

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 153



Number 153 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 02-06-2010**

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TORM latest fleet addition the TORM ALICE seen arriving in Rotterdam

Photo : Jan Oosterboer (c)

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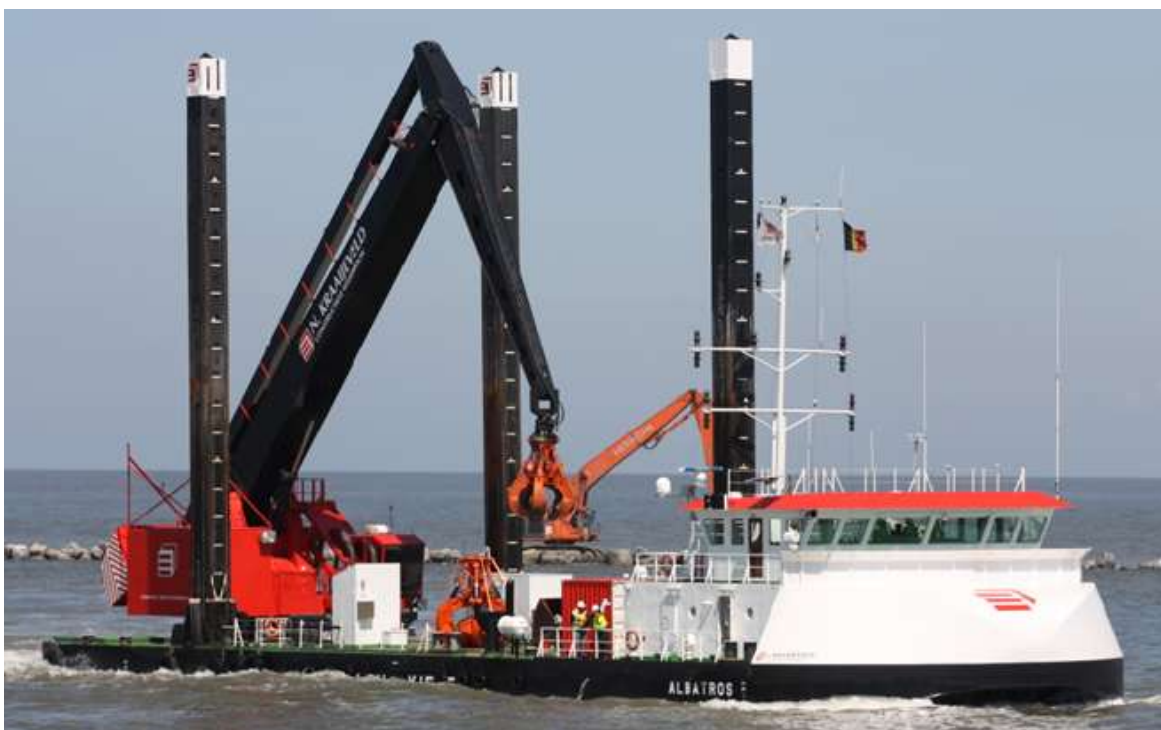


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The N. Kraaiveld Constructieve Waterbouw from Sliedrecht owned **ALBATROS** seen operating in the port of Ostend

Photo : P., M. & Ph. van Luik - www.shipsoffterneuzen.nl ©

Damaged Shen Neng leaves central Qld

The ship ran aground on Douglas Shoal on the Great Barrier Reef off the coast of Rockhampton in central Queensland in early April, leaking more than two tonnes of oil into the sea. The deep sea tug **De Da** started towing the damaged carrier from Gladstone Monday morning just before 9:30am AEST.

Authorities say the journey back to China will take up to five weeks, depending on conditions. The Member for Keppel, Paul Hoolihan, says he is glad to see the ship leave the region. "Maybe I should say I'm sorry that it ever came here in the first place if they were going to cause the damage they've caused," he said. "But I mean it's a part of commerce and those people who may have done the wrong thing will be adequately dealt with." **Source : ABC News**

Ships to US may face delays for oil clean up

Vessels traversing Atlantic routes to the US through the Gulf of Mexico may face delays entering American waters due to environmental concerns following the **Deepwater Horizon BP** oil well disaster. According to media reports, a 750-foot oil spill-stained tanker Omega Emmanuel saw delays for anchored cleaning prior to being granted permission to entering the Mississippi River from the Gulf of Mexico.

This is said to be the first case of a relatively large commercial vessel was required to undergo cleaning. It is common practise for vessels fighting the spill to be cleaned before entering rivers or channels in order to contain the environmental damage from the oil pollution. Tanker rates in the Gulf and Caribbean have increased since the spill began, from around \$15,000 to \$35,000 a day for Aframax tankers, but a shipping analyst told Reuters that the impact could increase if real delays become an issue. "Every day that the oil spill grows, so does the potential for this issue to have a larger impact on rates," said Mike Reardon, vice president of research and marketing with the Imarex freight derivatives exchange. **Source: SeatradeAsia Online**

Kustwacht houdt drugssmokkelaars aan



Bij een hulpactie ten noorden van Aruba heeft de Kustwacht voor de Nederlandse Antillen en Aruba 10 kg marihuana aangetroffen en vier verdachten aangehouden. Het patrouillevliegtuig (DASH8) van de Kustwacht zag op vrijdagavond 28 mei op een routinevlucht in de Economische Visserijzone Noord van Aruba een open motorboot met vier opvarenden. Omdat het leek alsof de boot motorproblemen had en zich ver buiten de kust bevond, werd het Rescue and Coordination Center gewaarschuwd. Daarop werd door het Kustwachtsteunpunt Aruba twee Superrhubs naar de boot gedirigeerd om de situatie te onderzoeken en de boot te assisteren.

