

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 166



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**The MAERSK BOGOR seen outward bound from Rotterdam**  
**Photo : Rob de Visser (c)**

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## **EVENTS, INCIDENTS & OPERATIONS**



The **SICHEM MANILA** up-bound to Montreal on the St. Lawrence River on 11 June 2010. - **Photo : John Attersley**

### **Businessman spared jail after mass brawl broke out on P&O ferry Pride Of Hull**

A COMPANY director who kicked and punched a man on board a ferry from Hull to Rotterdam has been spared jail.

Victim Michael Buxton, 53, had to be airlifted to hospital from the **Pride Of Hull** after he was attacked by 48-year-old Ian Pickford. Mr Buxton suffered a fractured cheekbone and nose, which later required corrective surgery.

Hull Crown Court heard how "all hell broke loose" just after midnight as the P&O ferry sailed to Rotterdam. Mr Buxton was in a group of 12 men on a stag party when they became embroiled in a confrontation with Pickford and his friends. A security guard who witnessed the fight said between 20 and 30 men became involved in a mass brawl by the lounge. Jharna Jobs, prosecuting, said Dixon punched Mr Buxton "so hard in the face that he fell to the floor".

She said: "He lost consciousness and was then kicked in the face by the defendant." Witnesses said there were two kicks and possibly a stamp. "Mr Buxton was airlifted to hospital in Norfolk while Pickford, of Huddersfield, West Yorkshire, was held by security on board the ferry.

He was handed over to Dutch police at Rotterdam and was later arrested by police in the UK. In a statement read to the court, Mr Buxton, of Grimsby, said: "It has been a nightmare and has affected every aspect of my life."

He has been treated for depression and is still undergoing counselling. Representing Pickford, Richard Barradell said he has a "respectable job" as a sales director for a successful company and is a "family man". He said: "He is shocked by the severity of the complainant's injuries and what happened that night. He is ashamed and disgusted and wants to try and put things right. He bitterly regrets his involvement." Judge Simon Jack said it was "just possible" to avoid sending Pickford straight to prison. Pickford, who admitted causing grievous bodily harm to Mr Buxton, was sentenced to six months' imprisonment, suspended for two years.

He must pay £3,500 compensation to Mr Buxton, carry out 150 hours of unpaid work and was given a three-month curfew. **Source : [thisishullandeastriding](#)**



The fast ferry **Super Speed 2** which serves the route Denmark to Larvik/Norway - **Photo : Geert Dijkema ©**

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# NEXUM

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## **Jones Act not hampering Gulf clean up**

Recent news stories have suggested that foreign skimming vessels are not able to work on the Deepwater Horizon spill cleanup because of the Jones Act. These reports are incorrect, says the Offshore Marine Service Association (OMSA). OMSA points out that the Jones Act does not apply and therefore does not prevent foreign vessels from working on oil skimming operations in waters beyond a state's three-mile limit. In fact, a number of foreign vessels have been working at the scene for some time.



For skimming activities within any state's three-mile limit, longstanding and established law says that any such work, including the skimming activity, must be performed by a U.S. vessel, if one is available. If a U.S. vessel is not available, there is a waiver process that can be used to bring in foreign vessels.

"We are not yet aware of any waiver request being made because a U.S. vessel is not available," says OMSA. "The important distinction is that under the Jones Act, foreign vessels may be used only if U.S. vessels are not available."

"Once again, it appears that critics of the Jones Act are distorting the facts by claiming that the Jones Act applies in an instance when it simply doesn't, or where it does, not being forthcoming with the law and the facts. Worse, they are taking advantage of this disastrous situation to undermine American workers for the benefit of foreign companies and foreign workers," said Ken Wells, President of the Offshore Marine Service Association (OMSA). "But even in instances where the law does not require the use of a U.S. vessel, BP should make every attempt to hire U.S. vessels and their workers. The entire Gulf Coast and surrounding areas have been hurt by the BP spill. The seafood and tourism industries have suffered. And it doesn't make sense now to put the Gulf Coast maritime industry out of work just to give jobs to a few foreign boats," he continued

OMSA, on behalf of the owners and operators of U.S. flag vessels that work in the offshore energy sector, is working diligently to make sure that the spill is brought under control and cleaned up as quickly as possible. OMSA is also making sure that available American vessels are put to work and, if a waiver is necessary, that this is accomplished quickly and effectively.

