

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 081



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Above seen Svitzer newest pride four 80 ton bollard pull ASD tugs for the PLNG contract to start on 15th of April in Melchorita , Peru, named Svitzer Melchorita, Svitzer Canete, Svitzer Chinchu and Svitzer Pisco

Tugs are berthed in Callao to finalize the certification and flagging process but will soon leave to the site, where the first month of operation will be dedicated to a extensive training program for tug crew and captains. Svitzer Peru will also provide two line-handlers and a pilots boat for this contract and has a purposely procured mobile tug simulator on site to ensure its, by the industry known, high level quality.

Photo : Rinus Lorwa (c)

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Last week, new pilot vessel **Aquila** spotted during speed and Seatrails in Putget Sound nearby Seattle. Vessel will be delivered next month by Kvichak Marine.

Photo : Nederlands Loodswezen BV

Industrial action Norfolkline Vlaardingen terminal

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Norfolkline reports that operations at its Vlaardingen terminal are still disrupted after FNV Bondgenoten blocked two of the company's Ro/Ro vessels which were bound to sail to Felixstowe and Killingholme last week. During the recent meetings with FNV Bondgenoten good progress was made to come to a new agreement which would serve the interest of Norfolkline staff and the continuity of the business.

As part of a wider package Norfolkline did offer an increase in salary for staff and, contrary to the union's public statements, the company has also offered a one-off bonus for staff for both 2009 and 2010, close to the level demanded by the unions.

Norfolkline has also offered to pay increases in line with CPI increase, which has been accepted by the unions, and which in view of zero pay increases paid to all other Norfolkline staff in 2009 is considered very fair indeed.

The conflict is thus not about pay issues as claimed by the unions but in fact about demands made by the unions limiting the company's abilities and rights to manage the operation in the most efficient manner for customers and staff.



The **MAERSK FLANDERS** seen yesterday afternoon - **Photo : Jan Oosterboer ©**

Thomas Woldbye, CEO of Norfolkline, commented:

"We fully respect the unions' right to fight for the benefits of their members and we believe the offer on the table already last week including CPI indexation for both 2009 and 2010 as well as one-off bonuses for both years is a rather generous one, considering the financial results of the company and the economic situation in general. We are surprised and disappointed with the action of the unions, since the issues based on which the unions have decided to cease negotiations are unrelated to pay and we fail to see how any of those demands benefit our people on the terminal.

These issues are related to management processes of the terminal, which we consider outside the unions domain, and they will limit management's abilities to properly manage the terminal for its customers and hence in the long term also damage the opportunities for our people".

Norfolkline is deeply concerned about the impact of the industrial action from FNV Bondgenoten which is causing considerable damage to the company both on a financial and commercial level. Like others in the industry, Norfolkline is suffering from very difficult market conditions and has made a loss of Euro 7 millions in 2009. During the first two months of 2010 the Norfolkline operation in Vlaardingen has lost 2 million euros.

Against this background the company considers the actions by the union as irresponsible and out of proportion. Norfolkline has made a strong appeal to FNV for termination of the industrial action and continuation of the negotiations on a new Collective Labour Agreement to the unions after the union walked away from discussions earlier this week. Norfolkline would like to stress that - despite the very difficult financial position - it is making every effort to keep an open and constructive dialogue with the unions in order to come to a new Collective Labour Agreement.

At the same time Norfolkline is urging the unions - under the current economic climate - to maintain a realistic approach in the discussions and consider the negative impact of the disruptive actions at its Vlaardingen terminal.

Coastal cruise ship gets Haiti mission

After being in lay up since 2002, one of two 224 passenger coastal cruise ships built for the ill-fated American Classic Voyages by Atlantic Marine, has been chartered to provide accommodations for World Food Program (WFP) staff engaged in relief efforts in Haiti. To prepare the ship, now called the **Sea Voyager**, for this mission Lloyd's Register accepted it into class following two weeks of sea trials in Jacksonville, Florida on the St. Johns River.

Lloyd's Register North America, Inc. surveyors worked closely with the management company, International Shipping Partners, and the U.S. Coast Guard to verify the vessel was in compliance with all necessary rules and regulations before its departure for Haiti.

A proven track record with International Shipping Partners made Lloyd's Register North America, Inc. the first choice when Sea Voyager needed to be brought out of layup in a short timeframe. "We have found Lloyd's Register to be the most efficient and organized option for classing passenger ships, and we have a very close relationship with the Passenger Ship Support Center in Miami," says Kenneth Engstrom, Executive Vice President at International Shipping Partners. "The Lloyd's Register North America, Inc. surveyor in Jacksonville worked well with the Coast Guard



representative to cover their respective areas of responsibility."

The work to prepare **Sea Voyager** for this assignment supports Lloyd's Register North America, Inc's efforts to uphold the safety of life, wherever and however it can.

"Conducting the sea trials quickly and thoroughly required everyone involved to work together and stay focused on the main goal: to get a safe and compliant ship to Haiti as soon as

possible," says John Hicks, Manager of the Passenger Ship Support Center, Miami. "Through mutual respect and teamwork, we were able to achieve our goal and send a much-needed resource to the WFP workers in Haiti."

Sea Voyager has previously been named **Clipper Voyager**, **Cape May Light** and **Coastal Queen I**.