Toen de Superrhubs ter plaatse kwamen, vloog de boot echter in brand en sprongen de opvarenden overboord. De Kustwacht handelde resoluut en haalde deze personen snel uit het water. De boot zonk echter naar de diepte. Bij nader onderzoek van de plek des onheils werden enkele drijvende pakketten verdovende middelen aangetroffen. De verdachten en de verdovende middelen zijn teruggebracht naar Aruba en overgedragen aan de Arubaanse autoriteiten.

Baltic Dry Freight Index falls to 4078 pts

As of May 28th, Baltic Dry Freight Index has lost 78 points from the previous trading session, to settle at 4078 points, the Exchange trading data said.

The 2009's BDI maximum, 4661 points, was posted on November 19th. In May, 2008 BDI gained its highest level ever, to over 11,700 points, beginning its slump in mid-July the same year. In Dec.5, 2008 it settled at 663 pts, the lowest Baltic Dry Index rate.

Baltic Dry Freight is an index reflecting changes in the value of the overseas shipments of basic commodities: metal, iron ore, coal and grain. The index includes three other indexes of freight rates, different sizes of ships for which they are calculated - Capesize, Supramax and Panamax. Dynamics of changes in BDI allows investors and market traders to analyze major trends in world demand and supply. Often the index is considered as the main indicator of future economic growth (if the index increases) or recession (if it falls), since the raw material on which the index is calculated, has a low potential for speculative operations. **Source : PortNews**



The **TRITON** seen assisting the **GHETTY BOTTIGLIERI** into the Ijmuiden locks - Photo : Bas Abels (c)



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Wilde staking bij containerterminal houdt aan

Werknemers van containerterminal APM op de Maasvlakte zijn ook dinsdagochtend niet aan de slag gegaan. Ze staken sinds maandagmiddag, omdat ze willen dat het ontslag van een kraanmachinist ongedaan wordt gemaakt. Dat heeft bestuurder Dolf Murk van FNV Bondgenoten dinsdag gemeld.

De ontslagen kraanmachinist zou op het terrein van de terminal een ongeval hebben veroorzaakt met materiële schade. De directie schorste de machinist in afwachting van een intern onderzoek naar de oorzaak. Maandag kwam de directie met de resultaten daarvan naar buiten en heeft ze het arbeidscontract met de kraanmachinist ontbonden.

Sindsdien ligt het werk op de terminal stil. Een bemiddelingspoging van Murk leverde voorsnog geen resultaat op. Hij verwacht niet dat de partijen dinsdag weer om tafel gaan. „We moeten tot een oplossing komen, maar de uitnodiging moet vanuit de directie komen." De werknemers zijn wel gewoon bij APM komen opdagen en zitten volgens Murk in de kantine.

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De bestuurder kan zich niet herinneren dat in de Rotterdamse haven een kraanmachinist is ontslagen omdat hij schade veroorzaakte. „Twee dagen of een week geen loon, dat gebeurt wel eens, maar ontslag? Dat ken ik niet." Murk kan zich ook niet heugen dat havenwerknemers zo massaal het werk neer legden uit solidariteit met een collega.



Above and below seen Seatruck's **JASCON 30** laying an 24" pipeline for Chevron off the Nigerian coast near Escravos
Photo's : Guido de Graaf ©



Container shippers unfazed by debt crisis

The demand momentum for container shipping lines in Asia is expected to remain strong despite the looming sovereign debt crisis in Europe. Generally, container shipping lines that had severely suffered from plunging demand and rock-bottom freight rates during the recent global financial crisis, have started to bounce back since the third quarter of last year.

Credit Suisse expects strong global economic recovery to drive demand where the momentum remains strong outside Europe. "We expect an 8% trade demand growth in 2010 and 2011. Demand momentum remains strong outside of Europe where robust US retail sales and continued re-stocking should drive US imports," it said in a recent report on Asia container shipping.

The research house said leading indicators, such as the US ISM manufacturing and China PMI new export data, pointed toward robust Asian exports in the coming peak season.

Although Asian carriers were expected to have about 5% to 35% revenue exposure to the Asia-Europe trade, the economically troubled European economies (Portugal, Ireland, Italy, Greece and Spain) might account for only about 1% to 6% of Asian carriers' revenue.

On the supply side, Credit Suisse said the actual supply growth has slowed on new order delays, cancellations and pick-up in scrapping of old vessels.

"We estimate that 48% of scheduled deliveries did not arrive in the market last year, and shipping consultant AXS-Alphaliner estimated that one-third of order books were cancelled or deferred. The actual supply will be growing at 6.1%, 7.3% and 5.9% in 2010 to 2012," it said.

It added that although the idle fleet (as a result of weak demand during the global economic crisis) number had halved since early 2010, high load factors and rebounded vessel charter rate would act as counter balance of the return of the supply.

Half of idle fleet was successfully soaked up by the system in response to a genuine demand recovery, it said adding: "We thus expect a further rate improvement in second half of this year, driven by the implementation of peak season surcharges on various routes. With a further earnings improvement outlook, carriers are expected to return to profitability in this current financial year."

Among the prominent Asian players in the sector Neptune Orient Lines, Orient Overseas (International), Evergreen, China Shipping Container Lines, Wan Hai and Yang Ming. Meanwhile, in line with the sector's recovery, Danish container shipping and oil group, A.P. Moller-Maersk A/S has returned to a profit in the first quarter this year, mainly due to higher oil prices and increasing freight rates.

The group reported a net profit of US\$587mil, against a loss of US\$2.13bil in the first three months of 2009.

Revenue jumped 13% to US\$12.12bil from US\$63bil for the period under review. Maersk Line, the container shipping division of the AP Moller – Maersk Group had recently announced a general rate increase in the West Central Asia – Europe trade. French liner company, the CMA CGM Group has also decided to implement a revenue restoration programme on the Asia North Europe trade.