"We want to make crystal clear that in no way, shape or form are we taking any action that hampers the spill cleanup effort. However, this should not become an excuse for foreign companies to take advantage of this tragic accident for their own gain or for opponents of the law to try to undercut it," Wells said. Separately, the Marine Cabotage Task Force issued a statement saying that "the American maritime industry supports immediate action to address the unfolding environmental disaster in the Gulf." The statement noted that the Jones Act requires that American vessels be used for domestic transportation activities in the U.S. and that "countless American vessels are already responding in the Gulf" with "many other American vessels ... standing by ready to help."

"There are well-established federal procedures for waiving the Jones Act to bring in foreign vessels in those situations where American vessels are not available," said the MCTF. The American maritime industry has not and will not stand in the way of the use of these well-established waiver procedures to address this crisis. **Source : MarineLog**



The **STENA HOLLANDICA** seen departing from Hoek van Holland bound for Harwich - **Photo : Ramon Doff ©**

## German ships engineer found dead at Philippine port

A German man was found dead aboard a foreign container ship docked in the southern Philippines, a provincial police chief said Saturday. Hans Ulrich Schulz, 54 was found dead Friday on the sixth floor of MV **Hanjin Palermo**, which was berthed at the port of Malalag town in Davao del sur province, 1,050 kilometres south of Manila.

Senior Superintendent Ronal De La Rosa said the victim, who was the chief engineer of the container ship, died from heart attack and investigators ruled out foul play surrounding his death. De La Rosa said the vessel was docked in Malalag port since last month. **Source : M&C**

## **Russia to begin North Sea oil shipping**

Russia said Friday it will conduct an experimental commercial voyage of oil tankers through the Northern Sea Route to South-East Asia this Fall. According to Russian energy ministry, two oil tankers accompanied by an icebreaker will make their maiden voyage from the Russian port in the White Sea to South-East Asia via the Northern Sea Route. Russian authorities hope the voyage will attract the attention of freight forwarders to the transport capacities of the Northern Sea Route, which is the shortest seaway from the ports of Western Europe and Russia to the Far East and South-East Asia.

Analysts said in the future, the Northern Sea Route could replace the much longer passage between the Atlantic, Indian and Pacific Oceans through the Suez Canal. Russia could use the Arctic to deliver oil and gas from its polar fields to the United States and Western Europe and to transport fertilizers to the markets of China and East Asia.

**Source: Commodity Online**

## **Spain calls for EUR 2.23 billion in compensation from London P&I Club**

The public prosecutor in Spain, Álvaro Garcia, is seeking EUR 2.23 billion in compensation from London P&I Club for the disaster involving the tanker Prestige, reports Safety at Sea. The tanker sank in November 2002 off the coast of Galicia and caused a 64,000-ton oil spill. The spill polluted thousands of kilometres of coastline and more than one thousand beaches on the Spanish and French coast, as well as causing great damage to the local fishing industry. The spill is the largest environmental disaster in Spain's history. The public prosecutor has also recommended that the court sentence the captain at the time of the accident, Apostolos Mangouras, to a 12-year jail term and a EUR 43,000 fine. **Source : ShipGaz**



Departure to sea from the lay-by berth at Vopak Botlek of mt " **AEGEAN PRIDE** " with assistance Kotug tugs " **RT Adriaan** " and " **RT Spirit** " at Sunday afternoon.

**Photo : Daniella Vermeer ©**

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Van Laar Maritime's **FAXABORG** seen arriving in Ijmuiden – Photo : Marcel Coster ©

## British Chamber of Shipping in anger over report

**The British Chamber of Shipping has slammed the newly released report**

Review of stakeholder evidence on differential pay in the shipping industry, led by Susan Carter and ordered by the former Labour government. The report states that British flagged vessels should be forced to pay the same rates to seafarers irrespective of nationality. It displays a breathtaking ignorance of the nature of the shipping industry.

This personal and subjective evaluation of the threat posed by the possible removal of the ability of shipping companies to pay seafarers at rates of pay related to the rates of pay in their countries of domicile stoutly rejects all evidence based on facts or research, says the Chambe in a comment and continues: The report is also disturbingly self-contradictory. After accusing the Chamber of Shipping of exaggerating the threat of reflagging, it repeatedly states



that shipping companies will be able to reduce the costs of the changes by reflagging - ignoring neatly that this would mean the change would achieve nothing except that reflagging

Because she disbelieves the industry's warnings, she completely misses the point about flagging-out and its wider impacts on the UK maritime cluster and the UK economy... This would - ultimately - hit business, employment both at sea and in the maritime cluster ashore, our strategic capability and our status in international organisations such as the IMO. The Chamber will present its case to the minister with the full expectation that the Government will accept the need to maintain an internationally competitive shipping industry. The British Government consists of the Tories and the Liberal Democrats. **Source : ShipGaz**



## Teen sailor Abby Sunderland rescued by French fishermen



Californian teen sailor Abby Sunderland was rescued by French fishermen today after two days of battle with gale force winds and freezing temperatures while stranded on her stricken boat in the Indian Ocean.