It has the following dimensions:

Length overall (loa): 286.3 ft

Breadth (molded): 50 ft

Draft upper-deck: 20.0 ft

Draft (maximum): 13.5 ft

Gross tonnage: 4,954 itc

Net tonnage: 1,486 itc

Air draft: 96.5 ft

The **Sea Voyager**, then the **Cape May Light**, was built at a cost of \$37.95 million with the help of Title XI guarantees and was taken into Marad's possession (along with its sister, the \$38.5 million Cape Cod Light) after American Classic defaulted on its loans without ever making a payment on the principal.

The ships were sold, for \$9 million apiece, in 2008 to two Florida companies, Voyager Owner LLC bought the **Cape May Light**, and Discover Owner LLC bought the **Cape Cod Light**. Source : **MarineLog**



The **MAERSK PROGRESS** seen at the Westerscheldt river – Photo : **Henk de Winde** ©

Danish captain wounded during robbery in Brazil

The Danish captain of the product tanker **Nord Butterfly** is currently hospitalized in the Brazilian city of Salvador. He is being treated after being hit by a gunshot, while he and a colleague from the ship were waiting for a taxi on a street in Salvador. The shot hit him in the chest, but luckily the bullet did not hit any vital organs. The shot came from a group of robbers.

Under the circumstances, the captain's condition is good and he is in a private hospital, says Hans Bøving, head of communications at D/S Norden. The captain's family was flown to Brazil during the weekend. The 38,431 DWT **Nord Butterfly**, delivered in 2008, arrived in Salvador on a voyage from Bahia Blanca, Argentina. Source : **ShipGaz**

VLCC rates to continue spiking at Middle East - West trade

The oil market's trade changes in patterns, as a result of the global economical crisis have resulted in interesting realities for tanker owners. As more Middle East oil producers are shifting their weight towards their Asian customers, thus booking an increasing number of vessels, a relative shortage of tonnage supply is becoming more and more apparent in the Atlantic basin trade, where VLCC rates have spiked. This despite the sharp fall in the US and European oil demand during the past couple of years, with data from the latest report by London's shipbroker Gibson, showing a reduction of 2 million barrels/day (-10%) in US oil demand and almost 900,000 barrels/day (-6%) in European oil demand. "These changes have had a huge, negative impact on the refining industries in these regions, with refining margins falling to such low levels that refinery throughput has been cut massively (with oil companies also now looking at the closure and possible sale of refining capacity). So far this year, refinery throughput of crude oil in the US is 0.9 million b/d lower than 2 years ago; towards the end of last year European refinery throughput was some 1.2 million b/d lower than 2 years earlier" said Gibson.

As a result, crude trade from the Middle East to Europe and the US has been reduced, from 4.5 – 5 million barrels per day during the years 2006, 2007 and 2008 to less than 3 million barrels per day today, which as Gibson states, it's equivalent to losing one Middle East VLCC loading to the West each day. Still, this trend has actually strengthened the Atlantic Basin VLCC market over earnings in the much bigger Middle East to Asia-Pacific trades. "This is because there is now a lack of VLCCs carrying Mid East crude to the West and hence a far more limited availability of tonnage to load the increasing volumes of West African, Latin American and North African crude going to the expanding refining

centres in the east. This is unlikely to change and so there will be a continuing requirement for VLCCs to ballast from east to west, maintaining a market premium for VLCCs loading in the Atlantic Basin” concluded the broker.



The tanker **BOX** seen enroute Amsterdam – **Photo : Marcel Coster (c)**

Meanwhile, it's interesting to note the International Energy Agency's latest forecasts, which Friday said that world oil demand will rise this year to average 86.6 million barrels a day this year, which is equal to 1.6 million b/d per day more than in 2009. The IEA's previous report, in February, had estimated daily demand in 2010 of 86.5 million barrels. The estimate for 2009 was revised upwards to 85 million barrels a day. The agency said that after five consecutive quarters of decline, "the latest data confirm that global oil demand resumed growth on a yearly basis in the fourth quarter of 2009." Oil demand in developed economies will fall 0.3 percent in 2010, but this will be offset by higher demand in Asia, the IEA said, which China currently expected to account for almost a third of global oil demand growth in 2010. Global oil demand hit an all-time peak in 2007 at 86.5 million barrels a day.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Maersk wants longer docking intervals



A.P. Moller-Maersk is conducting full-scale tests in order to extend the docking interval from five to seven and a half years. The project is a cooperation between the A. P. Moller-Maersk, the classification society American Bureau of Shipping and the Danish Maritime Authorities (DMA). The main goal for the experiment is to cut the docking costs, which are significant expenses in a ship's life.

Left : The **EMMA MAERSK** seen in Rotterdam
Photo : Michael van der Meer (c)

"We can not say how much we will save if the docking period will be expended, but there is a lot to save", says Steen Nygaard Madsen, Fleetmanager of A. P. Moller-Maersk, to the news

agency Direkt. "If we can remove one docking during a 15-year life span, there is money to be saved".

The project includes 14 ABS-classed container carriers. The very first test was carried out three years ago with **Laura Maersk** and **Lica Maersk** in an agreement with Lloyds Register and DMA. **Source: Shippgaz**

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Hijackings of ships to increase

Transport officials warn vessel crews to prepare for more pirate attacks

More pirate attacks in the Gulf of Aden and waters off Somalia is a possibility in the coming months, China's water transport authority warned on Friday. Liu Gongchen, safety supervisor of the Ministry of Transport, urged shipping companies to equip ocean-bound merchant vessels with self-defense devices to fend off possible piracy attacks.