"The adjustments will apply to all cargo and commodities moving Westbound from all Asian ports (including Japan, South East Asia, Sri Lanka and Bangladesh) to all Northern European ports (from Portugal to Russia)," it said in a statement.

On the drybulk side, UOB KayHian in a recent report said the Baltic Dry Index (BDI) to-date has jumped 24.9% since the beginning of May, driven by strong coal exports from Australia boosted Panamax rates. "In Capesize market we have been seeing diversified cargos such as coal and grains more than iron ore on narrowing gap between Panamax

and Capesize. "The average daily earnings for Capesize (180,000 dwt) and Panamax (70,000 dwt) for Western Australia-Japan route are US\$37,954 and US\$32,659 respectively for the week ending May 21 and the gap was below the normal level historically. "Meanwhile the handysize and handymax markets have been strong, driven by demand from the Atlantic," it said. **Source : The Star**



The **Fairplay 30** and the **Lucala** moored alongside the **H-406** and **H-405** at Heerema's new Marine Supply Base in Port Amboim, Angola

Photo : Willem van Woercom ©

The Arab Academy in Alexandria in Egypt started education on simulator for ASD tugs

By : Anton Bloemendal



The first group where new Chief Mates of the **Smit Port Said** and the **Smit Damietta**, the course takes 5 days , start on Sunday till Thursday.

The Arab Academy have all Maritime educations and is a modern Maritime Academy with a lot of facilities, there is also accommodation available and transport, many students from different countries comes to the Academy for education also people from Western countries , The Arab Academy can provide all of education on Maritime business and can be for Western companies very interesting

because they are very competitive compare with other maritime institutes.

Anton worked already 5 years with the Arab Academy for training Pilots for Damietta Port for the LNG Vessels and involved with education for ASD Tug Boat training on the simulator and have very good experience with the Academy .

MARFLEX REDUNDANCY GEDOOPT

Afgelopen vrijdag heeft de onthulling en doop plaatsgevonden van de door **MarFlex** gesponsorde Solar-boot welke mee zal doen in de **Frisian Solar Challenge 2010**.



MarFlex is hoofdsponsor van deze duurzame boot met de naam "**MarFlex Redundancy**".

De **Frisian Solar Challenge (FSC)** is uitgegroeid tot het grootste duurzame evenement in Nederland. De race met voornamelijk jonge deelnemers uit de hele wereld voert langs de traditionele Elfstedenroute. Het evenement begint op zondag 4 juli a.s. met een attractieve City Race van deze solar-boten door de grachten van Start en Finishplaats Leeuwarden. Vervolgens varen de solar-boten in 6 dagen langs de Friese elf Steden.

VERNIEUWDE WEBSITE VOOR "VLOOT"

Ter gelegenheid van de start van **Oostende voor Anker**, stelde VLOOT afgelopen vrijdag haar vernieuwde website voor.

Nog steeds op hetzelfde adres www.welkombijvloot.be, vindt u vanaf nu ook de laatste berichten rond de lopende nieuwbouwprojecten alsook het andere VLOOTnieuws.

Met deze nieuwe website wenst VLOOT ook nóg nadrukkelijker haar schepen, nieuwbouwprojecten en haar human resources in beeld te brengen. De website is ook een stuk interactiever en dynamischer, en symboliseert op die wijze ook de ambities en aanpak die VLOOT ook als rederij voor zichzelf blijft koesteren: interactiviteit en dynamiek !

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The 122 passenger cruise ship **ISLAND SKY** seen moored at Millbay Docks Plymouth 30/05/2010
Photo : Ian Denton (c)



Strike Means Uneasy Sailing for Cruise Ship Passengers

The luxury liner was due to set off on a week-long cruise of Greece's sun-kissed islands, Italy and Croatia. But then, as the **Zenith's** 1,440 passengers -- mainly Spanish travelers -- moved to board, hordes of protesting seamen stormed Piraeus, taking Greece's biggest harbor hostage for 24 hours, and blocking travelers from embarking on their journey.

Today, a month later, the **Zenith** is preparing for a similar cruise. Only this time, its owners aren't taking any chances: Operator Pullmantur Cruises has decided to skip Piraeus, splashing off instead, from Malta. "We're not taking any chances," says Markos Nomikos, head of Donomis Ltd, the company representing the owners in Greece. Worst yet, he warns, "if this situation continues, the **Zenith** will not travel to Greece again."

With its 2,000-plus islands, golden beaches and picture-perfect blue-and-white-washed backdrops, Greece has long fared as a popular cruise destination. The attraction, in fact, has become so intense, that in recent years mega-lines like Carnival and Celebrity Cruises have shifted their cruise travel plans to Europe, deploying new, 3,000 passenger ships to the Mediterranean instead.

Even Stelios Hadji-Ioannou, the Greek-born serial entrepreneur who in 2005 launched easyCruise as his latest brainchild, moved business to his homeland three years ago, dropping the Riviera route for super-cheap cruises in Greece. It won't be easy sailing.

In the latest lightening strike, Greek seamen are to take to the country's ports Monday to protest government plans to lift restrictions on vessels with foreign crews docking in Greece. At least 30 ferries are due to be stranded in ports across the country while five cruise ships may be blocked from docking at Piraeus, Europe's biggest passenger port, as seamen kick off a 24-hour industrial strike early Monday.

"We are protesting against the government's policies. We have to protect our rights and our jobs," said Yannis Halas, general secretary of the Panhellenic Seamen Federation. "It's not a protest against tourist arrivals in Greece, but they can't throw Greek seamen onto the streets. They are also offering a lot to the economy," he said.

The strike, the second since April, follows government designs to allow non-EU-flagged ships with non-Greek crew to moor and travel between Greek islands in a bid to boost tourism. Fighting a devastating debt crisis that has threatened Europe's single currency, the euro, and sparked fears of wider monetary fallouts in southern Europe, the government's move is crucial to boosting competition, business productivity and liberalizing the local labor market.