The 16-year-old was said to be in good health when the Ile de la Reunion, a French fishing vessel, reached her battered yacht **Wild Eyes** in heavy seas earlier today.

Speaking outside the family home in Thousand Oaks, southern California, her father Laurence Sunderland said maritime authorities had contacted him to confirm the successful rescue operation, which took place at 7.45pm eastern Australian time (10.45 BST). An hour before the

rescue, an Australian rescue spotter plane overflew Wild Eyes and she fired off a flare to confirm her position.

The fishing ship then lowered one of its boats into the still-turbulent seas in order to bring her aboard.

Abby was forced to abandon her controversial round-the-world attempt when the 40ft ship's mast snapped after it was pounded by wild weather midway between Africa and Australia on Thursday.

An international search and rescue mission was launched after emergency beacons on the yacht were set off and Abby's family and support crew lost contact with the teenager.

The search for Abby involved Australian, US and French rescue authorities sending ships and a commercial airliner before she was eventually rescued approximately 2,000 nautical miles off the west coast of Australia.

Twenty hours after her distress call was broadcast an Australian search plane made brief radio contact, confirming that she was alive and well.

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Australian taxpayers are expected to cover some of the cost of rescuing the American teenager, which is believed to have already cost more than \$AU200,000 (£116,000).

Abby left the US in January in a widely criticised attempt to become the youngest sailor to circumnavigate the globe alone non-stop. She had to give up her chance at that record when she was forced to pull into a port at Cape Town, South Africa, for repairs to her boat.

Her plight has rekindled a debate about teenagers attempting to sail around the world, after an Australian teenager, Jessica Watson, returned home to a hero's welcome after completing a similar trip last month.

Many people have criticised Abby's parents for allowing the high-risk adventure, especially during the Southern Hemisphere's winter months. The man who built Wild Eyes said he thought that Abby had never been ready to make such a trip.



"This boat is bigger and faster than Jessica Watson's boat. In Abby's case she wasn't physically or mentally strong enough to handle a 40-ft boat in those winter storm conditions," said Queensland boat builder Jon Sayer.

Australian round-the-world yachtsman Ian Kiernan also criticised Abby.

"I don't know what she's doing in the southern Indian Ocean in the middle of the winter," he said. "We need adventurers but adventurers who do foolhardy things and put their rescuers at risk, it should not be allowed."

Abby's family have defended her adventure, saying that as a lifelong sailor she was as well prepared for the journey as anyone could be. Her brother successfully circled the globe last year when he was about the same age.

Source : [timesonline.co.uk](http://timesonline.co.uk)



The **GATEWAY** seen operating at the Westerscheldt River  
Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)



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## Pirates attack Yemeni oil tanker

Somali pirates have opened fire on a Yemeni oil tanker in the Red Sea wounding a guard on board, Yemen's interior ministry quoted the coastguard as saying on Saturday.

'The coastguard in the Red Sea said that Somali pirates intercepted an oil tanker near the Bab al-Mandab area and opened fire on it, wounding one of the soldiers on board as guards,' the ministry reported on its website. It did not say when the attack took place.

Bab al-Mandab strait is a strategic and busy waterway linking the Indian Ocean to the Red Sea, and is navigated by shipping that passes through the Suez Canal.

A team of guards aboard the tanker 'confronted' the pirates and 'forced them to flee', the ministry website said. Following the incident the Yemeni oil tanker changed course to the western port of Al- Hudaydah, it added.

Heavily armed pirates using speedboats operate in the Gulf of Aden where they prey on ships, sometimes holding vessels for weeks before releasing them for large ransoms paid by governments or shipowners. **Source : AFP**

## **BP and US authorities "ignore" Belgian dredging expertise**

Flanders Today reports that Belgian dredging companies **DEME** and **Jan De Nul** are "struggling to understand" why BP and the US authorities have not called on them in the wake of the Deepwater Horizon oil spill in the Gulf of Mexico.