He warned that piracy attacks are likely to rise in the Gulf of Aden and waters off Somalia from now to May.

Liu said with the summer monsoon approaching the Somali waters, conditions will be favorable for pirates from mid-March to May, adding that October to December is another period that witnesses active piracy for similar reasons.

According to statistics, Somali pirates hijacked 43 ships during the two periods last year, accounting for 74 percent of the total attacks. As a great majority of China's imported crude oil, iron ore and steel are shipped through the pirate-haunted Strait of Malacca and the waters off Somalia, the country is attaching greater attention to the anti-pirate mission.

Earlier this month, Chinese navy sent its fifth flotilla on escort duties in the Gulf of Aden and waters off Somalia.

Now the ministry, responsible for anti-pirate liaison, command and coordination, is making the anti-pirate mission its main priority, Liu said. "We will issue warnings, train sailors, give shipping companies anti-pirate guidance and promote self-defense equipment on ships," he said. "But the kind of self-defense devices that can be carried by

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merchant ships and ways to manage them are still under study," he said. Cao Desheng, deputy director of the ministry's water transport bureau, said the defense devices under discussion will not be lethal, as no firearms are allowed on board.

"Carriage of arms on merchant ships may encourage attackers to carry more dangerous weapons, thereby escalating the current situation," he said. "But the defense devices should be powerful enough to stop pirates from boarding the ship and as a better result, reach a stalemate for half an hour."

Zhuo Li, deputy director of the general operation office of China Maritime Search and Rescue Center, said generally, the attacked ship that can reach an impasse with pirates for at least 20 minutes will have a better chance to be rescued by helicopters or warships patrolling the waters.

"Devices that produce strong sound waves or smoke could be a good way to achieve the purpose," he said.

Currently, all merchant ships have emergency plans to handle pirate attacks. When a ship enters a hazardous area, sailors usually prepare water torches on the deck and observe the conditions of the waters round the clock, he said.

The bureau now requires shipping companies to strengthen anti-pirate drills, with at least one every three months, Cao said. Xing Yucang, a director in charge of anti-pirate matters with the China Ocean Shipping Companies Group, told China Daily that they have come up with innovative ideas, such as pouring gasoline into empty beer bottles to make a "fire bomb" in case of an attack.

These devices require the use of existing materials on ships, and have proven effective during drills, he said.

According to the International Maritime Bureau, 1,782 piracy attacks were recorded worldwide from 2003 to 2008, 71 percent of which occurred in Africa and Southeast Asia.

The number increased by nearly 40 percent in 2009, with Somali pirates accounting for more than half of the 406 reported incidents. Pirates have hijacked at least five ships from China, including two from Hong Kong and two from Taiwan in the past year. In addition, pirates attacked more than 10 other Chinese ships. **Source : China Daily**



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Marshals seize tanker in sailors' wage case

U.S. marshals have seized the tanker **Sapphire Star** at the Ship Channel because the vessel's owners allegedly owe 14 sailors \$173,000 in wages for three months of work. Agents took custody of the Portuguese-flagged vessel Thursday at a privately owned dock after the sailors sued for back wages and other expenses. The workers from Latvia, Lithuania, Ukraine and Russia filed a lawsuit in U.S. District Court against the vessel, its Norwegian owner LPG Ships I and its Italian manager Pianura Armatori. Officials with the Houston International Seafarers' Centers are helping the **Sapphire Star's** crew with Internet and phone access. It seems fewer ships are being seized compared to several years ago, said Ben Stewart, a chaplain at the center. He believes most now involve the worldwide economic slump rather than deliberate exploitation of sailors. He expects the **Sapphire Star's** payment dispute will be resolved soon. Attorneys for the sailors declined to comment. **Source : Houston Chronicle**

Fregat tromp laat vermeende piraten vrij

De bemanning van het Nederlandse fregat **Hr. Ms. Tromp** heeft twintig verdachte Somalische piraten vrijgelaten. Eerder deze week werden er al dertien op een bootje naar Somalie teruggezet. Daarmee zijn alle 33 Somaliërs vrijgelaten die waren opgepakt bij drie verschillende acties. Tegen de vermeende piraten was niet genoeg bewijs. Wel zijn hun wapens afgenomen en is een aantal van hun bootjes vernietigd. Het fregat neemt in de wateren bij Somalie deel aan de Europese operatie Atalanta om de piraterij te bestrijden. **Source : Wereldomroep**

CASUALTY REPORTING



Three missing in east China ship collision

Three people were missing when their boat hit a ship and sank in waters off Ningbo city of east China's Zhejiang province early Saturday, the local government said. The accident happened shortly after midnight, the city government of Ningbo said in a press release.

Of the five people on the boat, two were saved and the other three remained missing Saturday afternoon, it said.

The three missing included a woman and two men, according to the two survivors who are being treated at the No. 3 People's Hospital in Ningbo. All five are natives of Taizhou city in Zhejiang province.