What's more, with tourism facing a dramatic decline, Monday's strike has sparked local opposition. "At this time, there is no logic in the strike action that these seamen want to follow," said George Zisimatos, a leading trade representative of Piraeus. "We all stand to suffer if they continue like this." A rash of austerity measures, including salary freezes, bonus cuts and tax hikes, have unleashed near daily shows of protests with recurring images of rioting workers, deadly demonstrations and debilitating strikes spoiling would-be holidaymakers from travelling to Greece.

This month alone, hotel cancellations capped 20,000 in the Greek capital with hoteliers in other parts of the country recording a 30 percent drop compared with last year. Accounting for 18 percent of the country's gross domestic product, tourism was seen as the best hope for economic recovery as Athens struggles to claw out of its debt crisis.

Countering the seamen's strike, local residents and desperate trade representatives planned to gather at the port of Piraeus on Monday to greet the **Zenith's** passengers with warm smiles and red carnations. They may need more, though, to woo them back. **Source : AOL News**

Militairen Israël doden 19 opvarenden konvooi



Het Israëlische leger heeft maandag zeker negentien opvarenden van een hulpkonvooi voor de Gazastrook gedood. Dat gebeurde tijdens een operatie op de Middellandse Zee, circa 64 kilometer uit de kust van Israël en derhalve in internationale wateren, zo meldde de Britse omroep BBC.

Een aantal bewapende commando's werd maandagmorgen vroeg afgezet op het grootste schip van de vloot, die bestond uit zes vaartuigen. De militairen zouden zijn gestuit op gewapend verzet. Ze zouden zijn aangevallen met bijlen, messen, ijzeren staven en zeker twee

vuurwapens.

Het hulpkonvooi was zondag vertrokken uit een haven op Cyprus. De circa zevenhonderd hulpverleners, voornamelijk afkomstig uit Turkije, hadden 10.000 ton aan hulpgoederen bij zich, die ze tegen de zin van Israël wilden afleveren in de Gazastrook. Niet alleen vielen er negentien doden, ook raakten 36 opvarenden gewond, zo meldde het Israëlische tv-station Channel 10. Tien commando's liepen volgens het Ieger van Israël verwondingen op. Een van hen zou zwaargewond zijn geraakt.

Rond het middaguur arriveerde het eerste schip van het hulpkonvooi in de Israëlische havenstad Ashdod. Daar worden later op de dag ook de andere vijf schepen verwacht. De autoriteiten gaan de ladingen van de vaartuigen doorzoeken en de opvarenden ondervragen. Uiteindelijk zullen de pro-Palestijnse activisten naar hun thuisland worden teruggestuurd. Aan boord van het konvooi zijn twee Nederlanders. Het gaat om een man en een vrouw, zo meldde het ministerie van Buitenlandse Zaken in Den Haag maandag. Naar verluidt zaten de twee niet op het schip waar het meeste geweld zou hebben plaatsgevonden.

NAVY NEWS

Half of Collins fleet still out of action



Collins class submarine seen near Fremantle navy base last week - **Photo : Sander Jongenelen (c)**

Defence Force Chief Angus Houston says half of Australia's troubled Collins Class submarine fleet is now available for service.

Defence Minister John Faulkner said the Government placed a "high priority" on capability and operational availability last year amid reports that only one submarine was operational. This morning Air Chief Marshal Houston told a Senate estimates hearing that sea availability is increasing.

"About a week ago we welcomed the return to service of **HMAS Dechaineux**," he said. "This means we now have three submarines out of maintenance, fully crewed and available for operations from Fleet Base West, which is an important step forward for meeting our availability and preparedness targets."

The Government's Defence white paper, released last year, outlined plans for a 12-strong submarine fleet. Last October Senator Faulkner admitted to a Senate estimates committee that he had "major concerns" about the fleet.

Air Chief Marshal Houston has also told the estimates hearing that an announcement will be made soon on arrangements to replace the Dutch soldiers being withdrawn from the Uruzgan province of Afghanistan in August.

It has been unclear what the Dutch withdrawal will mean for Australian troops and the Afghan National Army (ANA). Air Chief Marshal Houston says he cannot yet say what the new arrangements are, but says they will be revealed soon.

"I assure the committee these new arrangements, coupled with our expanded mentoring responsibilities for the 4th ANA brigade, will significantly enable and focus coalition and ANA activities in Uruzgan towards the goal of transitioning security responsibility to Afghan authorities," he said. Senator Faulkner says an announcement will be made within "weeks". **Source : ABC News**

USS Texas leaves for first deployment

The **USS Texas** departed Pearl Harbor for a scheduled deployment May 19. This is the first deployment for the **USS Texas** since the submarine moved to Pearl Harbor in October. The **USS Texas** has left Pearl Harbor on the first six-month deployment conducted by a Pacific-based Virginia-class submarine. The Navy did not say where the **Texas** will be at sea after leaving its berth May 19.

"**USS Texas** is flexible and ready to rapidly respond to a wide range of situations on short notice in support of national security," said Cmdr. Bob Roncska, Texas' commanding officer, in a written statement. "I am extremely proud of my Texas crew -- no doubt the best crew I have had the opportunity to serve with in all my 20 years of naval service."

Capt. Michael Jabaley, the Virginia-class program manager, said in a written statement, "**USS Texas** is at sea executing tasking vital to national security." The Navy never talks publicly about the locations and operations of its nuclear submarines, but the Pacific Fleet's area of operations includes the western Pacific and much of the Indian Ocean.

This is the **Texas'** first deployment since changing home ports to Pearl Harbor in October. The **Texas** was commissioned Sept. 9, 2006. It is the second Virginia-class attack submarine constructed and the first sub to be named after the Lone Star State. The **USS Hawaii**, the first Virginia-class submarine assigned to Pearl Harbor, arrived here July 23 and finished a monthlong retrofit in April. It was followed by the **USS Texas** in October.