The companies say that the fact that the Americans have not accepted their proposed assistance is down to two reasons - that the US authorities are reluctant to admit that somebody else has better equipment and the protection of the American market through the protectionist 1920 Jones Act, prohibiting foreign dredging companies from operating in US waters. **Source : Dredging News Online**

## **NAVY NEWS**



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## **Submarines - Finding The Tiny Terrors**

The use of a North Korea midget sub to sink a South Korean corvette at three months ago, has forced the United States, and South Korea, to seriously confront the problems involved in finding these small subs in coastal waters. This is a difficult task, because the target is small, silent (moving using battery power) and in a complex underwater landscape, that makes sonar less effective.

After the Cold War ended in 1991, the U.S. recognized that these coastal operations would become more common. So, in the 1990s, the U.S. developed the Advanced Deployable System (ADS) for detecting non-nuclear submarines in coastal waters. The ADS is portable, and can quickly be flown to where it is needed. ADS is believed to now be in South Korea, or on the way. ADS basically adapts the popular Cold War SOSUS system (many powerful listening devices surrounding the major oceans, and analyzing the noises to locate submarines) developed by the United States.

ADS consists of battery powered passive (they just listen) sensors that are battery powered and deployed by ship along the sea bottom in coastal waters. A fiber optic cable goes from the sensors (which look like a thick cable) back to shore, where a trailer containing computers and other electronics, and the ADS operators, runs the system. ADS has done well in tests, but it has never faced the North Korean mini-sub.

North Korea has a fleet of over 60 mini-sub, plus about 25 older Russian type conventional boats. North Korea got the idea for minisubs from Russia, which has had them for decades. North Korea has developed several mini-sub designs, most of them available to anyone with the cash to pay. The largest is the 250 ton Sang-O, which is actually a coastal sub modified for special operations. There is a crew of 19, plus either six scuba swimmer commandos, or a dozen men who can go ashore in an inflatable boat. Some Sang-Os have two or four torpedo tubes. Over thirty were built, and one was captured by South Korea when it ran aground in 1996.

The most popular mini-sub is the M100D, a 76 ton, 19 meter (58 foot) long boat that has a crew of four and can carry eight divers and their equipment. The North Koreans got the idea for the M100D when they bought the plans for a 25 ton Yugoslav mini-sub in the 1980s. Only four were built, apparently as experiments to develop a larger North Korean design. There are to be over 30 M100Ds, and they can be fitted with two torpedoes that are carried externally, but fired from inside the sub.

North Korea is believed to have fitted some of the Song-Os and M100Ds with acoustic tiles, to make them more difficult to detect by sonar. This technology was popular with the Russians, and that's where the North Koreans were believed to have got the technology. The most novel design is a submersible speedboat. This 40 foot boat looks like a speedboat, displaces ten tons and can carry up to eight people. It only submerges to a depth of about ten feet. Using a schnorkel apparatus (a pipe type device to bring in air and expel diesel engine fumes), the boat can move underwater. In 1998, a South Korean destroyer sank one of these. A follow on class displaced only five tons, and could carry six people (including one or two to run the boat). At least eight of these were believed built. **Source :** [strategypage](#)

## **Iran will inspect ships in Persian Gulf if sanctions used on cargo**

Iran will inspect ships in the Persian Gulf and Strait of Hormuz in retaliation for any action against its own shipping stemming from the latest United Nations nuclear sanctions. "If only one Iranian ship gets inspected, we will take the necessary measures," Hossein Ebrahimi, a member of the Majlis National Security and Foreign Policy Committee, told Mehr News Agency. "We will inspect several of their ships in return for one ship they would inspect."

The UN Security Council on June 9 approved a fourth round of sanctions against Iran. "The Persian Gulf and the Strait of Hormuz will be our maneuvering front," Ebrahimi said, according to Bloomberg. "Anybody who wants to harm our interests, we will severely harm theirs in retaliation."

## **Canadian Navy Renegotiates CH-148 Helicopter Order**

The Canadian Navy will receive only six of the planned 19 CH-148 multirole shipboard helicopters from Sikorsky by June 2012, as confirmed during renegotiations by the Department of Defence.



Sikorsky is acquiring a total of 28 CH-148 Cyclone helicopters to replace the Canadian Navy's Sea King aircraft under a C\$5bn (\$4.7bn) contract awarded in November 2004. As per the renegotiated deal, Sikorsky will deliver the CH-148 helicopters at a rate of one a month beginning in November 2010, according to [ctv.ca](http://ctv.ca).