No damage was done to the ship, which was registered in Zhoushan, a port city in Zhejiang, and was carrying building material from the eastern Fujian province to Ningbo. The Ningbo maritime bureau sent three patrol yachts and divers to the rescue operation. The cause of the accident is under investigation. **Source : Xinhua**

NAVY NEWS

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No Chinese Naval Base in N. Korea, Experts Say

Fears that China will establish a naval presence at a port facility at North Korea's Rajin Port appear unfounded. An agreement with a Chinese company to lease a pier at Rajin for 10 years was reported by the Chinese state-controlled Global

The Chuangli Group, based at Dalian in China's Liaoning province, invested \$3.6 million in 2009 to rebuild Pier No. 1 and is constructing a 40,000-square-meter warehouse at the port. The leasing agreement has given way to suggestions China could be attempting to establish its first naval base with access to the Sea of Japan. The North Korean Navy does use Rajin as a base for smaller vessels, such as mine warfare and patrol vessels, but for the time being, it appears economics are the primary motivation for the Chinese company's presence there, said Bruce Bechtol, author of the book "Red Rogue: The Persistent Challenge of North Korea."

"Chinese investment has increased a great deal in North Korea in the past five years," he said. "It would not be a military port for the Chinese - as the North Koreans would be unlikely to ever allow such a thing." He noted there are no Chinese military installations in North Korea. The Rajin facility will give Chinese importers and exporters direct access to the Sea of Japan for the first time. "It is the country's first access to the maritime space in its northeast since it was blocked over a century ago," the Global Times reported. China lost access to the Sea of Japan during the Qing Dynasty in the 19th century after signing treaties under duress from Japan and Russia.

Various media in Japan and South Korea have suggested the lease might give China an opportunity to place a naval base at Rajin, but Bruce Klingner of the Heritage Foundation in Washington, D.C., also downplayed the notion, saying North Korea's negative attitudes toward China and a fear of excessive Chinese influence would negate any chance Beijing could establish a naval presence there.

Klingner also said he doubts North Korea would make a success out of the agreement. "Pyongyang's aversion to implementing necessary economic reform and its ham-fisted treatment of investors suggests the new effort to turn Rajin into an investment hub will be as much a failure as the first attempt in the 1990s." **Source : Defense News**

Another modernized nuclear submarine to be launched in 2010

The Russian Northern Fleet's strategic nuclear Delta-IV class submarine K-407 "**Novomoskovsk**" will be launched after in November after modernization at the Zvezdochka shipyard in Severodvinsk. After a two years long modernization which has prolonged the submarine's lifetime with approximately ten years, "**Novomoskovsk**" will be

launched in November, news agency ARMS-TASS reports. This is the sixth nuclear submarine of the Delta-IV class to be modernized at Zvezdochka in course of the last eleven years. Earlier this year, the submarine "**Karelia**" was put back in service in the Northern Fleet after five years of modernization, as BarentsObserver reported.

"**Novomoskovsk**" was constructed at the Sevmash shipyard in Severodvinsk, Arkhangelsk Oblast, and delivered to the fleet in 1990. In August 1991 it became the world's first submarine to successfully launch an all-missile salvo, launching 16 ballistic missiles of total weight of almost 700 tons at an interval of several seconds.

In 1996 the submarine conducted the first commercial space launch in the history of the Russian Navy when it launched a carrier rocket with two German scientific micro-satellites while submerged in the Barents Sea.

"**Novomoskovsk**" is 167 meters long and has a submerged displacement of 18,200 tons and a surface displacement of 11,700 tons. It is powered by two nuclear reactors with a total power of 180 MW. The submarine's immersion depth is 400 m; its surface speed is 14 knots, and its underwater speed is 24 knots. It carries a crew of 135. Armaments include 16 ballistic missiles of the "**Sineva**" class and four 533-mm torpedo tubes with 18 torpedoes, according to Wikipedia. **Source : BarentsObserver**

Russia: Navy needs at least 50 nuke subs

The Russian navy needs at least 50 nuclear powered submarines to counter overseas threats, a top Russian navy officer says.

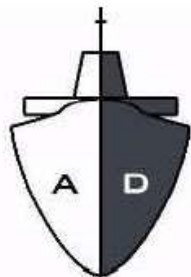
Though the navy has about 60 strategic, multifunctional and diesel-powered submarines that are combat ready, "The number of nuclear submarines in Russia's Navy should be no less than 40-50," First Deputy of the Naval General Staff Vice Adm. Oleg Burtsev said, RIA Novosti reported.

Burtsev said France, Britain and the United States have at least nine combat-ready nuclear subs at sea at all times. "In order to counterbalance them, we need to have two or three nuclear-powered submarines (ready at all times). They need to know that we are prepared to respond to any strike," he said.

Asked whether Russia is behind in development in comparison with China -- which builds two or three submarines a year -- Burtsev said no: "Trial runs are taking place with the Yasen class subs, and this year the final trial stages of the Lada class submarine will be held," Novosti said. **Source : UPI**

SHIPYARD NEWS

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Indonesian yards report no cancellations

Indonesian yards have yet to report a single newbuilding cancellation, according to a Transport Ministry official.

Bambang Ervan did not reveal the time frame for the tabulation nor describe the types of vessels built. But did say all yards are busy with orders.

"No we have not had cancellations be it in PT DOK Surabaya or anywhere else," he said.

He added most of the vessels are built for the domestic Indonesian market for local owners, with only a few for overseas clients. Indonesia's recent enactment of its cabotage policy was largely meant to increase local tonnage and safeguard its consumer economy from skyrocketing prices resulting mainly out of imported goods and services.

Source : Baird



Boskalis TSHD **WILLEM VAN ORANJE** seen fitting out at the **IHC-Merwede shipyard** in Kinderdijk
Photo : Jan van Heteren ©

Recession hurting cruise ship builders

The cruise industry is rebounding, but not for the companies who build the giant ships.