This will be a busy year for the Virginia-class program. The **USS North Carolina** will arrive at Pearl Harbor this summer. Additionally, the Navy will commission the **USS Missouri** on July 31, marking the second time since 1996 the Navy has commissioned two submarines of the same class in the same year. **USS New Mexico**, the sixth ship of the Virginia class, was commissioned March 27, after being delivered to the Navy four months ahead of the contracted delivery date.

In preparation for **Texas'** deployment, the submarine underwent a scheduled pre-deployment maintenance program at Pearl Harbor, the largest industrial employer in Hawaii with a combined civilian and military work force of more than 4,700. Seventeen of the 30 Pacific-based attack submarines are home-ported at Pearl Harbor, and each of these contributes about \$17 million a year to the local economy, according to Gov. Linda Lingle. **Source : starbulletin**

Maersk Line LTD wins US Navy contracts

Maersk Line LTD has won a number of contracts to operate and maintain 10 ships in Navy Military Sealift Command's Maritime Prepositioning Force. The contracts have a value of about 350 million dollar.

"Maersk Line LTD's support of Maritime Prepositioning Ships goes back to 1983 when we converted five commercial vessels and operated them for 25 years. We're pleased that MSC has recognized the value of our service and has entrusted us with these ships", says Scott Cimring, MLL's Senior Director of Government Ship Management.

Maersk Line LTD will provide personnel and mariners, operational and technical support ashore and afloat, as well as all the equipment, tools, provisions and supplies necessary to operate these vessels worldwide. Maersk also will support MSC in the management of government-owned cargo, including, but not limited to, hazardous materials, vehicular, bulk, and general cargoes. The ships are among eleven that MSC solicited in February 2009, and Maersk Line LTD was awarded a contract for every ship on which it offered. Maersk's award is divided into four lots for a total of ten ships; the eleventh ship is reserved for a small business set-aside contract. Performance will begin in 2010, and if all options are exercised, the contract period will extend into 2015. The contract value, including all option years but excluding reimbursables, is expected to exceed \$350 million. **Source: Maersk Line / maritimedanmark.dk**



The Canadian Coast Guard Air Cushion vehicle **SIYAY** seen off Vancouver – Photo : Alan Loynd (c)

World's First Submarine Comes to Life in Half Term at the Royal Navy Museum

A new submarine exhibit at the **Royal Navy Submarine Museum** in **Gosport** will be brought to life for a special event on Thursday 3 June from 11am during the Half Term Holidays. Actors from Portsmouth theatre group Groundlings will play Dutch inventor **Cornelius Drebbel**, the man who created the first fully submersible craft and his assistant in a comical sketch using the actual replica Drebbel submarine.



Bill Sainsbury, event organiser said, "We are taking visitors back in time to the 17th century to meet famous inventor Cornelius Van Drebbel who will be giving live demonstrations of his "**Drebbel**" submarine, complete with rotating oar action"

"We hope that this family comedy sketch will delight our visitors and show off our latest submarine which really was a crazy invention that actually worked"

The "**Drebbel**" submarine was invented by Dutch inventor Cornelis Jacobszoon Drebbel in 1620. He also is noted for inventing a scarlet dye, a thermostat for a self regulating oven, an early microscope and the chimney. His inventions were so unusual that folklore gave **Drebbel** a reputation of being a sorcerer or an alchemist.

The replica of the "**Drebbel**" which will be on show at the Submarine Museum was built for a BBC TV programme "Building the Impossible" in 2002. It is a scale working model of the original and was built using tools and construction methods common in 17th century boat building and was successfully tested on the rowing lake at Eton Dorney in Windsor, diving beneath the surface and being rowed underwater for 10minutes. **Source : Aboutmyarea**

The Royal Navy Submarine Museum is open every day. Visitors can go onboard a WWII era submarine - HMS Alliance with a veteran submariner to hear his stories about living beneath the waves, peer into the only surviving WW2 midget submarine and step inside the Royal Navy's first submarine Holland 1. For more information visit <http://www.submarine-museum.co.uk> or call 023 92510354.

Israel deploys nuclear-armed submarines near Iran

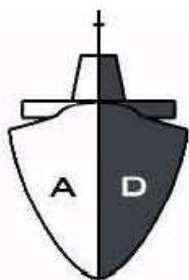
The Times of London reported on Sunday that Israel has stationed three submarines armed with nuclear cruise missiles in the Persian Gulf off the coast of Iran. According to the report, Israel sent the submarines as a deterrent, after Israel accused Iran's ally Syria of transferring Scud missiles to Hezbollah guerillas in Lebanon.

The German-built subs could also potentially land Mossad intelligence agents in Iran, the report states, citing unidentified Israeli officials. In April Israel's President Shimon Peres, made this accusation regarding the Syrian missiles, but officials in Damascus and Beirut, including Lebanon's Western-backed prime minister, deny the charge.

Israeli military analyst Amos Harel, writing in the newspaper Haaretz, said Sunday's Times report and other recent reports were signs of "media-assisted psychological warfare" by Israel against Iran and its allies. In July The Times reported that two Israeli missile class ships and a submarine traversed Egypt's Suez Canal from the Mediterranean into the Red Sea, in advance of a possible strike on Iran. **Source : Palestine Note**

SHIPYARD NEWS

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The **Masindra 13** on the slip in LUMUT, Malaysia – **Photo : Jelle de Vries ©**

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The **CMA CGM BUTTERFLY** seen in the port of Zeebrugge – Photo : Willem Kruit (c)

US rebound to help Shipping Corporation of India stay afloat

DIFFICULT operating environment for the global shipping industry, coupled with higher operational costs dragged down Shipping Corporation of India's (SCI), the country's largest shipping firm, operating profit margin by 70 basis points y-o-y to 17% in the March 10 quarter. The company grappled with higher costs like those related to charter hire in Q4.