A total of 19 helicopters were scheduled to be delivered by June 2012, however, the defence department that said only six helicopters would be sent to Canadian bases by that time. Defence Department spokeswoman Lianne Lebel said six helicopters would be sufficient to complete the necessary operational testing and training until fully compliant helicopters were delivered. "The remaining 22 helicopters with upgraded engines will begin flying to Canadian bases in 2012, while the six early choppers will be sent back to have their engines retrofitted," she said. Deliveries of the helicopters, originally scheduled to begin in November 2008, will begin in November this year.

Source : [naval-technology](http://naval-technology)

## SHIPYARD NEWS



Above & below seen yard trials of the latest (85 ton) Damen ASD 3213 newbuilding tug (yard number 513015) built under Damen supervision at the Song Cam Shipyard in Hai Phong, the tug is powered by two 2 Caterpillar C 280-8MC engines with an total output of 5420 KW/7268 BHP which are driving each an US 285 CP Rolls Royce thruster.

Above and below is the new tug during trials in Halong Bay – **Photo's : Ed Barten – Damen Shipyards ©**



## ROUTE, PORTS & SERVICES



The Weihai Donghai (China) 2010 built **JOERG N** seen arriving in Ijmuiden - **Photo : Marcel Coster (c)**

## New port being built to boost coal transport



Construction of a coal port started Saturday in Jinzhou City, northeast China's Liaoning Province. The port is a state-approved project designed to boost the transport of coal from landlocked northern Inner Mongolia Autonomous Region to fuel-thirsty markets in the south. The project, the second of the kind under construction in the province this year, has been designed to have an annual handling capacity of 35 million tonnes upon the completion of the first phase construction by 2013. The other coal port in Suizhong County is expected to boast 100 million tonnes of annual capacity. **Source : ChinaDaily**



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The **ASUKA II** seen in Willemstad-Curacao

**Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)**

## **Solstad secures contracts with Petrobras and Gaz de France**



Solstad Offshore has been awarded a long term contract for the AHTS Normand Borg with Petrobras. The contract has a duration of four years firm with option for an additional four years. Commencement is during the second half of 2010. The value of the firm contract is approximately Nkr 380 million.

The company has also entered into a contract with Gaz De France (GDF) for the AHTS vessel Normand Draupne for oil recovery and rescue operations in the North Sea. This contract has a duration of seven months with an eight month option. Commencement will be during the third quarter of 2010. The value of the firm part of the contract is approximately Nkr 22 million. **Source : Offshore Shipping Online**



The **CAROLINE ESSBERGER** seen after departure from the Wilhelmina kade in Rotterdam  
**Photo : Dick Buitenhuis ©**

## **Singapore seeks to foster closer economic ties with Guangzhou**

TRADE between Singapore and Guangzhou fell 19 per cent to US\$1.43 billion in 2009, but Singapore investment in Guangzhou came to almost \$2 billion, making the Lion City Guangzhou's biggest ASEAN investor.

"It is clear that Guangzhou, in the years to come, will be a huge trading and investment partner for Singapore," said Lui Tuck Yew, Singapore's acting Minister for Information, Communications and the Arts in a speech at the Asean-Guangzhou Economic and Business Week seminar in Singapore.

"Through the Singapore-Guangdong Collaboration Council, we hope to work closely with the Guangzhou government to look into sectors where we can complement each other, including education, infocomm technology, port and logistics. More importantly, we want to go beyond manufacturing to explore development in soft skills and hi-tech industries, which are areas in which Singapore companies can contribute experience and capability. Already there are 373 Singapore invested projects as of the end of last year, he said.

"For example, the Knowledge City in Guangzhou is a significant project that will bring much growth possibilities between Singapore and Guangzhou. This will bring about industrial upgrading, and attract knowledge-oriented businesses and talents from home and abroad into Guangzhou," he said.

Mr Lui highlighted that International Enterprise (IE) Singapore has been actively encouraging more Singapore enterprises to explore opportunities in Guangzhou. "In addition to partnerships within Guangzhou by Singapore

companies venturing into your city, I would like to encourage Guangzhou enterprises to also consider tapping on Singapore as a platform to expand your business into Asean and beyond," he said.

To date, there are 3,000 Chinese companies with presence in Singapore and some 154 Chinese companies are listed there with Guangdong enterprises accounting for 16 per cent of them.