Executives from major shipyards said this week in Miami they're not getting enough orders for new ships to keep busy. If things don't pick up, they fear losing contractors and skilled workers, or even going under.

The business of building cruise ships is highly specialized. Just three companies in Europe construct the vast majority of the world's fleet, all bound primarily for American companies.

Cruise bookings and prices are up, but operators still aren't ready to order many new ships. Only one European yard has work scheduled past 2012. Builders say new ships will become more expensive and harder to make in the future if they can't retain employees and suppliers through this tough time. **Source : businessweek**

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Singapore: Man killed in yard accident

A Bangladeshi worker was killed in a yard in Singapore after he became trapped under a metal pipe. The Straits Times said that the worker was engaged in grinding work at SembCorp Marine subsidiary SOME, a company that makes offshore production platforms. It is believed that metal pipe fell onto him. As is customary in all mishaps involving fatalities, Singapore's Ministry of Manpower has issued a "stop-work" order until investigations are complete. Authorities have yet to reveal the identity of deceased. Some 70 workers lost their lives in worksite accidents in 2009, up from 67 in 2008. **Source : Baird Online**



March 15th at the Kooijman shipyard in Zwijndrecht the **DUTCH PEARL** was launched
Photo : Michel Kodde – www.maasmondphoto.nl ©

Floatel Superior delivered - 43 days early

Keppel FELS in Singapore has delivered the semisubmersible accommodation rig, **Floatel Superior**, 43 days early to Floatel International. Floatel Superior will depart Singapore shortly for Bayu Undan in the Timor Sea where she will commence her maiden charter contract for ConocoPhillips Australia following 14 days of transit on her own propulsion. The company has chartered the floatel for 3-4 months.

The early delivery of **Floatel Superior** marks an excellent start to her operational track record, and speaks volumes of Keppel FELS world class capabilities. We are confident that she will raise the bar for offshore accommodation standards in the oil and gas industry as soon as she arrives on location, says Peter Jacobsson, CEO of Floatel International. The rig has room for 440 persons in single cabins. Meanwhile, the construction of Floatel's second accommodation rig, **Floatel Reliance**, is progressing well at Keppel FELS. She is on track for delivery in the second half of 2010. **Source : ShipGaz**

Sungdong wins bulk carrier order

South Korea's Sungdong Shipbuilding has won a bid for four Kamsarmax-class (82,000 dwt) bulk carriers from a European shipping company.

The bulk carriers, the biggest size which can enter the port Kamsar in Guinea Africa, will be delivered by the first half of 2012. This particular mid-sized vessel is now gaining the market's attention with its price competitiveness and thus, other South Korea's shipbuilders such as Daewoo Shipbuilding and Marine Engineering (DSME), Hyundai Mipo Dockyard and STX Offshore & Shipbuilding actively participate in bidding for this type of vessel.

Sungdong Shipbuilding is currently building the first contract from the European bulk carrier shipowner for three Supramax bulkers. A source from Sungdong Shipbuilding said that "The European ship owner had put several other shipbuilders under consideration but the company finalized its decision to make contract with us after conducting a survey on our facilities and the size of the shipyard."

This year alone, Sungdong Shipbuilding has received new orders for 18 bulk carriers comprising eight Capesize bulk carriers, one post-Panamax carrier and nine Kamsarmax bulk carriers including this latest contract. **Source : The Motorship**

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New shallow water pipelay vessel delivered

J. Ray McDermott, USA has taken delivery of a new pipelay vessel **LB32** to its fleet. The vessel has a unique shallow-water lay capability and is designed to S-lay pipe up to 152cm in diameter, and is equipped with the latest pipe tensioning equipment with a capacity of up to 120 tonnes.

The vessel will deploy both rigid and buoyant stingers enabling work in water depths from 2.5 to 300m. The 111m newbuild vessel has a fully integrated, custom-built pipelay system including J. Ray's advanced automatic welding systems, and has a completely air conditioned pipe lay work area.

"The **LB-32** is a significant addition to our marine fleet as a lay barge with unique shallow-water lay capability," said Steve Johnson, president and ceo of J. Ray. The **LB32** was built by the Kim Heng Shipbuilding & Engineering Shipyard in Singapore and J. Ray is currently sailing the vessel to the Middle East where it will conclude outfitting before embarking on project work in the Arabian Gulf. Thereafter, LB32 will relocate across the world as project work requires. **Source : The Motorship**



Blizzard (ex **Maersk Leader**) and **Maersk Tackler** and **Maersk Tracer** seen moored at the **Keppel Verolme**, awaiting their departure with the p.l.v. **Castoro Sei** last Saturday evening. The trio has been chartered for two years
Photo : Hans Hoffmann (c)

Titan completes Port-au-Prince clean-up

Titan Salvage has safely removed the partially submerged Washington Gantry crane and other navigational hazards from Port-au-Prince, Haiti, for the U.S. Transportation Command (USTRANSCOM).

The largest and most hazardous obstruction removed was the 300-metric ton gantry crane, which was partially submerged and listing towards the harbor at approximately 15 degrees, blocking access to the northern dock. Using oxyacetylene torches and a 300-ton capacity crane barge, under contract with Resolve Marine Group, Titan removed the crane piece by piece from the collapsed pier. Large pieces were landed on shore and then cut into smaller pieces that could be trucked away. A local Haiti company handled the processing and sale of the scrap metal.

