through 2010, including 1.5 million TEU, and to move 10 million passenger trips. Meanwhile the port's harbour industry revenue is estimated to CNY460 billion, up 12 per cent year on year. **Source : Schednet**



The **LINGEBORG** seen in the port of Antwerp – **Photo : Cees de Bijl (c)**

Vertraging voor containerschepen

Goederen die momenteel met een containerschip binnenkomen of in de haven liggen, lopen vertraging op bij het lossen. Dit is het gevolg van het stilleggen van de containerkraan in de haven van Oranjestad.

"Het is vervelend. Vooral voor koude containers die naar de supermarkten moeten", aldus Tito Tromp van stuwadoorsbedrijf Astec. Tromp is assistent-manager van de afdeling Operations van het stuwadoorsbedrijf. Hij legt uit dat het laden en lossen van de containers nu via de hijskranen gaat die de schepen zelf aan boord hebben. "Maar dit gaat wel een stuk trager." Bovendien voorziet hij een probleem met schepen die geen eigen hijskraan hebben. "Die moeten naar Curaçao om te worden gelost en vervolgens moet de lading met kleinere schepen naar Aruba worden gebracht." Overigens is de containerkraan die op Curaçao wordt gebruikt, van hetzelfde type en bouwjaar als de kraan op Aruba.

De kraan werd dinsdag stilgelegd, omdat de werknemers van het stuwadoorsbedrijf weigeren om nog langer in de 'onveilige kraan' te werken. Eerder deze week viel een stuk ijzer van de kraan naar beneden. De directie van Astec besloot vervolgens in overleg met vakbond Union Portuario Arubano (UPA) om de hijskraan voorlopig niet meer te gebruiken. Morgen zullen buitenlandse experts de veiligheid van de kraan beoordelen. Dan zal worden besloten of de hijskraan definitief buiten gebruik blijft. Tromp verwacht echter niet dat de kraan wordt afgekeurd. "Het was een verroest stuk ijzer dat naar beneden kwam, geen operationeel probleem." De deskundigen die de kraan zullen inspecteren, zijn overigens van hetzelfde bedrijf dat vier jaar geleden een renovatie op de containerkraan heeft uitgevoerd. Mocht de hijskraan wel worden afgekeurd en vervolgens niet meer in gebruik worden genomen, dan levert dat een serieus probleem op voor de leverantie van goederen naar Aruba, zo laat Tromp doorschemeren. "Een nieuwe kraan kan op zijn vroegst in juni geleverd worden."

De hijskraan van de containerhaven is eigendom van Aruba Ports Authority (APA) en is sinds 1983 in gebruik. Onlangs nog werd besloten om in het buitenland te gaan zoeken naar een nieuwe machine. De laatste jaren stuitten de stuwadoors van Astec, die de hijskraan bedienen, steeds vaker op onveilige situaties door onverwachte bewegingen van de machine. Twee jaar geleden was veiligheid één van de knelpunten tijdens cao besprekingen tussen de directie en de vakbond. In datzelfde jaar raakten twee werknemers gewond toen de bout losschoot die de container aan de ketting van de hijskraan verbindt. **Source : Amigoe**

Smuggling ring suspected as 22 boxes slip customs in Mombasa,

The Kenyan Revenue Authority (KRA) is working to uncover a smuggling ring at the Port of Mombasa after 22 boxes slipped through customs unchecked and untaxed, reports the Nairobi Daily Nation.

The KPA's computer software - Kwatos - has been blamed after it received a number of bogus entries relating to the containers. Entries were falsely attributed to Simba, an online monitoring system that the tax department uses to electronically clear shipments for passage.

A KRA official revealed that Simba had no record of the untaxed containers, indicating that the authority was completely unaware of the false approval being passed on to Kwatos.

A further investigation of the container release documents failed to reveal the breakdown of manual security protocols, with KRA officials claiming they were unaware of the containers' removal. Under the system KRA officers are required to physically clear goods or declare them tax-exempt where applicable using a stamping mechanism.