"We hope to see more Guangzhou enterprises list there or partner Singapore companies for joint expansion in both the domestic market and the region," said Mr Lui. **Source : Schednet**



The **OLYMPIC SERENITY** seen east bound in the Singapore straits yesterday – **Photo : Piet Sinke ©**

## **CMA CGM launches a new direct service between Asia, India and Pakistan**

CMA CGM is pleased to announce the launch of the NEW CIMEX 2 service linking Asia /China to India and Pakistan, operated in partnership with Maersk Line. The NEW CIMEX 2 aims at providing CMA CGM customers with a high quality service thanks to - The fastest transit times on the market (15 days between Shanghai and Pipavav).

- The most reliable and modern fleet on this trade, composed of 6 vessels with an homogeneous capacity of 5,500 TEUs.

- A large and attractive port coverage.

- Balanced east/westbound connections covering the Asia/Indian Sub Continent/Asia trades.

- Access to the ICD (Inland Container Depot) in Dadri and Nhava Sheva offering connections to all inland destinations in India.

This new service will complete the existing coverage of CMA CGM Group on the Asia, Middle East Gulf and India Markets.

The new rotation starting in Kwangyang on 13/06/2010 will be as follows:

Kwangyang - Busan - Shanghai - Hong Kong - Da Chan Bay - Tanjung Pelepas - Colombo - Pipavav - Nhava Sheva - Port Qasim - Port Klang - Tanjung Pelepas – Singapore - Hong Kong - Kwangyang.

Shanghai call will start on July 8, 2010.

"The Asia to India/Pakistan trade - linking the two economies with the highest populations in the world – is currently expanding. This trend is likely to continue and we therefore decided to develop the NEW CIMEX 2 to keep pace with our customers' needs and support the development of their activities on these markets", explains Ludovic Rozan, Vice-President CMA CGM Asia. **Source: CMA-CGM**



## **Wartsila installs fuel unit on vessel: Unique SOFC technology provides power to Wallenius' car-carrier**

Wärtsilä's WFC20 fuel cell unit has been installed onboard the '**Undine**', a car carrier, owned by Swedish Wallenius Lines and managed by Wallenius Marine. This unique power unit is the first of its kind in the world, and will during the test period provide auxiliary power to the vessel while producing close to zero emissions. This project is an important step towards more environmentally sound shipping and cleaner seaborne transportation. The fuel cell unit, which has a nominal output of 20 kW, is based on planar solid oxide fuel cell technology (SOFC), and fuelled with methanol. Methanol is particularly suited for fuelling the WFC20 since it can be easily reformed to a composition suitable for the unit. Methanol can be produced from natural gas, or from renewable raw materials such as gasified biomass. Methanol is a commonly used liquid in the oil and process industries, and is available in all major harbours.

Installation of the WFC20 fuel cell unit onboard the '**Undine**' is the result of a joint project by the international METHAPU consortium. The participants in the consortium are Wärtsilä, Wallenius Marine, Lloyd's Register, Det Norske Veritas, and the University of Genoa, each of whom is globally active in the field of fuel cell system integration, sustainable shipping, classification work or environmental assessment. The project has been funded with EUR 1 million from the European Union, and is part of the European Community Framework Programme (FP6).

The principal aim of the METHAPU project has been to validate and demonstrate new technologies for global shipping that can reduce the environmental impact of vessels. In addition, a further major aim is to establish the necessary international regulations for the use of methanol onboard commercial vessels, and to allow the use of methanol as a marine fuel. "The development of sustainable sea transportation is a long term target and one that Wallenius Marine is strongly committed to. The METHAPU project supports this vision, not only through developing sustainable fuel cell technology for commercial transportation applications, but also by providing the opportunity to utilize a new renewable marine fuel. Furthermore, Wärtsilä's deep expertise in SOFC fuel cell technology provides us with a solid platform from which to gain useful experience for the future," says Per Croner, President, Wallenius Marine.

The '**Undine**', with the Wärtsilä FC20 unit installed, sailed from the German port of Bremerhaven in May. From there it has headed for the USA, via Sweden and the UK. The validation process carried out at sea will provide excellent feedback and valuable information for the future development of this technology for marine environment applications. Essential part of Wärtsilä's strategy