The port recovery effort also included the removal of submerged debris deemed a hazard to navigation. This included debris from an 800-foot area, along the 1,400-foot concrete northern dock, which had collapsed and become submerged in the harbor. Sunken containers, a 79-ton container reach-stacker, a tractor-trailer with 40-foot chassis, miscellaneous vehicles and several of the actual 2-foot by 2-foot concrete dock pilings were removed. Titan recovered an average of 32 tons of debris per day throughout the project with the heaviest piece weighing in at 80 tons. The effort was undertaken in order to install two 400-foot-long by 100-foot-wide deck barges. These are now functioning as temporary floating piers, allowing for the efficient handling and delivery of humanitarian and reconstruction supplies.

As debris was being removed along the north pier to provide a mooring site for the Crowley barge ATKA, a second Titan team, supported by the crane barge MB1215, under contract with Associated Marine Salvage, worked to prepare a second floating pier site for the Crowley barge 410 just north of the heavily damaged south pier.

The team installed piles and rock fill in order to safely moor each barge in place and provide a stable landing site for 300-ton capacity roll-on, roll-off ramps, which would also provide access for container trucks from the barges to the shore.

Titan, a wholly-owned Crowley subsidiary, became involved in the Haiti relief efforts soon after the earthquake in January. A Titan survey team first conducted an extensive survey of the port to map out navigable routes into the port and to determine what underwater obstacles needed to be removed to allow cargo to enter the country directly

via vessel. The company also determined that a cargo lightering operation was possible in Port-au-Prince allowing a Crowley containership to transfer full container loads to a smaller vessel offshore and deliver that cargo over a beach.

Since then, Crowley has delivered more than 1,500 containers of relief cargo using both the cargo lightering and barge transfer method. Other carriers have also had access to this barge transfer delivery method, making possible the delivery of much-needed supplies **Source : MarineLog**



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Modern Container Port interests British envoy



British Deputy High Commissioner Richard Hyde and COO of VCTPL Sriram Ravichander at the company in Visakhapatnam on Friday.

VISAKHAPATNAM: British Deputy High Commissioner Richard Hyde visited Visakha Container Terminal Pvt. Ltd (VCTPL) on Friday morning.

Chief Operating Officer of VCTPL Sriram Ravichander welcomed Mr. Hyde, who was provided a guard of honour by the VCTPL security team.

Mr. Hyde evinced interest in the Container Port Facility available at Visakhapatnam keeping the upcoming Export Processing Units in the vicinity of 750 km radius in mind. He stated that

Visakhapatnam had large potential for EXIM trade and appreciated the management in setting up a modern Container Port in the city with huge investment for meeting the requirements of Export and Import trade.

The British envoy was taken round the terminal by Capt. Sriram and explained about the technological and strategic advantage of Visakhapatnam in terms of container business. Later, plantation of bamboo saplings was carried out by the guest, who expressed his concern for environment. **Source : The Hindu**

2-week port strike in Finland ends

A port strike that shut down most of Finland's foreign trade has ended, National Conciliator Esa Lonka said Friday. "It's over," Lonka said. "Dock workers will go back to work as soon as possible." Stevedores began the strike on March 4, disrupting about 80 percent of foreign trade in the highly export-dependent economy. The government said the strike was costing euro100 million (\$135 million) a day in lost earnings.

"It's really important that the strike ended," Finnish Prime Minister Matti Vanhanen said. "The immediate losses were great, but Finland also lost some credibility in being able to deliver goods on time."

The labor dispute, which had been negotiated for months, hinged on severance pay and outsourcing. No details of the new deal were immediately available. Exporters had feared for their good name and Finland's reputation as a reliable manufacturer and supplier.

The strike severely hit exports -- including of major paper makers, UPM-Kymmene Corp. and Stora Enso Oyj -- adding fears that it will reverse any hopes of economic recovery in the worst recession since Finland gained independence in 1917.

Gross domestic product plunged 5.1 percent in the last quarter of 2009, and in the full year Finland's economy shrank 7.6 percent. **Source : AP**



Inbound on the River Clyde last week with a cargo of salt from Egypt was the **DELTAGRACHT**.

Source : Tommy Bryceland, SCOTLAND (c)

Expanded dredging pump range on show at Seawork 2010

Italdraghe, with its UK agent Andrew Scott, will once again be exhibiting at Seawork and this year will be showcasing its newly-expanded range of dredging pumps.

Italdraghe exhibit at Seawork With its takeover of Draghe Lario Srl, Italy's only other dredging pump manufacturer, the Italdraghe Group further extended its range of purpose-designed dredge pumps and booster stations.

Both Draghe Lario and Italdraghe had been designing and manufacturing their own lines of hard-wearing high-performance pumps for over forty years, and while the products of both producers had certain features, such as easy disassembly and simple maintenance, in common, they differed from one another in terms of impeller diameter and low-high pressure output.

The new joint range, now entirely manufactured on the Italdraghe premises in San Giovanni, includes recently geometrically re-designed pumps with three, four and five-blade impellers as well as open impellers able to handle dredged material with a high concentration of cut vegetation.

By combining the two product lines of both single and double-walled pumps, the Italdraghe Group is now in a position to be able to supply the ideal dredge pump for all types of CSDs excavating materials with a diameter of up to 400 mm. Furthermore, given that its pumps are manufactured entirely in-house in Italy, it is able to guarantee the immediate availability of key spare parts at all times.