To the company's credit, its strategy of using a combination of long and short-term contracts enabled its net sales to grow 10.2% y-o-y to Rs 889.4 crore in the fourth quarter, at a time when spot freight rates in the key tanker segment (used to transport crude oil and allied products) have been volatile.

As per various estimates, tanker vessels like crude carriers earned on an average about \$29,300 per day in Q4 FY10, a fall of nearly 10% y-o-y , due to sluggish demand from the West, the key determinant for transporting crude oil.

However, analysts point out that SIC's strategy of longterm contracts with key clients helped it deal better with this rather difficult environment.

SCI's owned fleet capacity was 5.35 million DWT as on August '09, with a majority utilised in the tanker segment. However, in the smaller dry bulk segment, demand conditions were strong ,thanks to the Chinese metal industry for transporting key inputs, which resulted in the Baltic Dry Index that averaged 3018 in Q4, a jump of 93.6% in the March quarter.

In contrast, GE Shipping's tight check on operating costs on a yo-y basis boosted its consolidated operating profit margin to 41.2% in the fourth quarter.

Meanwhile, SCI's core profit declined 55.8% in the fourth quarter. However, taking into account non-core items like ship sales, its adjusted net profit fell 32.3% to Rs 135.9 crore in fourth quarter. Going forward, expectations of a recovery in the US economy, a key determinant of global demand for shipping industry, should help the sector over the next few quarters. At Friday's close of Rs 163, SCI trades at nearly 18.3 times on a trailing four-quarter basis and we are neutral on the stock. **Source : Indiatimes**



New Oman port expected to power regional growth

Facility is close to international shipping lanes

Duqm Port under construction in Al Wusta (Central Region) is a strategic project being implemented by Oman's government to revive economic and industrial activities not only locally but also regionally.

The port is characterised by its strategic location overlooking the Arabian Sea and not far from the international shipping lanes that link East and West and the regional shipping lanes that link the GCC countries and the Indian Ocean rim countries with international shipping lanes. In addition, the port will serve the shipping lanes between Oman's ports, support cargo movement, industrial and tourism activities as it lies almost midway between Muscat's Port Sultan Qaboos and the Port of Salalah.

The availability of a dry dock adds to the significance of the port as it will be capable of handling repair and maintenance of giant vessels of up to 600,000 tonnes.

Qasim Bin Ahmad Al Shizawi, Director-General of Ports at the Ministry of Transport and Communications, told Oman News Agency (ONA) that the marine works at the port have been awarded to a consortium comprising Oman Consolidating Contractors, Jan De Nul of Belgium and Steva of Turkey.

"The drydock operations will be undertaken by **Daewoo Ship Building and Marine Engineering** of South Korea in conjunction with **Galfar Engineering and Contracting Company**. The superstructure works will be undertaken by some local and international firms," Al Shizawi added.



He hopes that the port operations will start by the second half of 2012, while the drydock is expected to be completed in December 2010. The Duqm Port project will add value to the national economy and will contribute to diversifying sources of income by attracting major investments and industries.

This will result in the setting up of industrial areas and special economic areas and will also lead to developing different sectors, logistic activities and other works, thus driving the national economy to achieve its goals as outlined by the government's

economic strategy. The government recently signed a shareholder agreement with Belgium's **Port of Antwerp Authority** for the management and operation of the port.

Under the agreement, a closed joint stock company will be established between the **Government of the Sultanate of Oman** and the **Port of Antwerp Authority** for the operation and management of the port.



The **TIGER SUN** seen in Vancouver – **Photo : Alan Loynd (c)**

Havenbedrijf Gent bouwt met strategisch plan 2020 aan toekomst Gentse haven

Samen groeien naar duurzame welvaart

Het **Havenbedrijf Gent** bouwt met zijn strategisch plan 2010 - 2020 verder aan de toekomst van de Gentse haven. 10 jaar na zijn oprichting heeft het de ambitie om 'meer' haven te zijn. Economische groei staat voorop, net als de realisatie van een nieuwe grotere zeesluis in Terneuzen. Het Havenbedrijf plant de groei binnen het huidige havengebied, in samenwerking met alle betrokkenen en volgens de principes van maatschappelijk verantwoord ondernemen. Het neemt hierbij zijn rol als havenregisseur op om de haven verder te ontwikkelen. Het Havenbedrijf wil iedereen supporter maken van de haven van Gent om samen te groeien naar duurzame welvaart. Het ontwikkelt hiervoor de haven verder tot een multimodaal logistiek platform.

Het socio-economisch belang van de haven voor de Gentse en de Vlaamse regio kan nauwelijks worden overschat. 72.000 mensen hebben een job in of rond de haven in meer dan 300 bedrijven. Economische groei is hierbij een noodzakelijke voorwaarde. Het Havenbedrijf streeft naar diversificatie van de activiteiten, kiest voor de versterking van de bestaande industrieën en zet vooral in op markten met een groot groeipotentieel.

In 2020 wil de Gentse haven nog steeds de zeehaven zijn met de grootste biobrandstof-cluster in Europa. Tegen dan worden de distributieclusters rond voeding, bouwmaterialen en biomassa verder ontwikkeld. Naast een aantal regionale distributiecentra worden minstens nog één nieuw Europees distributiecentrum aangetrokken en ook twee nieuwe activiteitenclusters waarin binnenvaart en zeevaart centraal staan.

Daarnaast wil de haven haar ambitie op het vlak van containertrafiek waarmaken met een groei tot 300.000 TEU in 2020 via short sea verkeer en binnenvaart. Dit leidt ertoe dat de haven tegen 2020 jaarlijks een maritieme goederenoverslag van 30 miljoen ton optekent; via binnenvaart wordt op een overslag van 20 miljoen ton gerekend.