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Fuel cells are considered to be one of the most exciting energy technologies for the future. In addition to methanol, Wärtsilä's fuel cells can efficiently utilize various gases as fuel and produce almost zero nitrogen oxide (NOx), sulphur oxide (SOx) and particulate emissions, all of which are harmful to the environment. It is expected, therefore, that fuel cell technology will also offer significant benefits to the shipping industry, where international emission regulations are becoming increasingly stringent. The development of fuel cell technology is a part of Wärtsilä's long-term product development, aimed at supplementing the company's product portfolio. The development of environmentally friendly and sustainable energy production technologies is an essential part of Wärtsilä's strategy. In 2008, Wärtsilä delivered a unique fuel cell unit, producing electricity and heating to the Vaasa Housing Fair site in Finland. The WFC20 unit, used in this project, runs on methane rich gas originating from a nearby landfill, and was developed and is operated by Wärtsilä. **Source: Wartsila**



The **SEA-AXE 5009 IV** seen arriving in Terneuzen to offload the AMPELMANN to the **JUMBO JAVELIN**,  
**Photo top : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)**

Upon completion of the discharging the vessel departed again with 22 knots via the Steenbank back to Gorinchem



**Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)**

## Maersk priority loading comes under shippers' fire

The UK's Shippers' Voice has criticised Maersk's priority loading scheme, saying shippers were being told to pay more for what they have already paid for. "Many lines have been offering this for the past six months or more, by rolling freight that belongs to customers who have not agreed to a premium rate, when ships have been near to capacity," was a shipper's quote published on the website Shippers' Voice, a partisan news and views site, also questioned whether the new service meant shippers who had signed space agreements were not actually guaranteed what they had paid for, unless they paid the premium, reported London's International Freight Weekly

Maersk said the price of its priority service would be based on supply and demand and could vary from week to week, saying cost per box would be US\$200 to \$3,000. **Source : Schednet**



A busy Parkade in Rotterdam-City center – **Photo : Dick Buitenhuis (c)**

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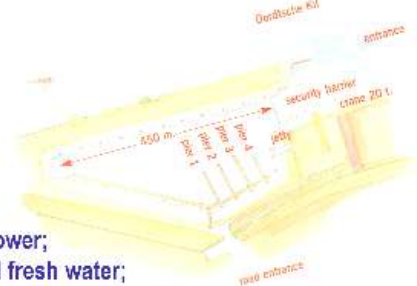
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M/v "Celebrity Eclipse" leaving the port of Zeebrugge. Photo : Dirk Neyts ©

## DP World Southampton Celebrates Five Years Of VBS Success

In June 2005, DP World Southampton launched Europe's first ever mandatory vehicle booking system (VBS). The primary objective of introducing VBS was, and still is, to smooth the flow of vehicles over a longer period throughout the day and ultimately reduce turnaround times for lorries.

VBS was designed by the terminal's in-house IT development team, following consultation with the haulage community, which means that it has been able to grow and develop in line with how the terminal has developed and the needs of the users during the last five years.

Talking about the success of VBS - Steve McCrindle, Operations Manager, DP World Southampton, said: "Since the introduction of VBS we have seen the average turnaround times for lorries using the terminal fall dramatically. In particular, during recent years, we have seen the average turnaround time fall to around 30-40 minutes. VBS also enables us to utilise the resources serving the landside operation as efficiently as possible as we know how many lorries we will be handling in a given hour during the day."

"VBS is tailored to suit our operation and can be updated in line with terminal developments. The system is highly flexible for the users too, enabling them to dynamically amend their bookings as they need to, either via the internet or our 24/7 help desk team."

John Williams, Managing Director, Maritime Transport, UK market leader in the container transport sector with over 200 vehicles based in Southampton added: "Although there was some initial resistance from the local haulage community when VBS was launched some five years ago, we worked very closely with the management team to ensure that the new system was implemented effectively. Today, it is hard to imagine the terminal operating in any other way. Not only has VBS helped in improving the service performance to our customers, it has also improved our vehicle productivity too."

"Since VBS was introduced at the terminal, our business has grown five fold. We greatly value our relationship with DP World Southampton and appreciate that VBS has made Southampton one of the UK's most efficient port operations."

DP World Southampton's operational management team have regular meetings with the haulage community to identify any potential improvements to the system. **Source: DP World**





Just about to sail from the Hunterston deepwater terminal on the Clyde last week for Norfolk USA to collect her next cargo was the very tidy Italian bulk carrier **STEFANIA LEMBO**.

Photo : Tommy Bryceland, SCOTLAND (c)

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## Baltic index at six-week low, China demand watched

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, fell to its lowest in over six weeks last Friday as worries over slower Chinese demand weighed on sentiment. The index, which gauges the cost of shipping commodities including iron ore, cement, grain, coal and fertiliser, fell 3.94 per cent, or 135 points, to 3,288 points in an eleventh consecutive fall and was at its lowest level since April 27.