Interestingly, a large number of both Italdraghe and Draghe Lario pumps are also used outside of the dredging sector, including in the South American precious metal mining field, while the off-spin range of vertical slurry pumps is proving particularly popular with foundries and heavy mining industries.

Italdraghe believes that Seawork will prove a good platform to promote its expanded range of dredging pumps, as although many know the company as a dredger designer and builder, not all are aware that Italdraghe is among one of the few dredger builders that actually manufactures its own range of pumps in-house.

Over the last year Italdraghe dredging pumps and booster stations have been supplied to West Europe, Asia, North and West Africa and South America and within the space of the next month two specially designed booster stations are due to be delivered for an Italian lake dredging project and a Nigerian building aggregate extraction project.

See Italdraghe on stand S33 at Seawork 2010.



The **HT BLADE** heading up the Tyne to Svitzer Quay, Hebburn from Lowestoft - **Photo : Kevin Blair (c)**

TRAINING GROWTH

The Clyde Group has signed a joint partnership with Maersk Training Centre UK Ltd (MTCUK Ltd) that is set to multiply their training courses by a staggering amount. The partnership deal, which was signed at The Clyde Group head office in Glasgow on Thursday 28th February, aims to combine the successes of both training companies, including MTC's DNV Centre of Excellence accreditation, to offer a complete training package to the marine, oil and gas industries and most recently the renewables industry. Jointly, their range of courses expands STCW, Safety and Security, Maritime, Oil and Gas, Terminals and Logistics and Management Training and People Skills.

The emphasis will be on high quality training delivery, and although both organisations will continue to provide training courses in their specialist areas, they will benefit from having experienced trainers in all fields and the ability to offer a full training package to industry.

Colin McMurray, Director of Clyde Marine Training, said: "This is a fantastic partnership allowing the specialist skills of the two companies to join forces and offer the maritime industry the ultimate one stop shop for all its training needs."

Richard Booth, General Manager of MTC UK Ltd commented: "This new partnership is a further step in MTC's strategy to become a full service learning provider to the maritime industry and to be the training partner of choice, in this worldwide business." The Clyde Group encompasses the largest maritime training provider in the UK, Clyde Marine Training, who recruit over 50% of the British Merchant Navy Officer Trainees annually. With their diversification and success in STCW short course delivery they were recently recognised in the National Smarta 100 awards.

The Clyde Group as also includes Precious Associates who deliver the only marine management training of its kind to be recognised by both the Nautical Institute and IMAREST. MTC UK Ltd is an independent company within the A.P. Moller – Maersk Group, who in conjunction with their Head Office in Svendborg and training centres around the world, offer a truly global training service that has been awarded DNV's first and only, 'Centre of Excellence Certificate'.

Source : Shiptalk



The **POWER EXPRESS** seen enroute Rotterdam-Waalhaven - Photo : Wil Kik (c)

Clipper Projects Opens Office, Names Chairman

Clipper Projects will be opening a new office in Singapore on July 1 after dissolving a long-standing Far Eastern partnership called APC Partnership with BBC Chartering. The dissolution is amicable and the two heavy lift carriers will continue to work together as needed, according to a statement from Clipper, which plans to establish further offices in the region to serve the Far East and Australian breakbulk and project trade.

In other news, Clipper announced that Chairman and CEO Torben G. Jensen will step down from his position as of May 1 although he will remain on the board of directors. Frank G. Jensen will take over as chairman and CEO of Clipper Group Ltd., the group's holding company, and as chairman of Clipper Group A/S Copenhagen. Gary Vogel has been

appointed CEO of Clipper Bulk and Projects, and Per Gullestrup will continue to be responsible for roll-on, roll-off, Danish domestic ferry services and administration.

Clipper controls a modern fleet of some 200 vessels; of these, 100 are owned. The carrier's core businesses are in the bulk and project cargo segments, with additional investments in chemical tankers, VLCCs, cruise vessels, roll-on, roll-off vessels, reefers and ferry services and some non-shipping activities. **Source: Journal of Commerce**



The **SMARAGO** seen at the Oude Maas enroute Moerdijk – **Photo : Piet Sinke (c)**

S. Korea's Hanjin Shipping eyes return to profit this year

Hanjin Shipping Co., South Korea's leading shipper, will push hard to return to the black this year, its chief executive officer said Friday. "Last year, business performance was not good due to an industrywide downturn," Kim Young-min said at a shareholders' meeting. "For the year, all employees will redouble efforts to generate profit." The shipper suffered a loss of 1.39 trillion won (\$US1.23 billion) last year on falling freight rates and decreased trade worldwide.

The company, split off from Hanjin Shipping Holdings Co. in December, also saw its sales drop 24 per cent to 7.12 trillion won last year. In December alone, the company also suffered a loss of 86.5 billion won. For the year, Hanjin Shipping is targeting sales of \$7.2 billion this year, compared with last year's \$5.6 billion. The shipper also expects to see an operating profit, compared with an operating loss of \$26 million last year **Source: Yonhap**

RosMorPort announced tenders for repair icebreakers and supply of spare parts for the Arkhangelsk and Murmansk branch

As indicated in the materials of the enterprise, in particular an open competition was announced for the contracts to repair the icebreaker **Kapitan Nikolaev** that is on the balance of the Murmansk branch of Rosmorport FSUE. Tender documents can be found on the official site RosMorPort FSUE.