Investigators are now working on the theory that the illegal transfer of goods, which mostly comprised of textile products, was undertaken by a single cartel. The KRA has been collaborating with the Kenya's Anti-Corruption Authority on the matter, together with the Office of the Prosecutor. The perpetrators, if found, would be convicted under the country's Anti-Corruption and Economic Crimes Act, which in addition to hefty fines, would also impose a custodial sentence of up to 10 years. **Source : Schednet**



The **ALICE (ex RED WING)** seen arriving in Rotterdam yesterday afternoon - **Photo : Piet Sinke (c)**



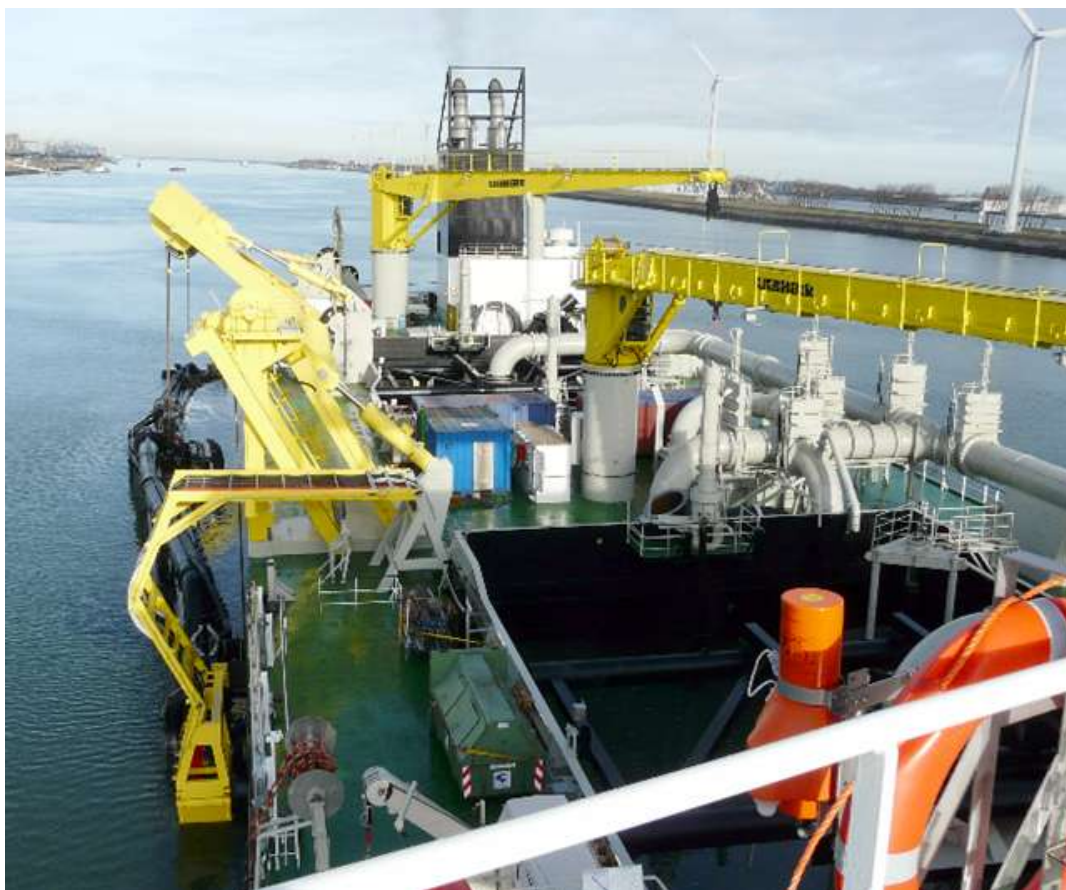
**DIOGENES
MODULES**

LIVING FACILITIES FOR PROFESSIONALS
MADE IN GERMANY

DIOGENES CABINS –
THE HIGHEST STANDARDS
IN QUALITY AND SAFETY

GET IN TOUCH:
DIOGENES MODULES GMBH
TEL.: +49 40 22 63 203 50
INFO@DIOGENES-MODULES.COM
WWW.DIOGENES-MODULES.COM

.... PHOTO OF THE DAY



The TSHD **GATEWAY** seen during trials in Rotterdam-Europoort - Photo : Frans Sanderse ©

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