De haven blijft ijveren voor een nieuwe, grotere zeesluis in Terneuzen. De realisatie hiervan is een belangrijke voorwaarde om de ambities van de haven waar te maken. En om Gent uit te bouwen als distributiedraaischijf voor Oost- en West-Vlaanderen, voor Noord- en Oost-Frankrijk en Europa, zowel via het spoor als via de binnenvaart.

Deze economische groei wordt ook mogelijk gemaakt door een goed ruimtelijk beheer van het havengebied. Het Havenbedrijf Gent treedt hierbij op als duurzame vormgever. Maar ook op dit vlak is de realisatie van een nieuwe, grotere zeesluis in Terneuzen een belangrijke voorwaarde om deze ambities waar te maken. Het Havenbedrijf Gent ontplooit dan ook alle mogelijke initiatieven om deze zeesluis te realiseren.

Tegen 2020 kan daardoor het Kluizendok volledig infrastructureel uitgebouwd en operationeel zijn. Daar wordt 80 hectare ingevuld door de biobased chemiesector. Binnen het hele havengebied streeft het Havenbedrijf naar een groepering van activiteiten en de logische aanpak van de bestaande brownfieldprojecten. In het oude havengedeelte wordt 25% van de huidige ruimte extra benut door er efficiënter mee om te springen. Elders in het havengebied wordt 60 hectare verder ontwikkeld tot watergebonden terreinen en wordt er nog 150 hectare in concessie geven voor watergebonden activiteiten.

Naast het behoud van de bestaande industriële activiteiten wil het Havenbedrijf de haven verder uitbouwen tot een logistiek platform. Tegen 2020 dient daarbij 35% van het goederenvervoer over de weg te gaan, 50% via binnenvaart en 15% over het spoor. Extra aandacht hierbij gaat naar een vlot en veilig verkeer binnen het havengebied. Het Havenbedrijf wil alle infrastructuur in het havengebied niet enkel efficiënt benutten. Het wil ook de levensduur ervan verlengen door het duurzaam te onderhouden en door doordacht te bouwen.

Het Havenbedrijf kiest bij de verdere ontwikkeling van de haven voor de principes van maatschappelijk verantwoord ondernemen. Tegen 2020 wil het op dit vlak als haven en als Havenbedrijf een referentie zijn binnen de Europese havenwereld.

Daarnaast streeft het Havenbedrijf ernaar om de energie-efficiëntie van de economische activiteiten met 20% te verbeteren. Bij het toekennen van concessies zal niet enkel de economische meerwaarde en de ligging binnen het havengebied van belang zijn. Concessionarissen worden gestimuleerd om hun activiteiten op een duurzame wijze te ontwikkelen. Het is immers de bedoeling om de leefbaarheid van de gehele havenzone én van de kanaaldorpen te blijven realiseren. Bovendien ijvert het Havenbedrijf voor de realisatie van 205 hectare natuurbehoudoelstellingen.

Het Havenbedrijf voorziet de oprichting van een logistiek platform. Tegen 2020 dient dit te leiden tot een participatie of samenwerking met partners binnen en buiten het Gentse havengebied. Economische groei vormt de kern van het strategisch plan van het Havenbedrijf Gent. Het Havenbedrijf ziet deze groei binnen het huidige havengebied en in samenwerking met alle belanghebbenden. Het wil iedereen supporter maken van de haven van Gent om samen te groeien naar duurzame welvaart. www.havengent.be



Watercolour made by [Ronald van Rixoord](#) of the EUROMAX terminal in Rotterdam-Europoort

Torm: We still sail for Shell



Torm denies information in the Danish press, that the shipping company has been put on technical hold by Shell, and not being able to sail with Shell Cargo, following an audit on board a number of its ships.

The **TORM ALICE**
Photo : [Jan Oosterboer \(c\)](#)

"It is simply wrong. We are still sailing for Shell", Torm's communication officer, Pia Desirée Loft, told maritimedanmark.dk.

Loft explained, that Torm has been subject to a standard office audit prior to a potential resumption of time-charter contracts with Shell.

The audit did lead to a standard period where no vessels were fixed by the oil major, on either time charters or on the spot market, according to Torm. But Spot voyages business with Torm's managed fleet was back to normal from April 13. "We have businesses with Shell just as usual", Pia Desirée Loft, told maritimedanmark.dk.

Source: maritimedanmark.dk



The **Fairplay 21** seen assisting the Greek tanker **Aegean Blue** together with Kotug **RT Magic** in the Europoort.
Photo: Ron de Jong Beekhuijsen (c)

India's cargo traffic rises 2.7% in April

The shipping industry seems to have steered clear of the choppy waters. For the ninth consecutive month, the sector has seen growth in cargo traffic across the major ports in the country. In April, the first month of the financial year 2011, cargo traffic was up 2.7%, while container cargo posted a growth of 22.7% compared with the same period in 2009.

Among the ports, Kochi recorded the highest increase in cargo in April 2010 - 27.3% rise at 1.3 million tonnes compared to one million tonnes in April 2009. Kandla port increased 17.7% at 6.3 million tonnes, followed by Mumbai and JNPT, according to data from the Indian Ports Association. The increase was mainly on account of a higher growth in container cargo traffic. Chennai saw the highest container cargo increase of 49.6% at 2.4 million tonnes compared to April 2009. Source: timesofindia.indiatimes.com



Op zondag 30 mei 2010 is de vrijwilligster **Elly Mulder- van Beest** van de stichting "**Droogdok Jan –Blanken**" onderscheiden door **Mieke Bakker** met de ere penning van "**Jan Blanken**" als vrijwilliger van het jaar 2010

Dit alles gebeurde onder het toezicht van (het wassenbeeld) de bouwer van het droogdok **Jan Blanken** te Hellevoetsluis .