'Signs of a slowdown in Chinese import activity are dragging the freight market lower,' Jeffrey Landsberg, senior analyst with dry bulk consultants Commodore Research, said.

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'Sentiment, in my opinion, is running away with itself regarding China and is becoming too negative.'

Data last Friday showed that China's industrial output slowed in May from April reviving concerns that economic growth could be slowing. Separate data last week showed China's imports of industrial commodities fell in May. Mr Landsberg said iron ore fixtures to China remained buoyant. 'If you look at what is actually happening, demand is firm.'

The Baltic's main index has been erratic this year, as in 2009, because of swings in Chinese demand for iron ore, the primary ingredient of steel. Analysts said a pullback in Chinese steel and iron ore imports would be negative for the market.

The Baltic's capesize index fell 3.82 per cent last Friday with average capesize earnings falling to US\$44,244.

Consultants MSI estimated average capesize earnings falling to US\$35,000 a day by August but picking up to US\$37,000 a day by November. 'MSI expects some gains in Chinese activity toward the end of the year after the current cooling off period and this should support capesize earnings in the latter months of 2010,' it said.

High congestion at Brazilian ports has provided some support to capesize freight rates. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. The Baltic's panamax index fell 5.38 per cent last Friday with average earnings falling to US\$27,023. Brokers said growing availability of panamax vessels in the Atlantic and softer demand was weighing on rates. 'Particularly panamaxes and supramaxes are experiencing the deteriorating rate environment as Atlantic activity is slowing down and return voyages from Far East are becoming less apparent,' Arctic Securities said in a report.

More broadly, with about 90 per cent of the world's traded goods by volume transported by sea, industry concerns over the pace of global economic recovery could impact shipping. Sales at US retailers unexpectedly fell in May for the first time since September adding to fears the economic recovery was losing some steam.

Analysts said freight rates could also be dampened this year by worries over the rising number of new ships set to enter the market in 2010 and 2011, despite indications of some vessel cancellations and delays. Ship industry association BIMCO estimated net fleet growth this year of 15 per cent compared with 10 per cent in 2009.

'Should the amount of demolitions not pick up, supply growth could go even higher,' BIMCO shipping analyst Peter Sand said. **Source : Reuters**



Above seen last Saturday 10/6/10 the **Maersk Boston**, she is seen anchored at the **Tail O` Bank, R. Clyde**, she had been laid up in Loch Striven for several months, nobody is having an idea what her future holds at present

**Photo : Iain Forsyth (c)**

## OLDIE – FROM THE SHOEBOX



Above the Panamanian **KATINCO** sitting on the Dutch (coast) beach near Bergen aan Zee during December 1954

Photo : Coll. Wim Schopenhouer

## BOEKBESPREKING

Door : Frank NEYTS

### “Nothing Over the Side”.

“**Nothing Over the Side. Examining Safe Crude Oil Tankers**”, geschreven door Ray Solly en uitgegeven bij Whittles Publishing. Duizenden tankers verschepen gigantische hoeveelheden ruwe olie bestemd voor diverse en essentiële doeleinden. Dit is een van de eerste boeken die de sluier licht van de olietanker industrie, een boek dat aantoonst dat, in tegenstelling tot de publieke opinie, het vervoer van ruwe olie over zee tot de veiligste en de strengst gereguleerde vakgebieden ter wereld behoort.

De auteur, Ray Solly, heeft jarenlang aan boord van tankers gevaren en spreekt dan ook met kennis van zaken. Na het lezen heeft men een beter inzicht wat reilt en zeilt in de tankvaart. Een onbevooroordeeld verhaal dat aantoonst hoe de tankvaart omgaat met de talrijke uitdagingen dat het bij de exploitatie tegenkomt. Een leerrijk boek!

“**Nothing Over the Side. Examining Safe Crude Oil Tankers**” (ISBN 978-1-904445-94-4) telt 175 pagina's en werd als hardback uitgegeven. Het boek kost £19.99 (exclusief P&P). Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij, Whittles Publishing, Dunbeath Mains Cottages, Dunbeath, Caithness KW6 6EY, Scotland, UK. Tel: +44.1593.737333, Fax: +44.1593.731400, e-mail: [info@whittlespublishing.com](mailto:info@whittlespublishing.com)



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



The 1917-1923 built steam powered tug **FINLAND** seen in Bergen op Zoom - **Photo : Stan Muller (c)**

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