DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 347

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

The CARIBE seen arriving in Willemstad (Curacao)
Photo : Kees Bustraan – http://community.webshots.com/user/cornelis224 (c)

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EVENTS, INCIDENTS & OPERATIONS

The crew of the TSHD BARENT ZANEN wishing you all a merry X-mas and a happy new year

MCB-prijs 2010 voor CITRO

De **Citizens Rescue Organization (CITRO)** is de unanieme winnaar van de MCB-prijs van 2010. De vrijwilligersorganisatie heeft zich in het afgelopen jaar volgens het management-team van de bank op formidabele wijze onderscheiden. Meer dan 25 jaar trekken de vrijwilligers van CITRO erop uit om levens te redden, ongeacht het tijdstip, de dag, of het weertype.

Chicu Capriles, de president-directeur van MCB, prees de CITRO-medewerkers om hun professionaliteit: "Wij hebben bij veel gelegenheden het woord vrijwilliger laten vallen, maar wij zijn vergeten te melden dat het goed uitgeruste en getrainde vrijwilligers zijn. Dit bewijst hoezeer zij hun taak ten behoeve van de gemeenschap serieus nemen. Het is een organisatie van vrijwilligers, die ook proberen te voorkomen hun eigen leven in gevaar te brengen.

Een serieuze organisatie, goed geoefend en vakkundig." Ook stond Capriles stil bij de heldendaad van wijlen Robert Willems, die in de nacht van de tropische storm Tomas het leven liet: "Een zeer opmerkelijke en heroïsche redding was jullie optreden in de avond van 1 november tot de vroege ochtend van 2 november. Jammer genoeg zijn jullie, of beter gezegd wij, een uitmuntende, toegewijde, bevlogen en vakkundige vrijwilliger kwijtgeraakt tijdens die redding. Vandaag is de heer Robert Willems niet meer bij ons, maar hij heeft de hele gemeenschap nog eens getoond waar CITRO voor staat en waar CITRO toe in staat is voor onze gemeenschap". De prijs is voor het 14e achtereenvolgende jaar toegekend aan een organisatie, instantie of persoon, die in het aflopende jaar op positieve wijze boven het maaiveld uitstak. Maduro & Curiel's Bank hoopt dat de MCB-prijs kan dienen als voorbeeld en stimulans, opdat eenieder probeert te excelleren in alles wat hij doet, niet alleen in eigen belang, maar ook ten gunste van de hele gemeenschap.

Source : Amigoe – Photo's : Joop Kooijman ©

The First arrival of the **FINNARROW** in Hoek van Holland – **Photo : Frans de Lijster ©**

Shipping can insulate against GHG regulation

Regulation of shipping's greenhouse-gas (GHG) emissions is inevitable – and the chances are increasing that it is likely sooner rather than later, on terms outside the control of the IMO. The ship operators best placed to meet the costs of regulation without undue impact on their operations will be those who take the available steps to prepare and insulate their businesses now. That is why Carbon Positive believes a system of early crediting to start generating real, verified emission reductions will be of significant value to the shipping sector.

While the IMO tries hard to work towards agreed solutions, the reality is that the maritime sector is caught up in a geopolitical stand-off between developed and developing countries that is preventing broad agreement. As a result, there is now a high likelihood that the European Union will act to regulate shipping-based GHG emissions in its region before the IMO can find its own path to regulation, perhaps on more favourable terms to shipping. Based on recent comments by EU climate commissioner Connie Hedegaard, it is clear the EU is readying itself to begin moves in 2012 to regulate emissions in the sector on a regional basis. And the European Parliament's transport committee chairman, Brian Simpson, put it very plainly that those who think the EU won't impose emissions-trading regulation on shipping and aviation in the absence of strong action from the sectors themselves "is living in cloud-cuckoo land".

With up to 35 per cent of world shipping emissions attributable to the EU, as measured by ship destination, a large section of the worldwide industry cannot escape European regulation. And given the volume of ship-based CO2 output, the potential regulatory liability on ship operators is huge – likely in the billions of euros before 2020. Operators of relatively energy-efficient ships, or those that have otherwise taken steps to reduce emissions, may only face a small liability. Relatively high emitting ships, however, would bear much of the significant cost burden.

In light of this, and the ongoing IMO processes, there is a growing section of the industry that recognises the inevitability of regulation, craves certainty and is ready to incorporate the cost of carbon into operations. Such ship operators want gauge the potential liability, manage it, and get on with business. That is why Carbon Positive is seeking to develop a family of organised experiments in a variety of countries to demonstrate the viability of shipping-based emissions trading, its ability to lower the cost of reductions and to manage the regulatory risks. An organised voluntary "early crediting" programme of emissions reduction activity, independently certified, recognised by governments and their regulators, offers three main benefits to the shipping industry.