Besides, an open request for prices was announced, it is aimed at choice of suppliers of diesel generator 6CHN 18/22, crankshaft for the main engine 5/2D452 and necessary set of spare parts for **Kapitan Beklemishev**

Source : PortNews

No Indonesia for Camillo Eitzen



Eitzen Chemical's **BERTINA** seen moored in Gravesend - Photo : Krispen Atkinson (c)

The Indonesian tanker owner Berlian Laju Tanker, BLT, has withdrawn its offer for Camillo Eitzen & Co, as the parties have failed in establishing a mutual binding commitment. The Norwegian tanker operator says in a short statement that BLT remains positive to continue discussions for a potential acquisition in the future, and that Camillo Eitzen meanwhile will pursue other strategic alternatives. Source : ShipGaz

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Star Bulk Announces Three Year Time Charter to Rio Tinto for the Capesize and Arranges Financing

Star Bulk Carriers Corp., Friday announced that it has entered into a time charter agreement with Rio Tinto for the Star Aurora, a capsize vessel of 171,199 dwt, built in 2000 in Japan, for a period of about 3 years at a gross daily rate of \$27,500. The vessel was recently purchased for USD 42.5 million and is expected to be delivered to its new charterers in the fourth quarter 2010. Star Bulk will finance the acquisition with a mix of own cash and bank debt, has received offers for debt financing of up to 60% of the vessel's price at favorable financing cost and terms and expects to have agreed such financing within the second quarter of 2010.

Akis Tsirigakis, President and CEO of Star Bulk, commented: "We continue our steady steps to renew and grow our fleet in conjunction with our strategy of stable employment with quality counterparties. We are also pleased to see senior debt lenders demonstrably support our acquisition plans via offers of favourable financing terms. The desirable elements are now in place, that is, competitive acquisition price, quality vessel, good contracted employment, quality counterparty and competitive financing. Currently, our fleet is contracted for 92% of 2010 and 57% of 2011 operating days, amongst the highest contract coverage, giving future earnings visibility. We continue to focus on enhancing shareholder value supported by our strong balance sheet and liquidity." Star Bulk is a global shipping company providing worldwide seaborne transportation solutions in the dry bulk sector. Star Bulk's vessels transport major bulks, which include iron ore, coal and grain and minor bulks such as bauxite, fertilizers and steel products. Star Bulk was incorporated in the Marshall Islands on December 13, 2006 and maintains executive offices in Athens, Greece. Its common stock trades on the Nasdaq Global Market under the symbol "SBLK". Currently, Star Bulk has an operating fleet of eleven dry bulk carriers with definitive agreements to buy one and sell one capesize vessel. The total fleet consists of four Capesize, and eight Supramax dry bulk vessels with an average age of approximately 10.2 years and a combined cargo carrying capacity of 1,102,377 deadweight tons. **Source: Star Bulk Carriers Corp**



The **BB SERVER** seen 19/3/10 berthed on the Harbour Berths, Leith, Scotland.

Photo : Iain Forsyth (c)

New service loop to meet rising demand as trade recovers

OOCL said it will partially reinstate some of the capacity it had previously withdrawn from the Asia-North Europe trade with the launch of a new service loop to meet rising demand as the trade recovers. The new service, Loop D, will be jointly operated by the Grand Alliance carriers Hapag-Lloyd, NYK Line and OOCL together with New World Alliance carriers APL, Hyundai Merchant Marine and MOL.



The **OOCL AMERICA** seen arriving in Colombo Port – Photo : Piet Sinke (c)

Loop D will begin service on March 22 with 10 vessels of 6,000 20-foot equivalent units capacity apiece. The port rotation of the new service is: Qingdao, Yangshan, Shekou, Yantian, Singapore, Suez, Port Said, Le Havre, Southampton, Rotterdam, Hamburg, Port Said, Suez, Singapore, Chiwan, Shekou, and back to Qingdao in a 70-day round trip. Source: **The Journal of Commerce**

Baltic Breeze I finally leaves Vejle

The old coaster **Baltic Breeze I**, which has been moored in Vejle since May 2009, has finally left the port. The **Baltic Breeze I** was towed by Svendborg Bugser's tug Norsund to Helsingborg for layup. The coaster was blockaded in May as the crew had not been paid for months. The vessel, with a cargo of 100 tons of grain, was held by the crew. Finally, the Swedish owner managed to pay outstanding wages of DKK 379,133. Since then, the owner has been struggling to move the vessel back to Helsingborg. But it has been complicated as the vessel was removed from the Panama Register of Ships. The vessel had also been detained by the Danish Maritime Authorities.

The future of the vessel, built in 1952, is uncertain. Her sister, the **Baltic Wind**, owned by the same company, is laid up at Helsingborg, where it arrived after a similar situation in Aabenraa. The crew on **Baltic Wind** were paid in the middle of June. The 570 DWT **Baltic Wind** and the 545 DWT **Baltic Breeze I** are owned by Swedish-controlled Baltic Offshore Ltd registered in Charlestown, St Kitts-Nevis in the Caribbean, with Marin Way AB in Malmö, Sweden, as the beneficial owner of both vessels. Source : **ShipGaz**

OLDIE – FROM THE SHOEBOX



The **SVEABORG** of rederi SVEA – Stockholm seen in 1966 - Photo : Coll. Kees van Huisstede (c)

.... PHOTO OF THE DAY



Above seen the **Jumbo Javelin** and the **Fairplayer** at Broekman (Rotterdam)
Mobilizing for two different Offshore projects.

Photo : Ton Has (c)

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