Foto : **Daniella Vermeer (c)**

Clipper loss of 600 million kroner in 2009

The Copenhagen based shipping company, Clipper, came out of 2009 with a deficit of 600 million Danish kroner, not least caused by the unfortunate investment in the Samsøe ferry Kanhave, owned by the ferry company Nordic Ferry Service.

"We ended up losing a lot of money on the ferry, which had a impact on our result", says Henrik Lund Dahl, financial director in Clipper Group. Clipper's activities in the Danish ferry service are estimated to render one fourth of the total loss, corresponding to about 150 million Danish kroner. Clipper also lost money on cargo shipping in the Irish Sea and on tanker shipping. **Source: dr.dk / maritimedanmark.dk**

ACTIVITIES AROUND POINTE NOIRE

left seen the **BOURBON LIBERTY 112**



Top : **SARAH**

Below : **ACERGY HAWK**

All Photo's : Erik T. Matzinger ©

Below seen the **HELLESPONT DIONE** and the **HELLESPONT DARING** anchored off Pointe Noire.

Remark : not in the photos, but sister **HELLESPONT DEITY** is sold to REM offshore and will be or is already renamed in **REM SUPPLIER** (Source : Ko Rusman)



Antwerpen takes stake in DP World terminal

The Antwerp Port Authority acquired a minority stake in a Belgian inland container terminal outside the port area that will be operated by DP World, the global ports group. The port said the acquisition is part of its hinterland policy aimed at boosting the share of barge and rail transport in the modal split of Europe's second largest container port. The deal would also give Antwerp "a greater clout in the logistics chain," the port authority said. The authority did not give financial details of the deal or the size of its stake in the Beverdonk Container Terminal on the left bank of the Albert canal in the Flemish town of Grobbendonk. The port authority's involvement in the terminal would ensure it is open to all port users and not limited to DP World customers.

The terminal, due to open by late 2011 or early 2012, will have an initial annual capacity of 70,000 20-foot equivalent units, rising to a maximum of 300,000 TEUs. The terminal will act as a "transferium," consolidating container traffic to or from the port of Antwerp by barge. A 300,000 square meter complex of warehouses will be built alongside the terminal to create an integrated multimodal logistics hub. **Source: joc.com**



The **Hellespont Drive** seen passing the Singapore Straits westbound last Saturday – **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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Seaports in Finland report a Jan-Apr 2.8% rise, to 25.15m tons

Trade flows via seaports of Finland in January-April 2010 increased by 2,8% compared with the same period of 2009, to 25,150.549 tons of cargo, the Association of Finnish ports statement said.

The statistics show a four-month 0.2-percent gain in inbound cargo, to 13 million 587.208, and a 5.9-percent rise in outbound cargo over the same period of 2009, to 11,563.341 thousand tons. The Jan-Apr report said the largest amount of freight traffic passed through the Port of Sköldvik, up to 4,916.500 tons, (-13.5% from Jan-Apr, 2009).

Four-month throughput of the port of Kotka rose by 0.1% compared with the same period last year, to 2,606.063 tons, cargo turnover at the port of Helsinki during the period grew by 8.5%, to 3,462.958 tons.

Last year's freight volume passing via seaports of Finland totaled 78,701,163 tons, a 17.9-percent decline year-over-year. **Source : PortNews**



The reefer **ANTWERP** arriving at Lyttelton 09.05.10 to discharge bananas from the Philippines.

Photo : Alan Calvert (c)

Inquiry into ferry safety claims

Ministry wants to keep report under wraps until tabled in Parliament

The Finance Ministry has asked the court not to admit as evidence an internal inquiry report into damning claims of safety flaws on board Gozo Channel ferries. Captain Mario Grech, who is suing the ferry line over its decision to suspend him after he made his claims in September, has asked for the findings to be used as evidence.

In a judicial application, the ministry made a forceful case before the Gozo courts for the report to be withheld. It insisted it was an internal report and a "privileged document", meaning classified. It pointed out that the document implicated third parties who had nothing to do with the case raised by the shipmaster.

When contacted by The Times, a ministry spokesman said the application, filed in court on Monday, was only made because the report had not been finalised and the ministry felt it should first be tabled in Parliament before being released in court.

When asked why the ministry asked not to release the report on the basis that it might harm third parties, given that it still planned to publish it in Parliament, the spokesman could only say that "the government filed the application because it wanted to protect its interests until the report was ready".

He added that, since Monday, the report had been finalised and would be tabled in Parliament shortly. However, the ministry would not withdraw the request not to have the report released in court until it was actually tabled.

The judicial application noted that publishing the report could implicate third parties who had nothing to do with the case and that publication "might hinder whatever action could be necessary on the part of the authorities" to follow the recommendations made.

The internal inquiry was launched in September, a day after Capt. Grech filed a judicial protest against the company, claiming, among other things, a lack of life-saving equipment and safety drills aboard the ferries and that a boatswain had been employed on the strength of forged qualifications. He also flagged the presence of the potentially deadly Legionella bacteria in the water supply of three ferries. Since September, the boatswain has been found guilty in court of forgery and the company's human resources manager is expected to be charged over the same issue.

Gozo Channel has fiercely defended itself on the Legionella and safety charges, insisting it had dealt with these issues before Capt. Grech filed his judicial protest.

Magistrate Anthony Ellul, who is presiding over the case, has still to decide on the Finance Ministry's request. He had asked the minister to confirm that the inquiry was concluded and to say whether the board of inquiry was set up in terms of law. **Source : Times of Malta**

OLDIE – FROM THE SHOEBOX



The 1978 built **Alida Smits** IMO 7712016, still sailing under the name "**Barakah-1**" under panamanian Flag.

Photo : Coll. Bas Saenen

.... PHOTO OF THE DAY



The **QUEEN MARY 2** seen moored in Rotterdam
Photo : Bob Iken - Port of Rotterdam Cruise Port Captains ©

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