Such a programme will:

- help the sector prepare for any future compliance obligations, whatever form they ultimately take. The overriding lesson of market-based regulation of emissions in other sectors is that effective policy can't be properly designed on paper. To be truly effective in both meeting environmental goals and protecting the shipping industry, a learning-by-doing process involving close consultation with industry is vital.
- reward the participating "early actors" for their contribution, and provide insulation against a future regulatory system. Utilising established voluntary carbon market structures, can deliver real, tangible financial benefits to ship operators by way of eligible and tradable emissions reduction credits backed by a property right.
- demonstrate to critics outside the sector that ship operators are taking their environmental responsibilities seriously, and provide an argument against those who see shipping as simply a cash cow for raising global climate funding.

We make no judgement about how emissions should be reduced. Decisions on technologies and operational measures are for the ship operator. What we do know is that a number of studies have identified a wide range of cost-effective options available, in fuel efficiency, fuel switching and exhaust scrubbing. To have such action independently certified to standards of the voluntary carbon market and recognised by governments turns cost-effective emissions reductions into revenue-positive, risk-reducing environmental assets. Early-crediting programs for the management of greenhouse-gas emissions are not new. The use of voluntary actions to inform regulators, industry and environmental interests on the design of market-based programs is also not new. In land-based sectors of industry in Europe and North America, credit for early action remains an accepted and uncontroversial principle in the process of establishing market-based measures to reduce emissions. Carbon Positive's White Paper details how voluntary, market-based action can help prepare industries for compliance-based schemes, stimulate technological advance, and inform the development of good regulation along the way. We have already taken initial steps to initiate a consultation process among regulators, ship-owners, charterers and other stakeholders to develop an action programme for voluntary trading experiments in 2011. Only via such cooperation among all stakeholders can early crediting solutions that work for the long term benefit of the industry be crafted. **Source: Carbon Positive**

The **BAVENIT** seen arriving in Malta **– Photo : Gejtu Spiteri ©**

The **Maersk Christiansbro** seen passing Terneuzen enroute Antwerp
Photo : Richard Wisse – www.richard-photography.nl (c)

Steps to keep our shipping industry afloat

REPLENISHING the country's maritime skills and resources is advisable on several counts.

AUSTRALIA is the largest island continent on earth. We are surrounded by vast oceans and almost all our big cities nestle in our coastline. Our busy ports manage 10 per cent of the world's sea trade; 99 per cent of our imports and exports are carried by ship.

Yet somehow this country, encircled by a vast "blue highway", has only 30 registered large trading ships, aged 20 years on average. We are therefore reaching the tipping point where an Australian shipping industry will simply cease to exist.

For some this doesn't matter. If the market determines this outcome, then so be it. I believe this is short-sighted and ignores the fundamental economic, environmental and security benefits of an Australian-based industry. When the Howard government was elected in 1996, there were 55 Australian trading vessels shipping 3.2 million tonnes. By 2008, the 30 remaining vessels were shipping just 1.8 million tonnes. Less than 0.5 per cent of our huge export trade was carried by Australian ships. The Howard government abandoned capital grants assistance, and accelerated depreciation and the pay-as-you-earn rebate scheme. It also tripled the number of trading permits to foreign-flagged crews, from less than 1000 in 1999 to more than 3000 by 2008. So while leading shipping nations such as Japan, China, Britain and Denmark were employing a raft of new tax measures and policies to keep their fleets competitive, ours was in free fall.

With trade at our ports predicted to triple in the next two decades, it makes great economic sense that the Australian economy enjoys the benefits from this growth. In 2000, Britain introduced a tonnage tax to help reinvigorate its failing shipping sector. By then its fleet had shrunk to 379 ships. By 2007, it had swelled to 646 vessels, and since 2004 British shipping has consistently recorded a surplus, contributing $15.7 billion annually to gross domestic product and $4.65bn in overall tax revenue. The training of British seafarers is seen as critical to maintaining London's position as one of the world's leading providers of maritime services.

These competitive reforms contrast with the US model, where every ship in its domestic industry must be American flagged, owned, crewed and built in its own shipyards. In the past this was probably a case of old-fashioned protectionism, but now this position is argued on the basis of national security.

The Australian government does not support this protectionist model. In early 2008 I asked a parliamentary committee to inquire into Australia's coastal shipping sector and recommend ways of improving competitiveness and sustainability. The committee issued a unanimous bipartisan report in October 2008.
I then convened an advisory group, made up of industry leaders and associated organisations, to look more broadly at the international shipping sector. I asked this group of experts to consider the recommendations and report back to me with a package of reforms to revive and revitalise Australian shipping.

One of the most urgent calls was to remove barriers to the sustainable use of Australian ships and crews. That's why the government will allow Australian registered ships to elect to use a low, flat tax based on vessel tonnage or stay with the existing tax regime, bolstered by accelerated depreciation. We will consider exempting vessels leased to Australians from the royalty withholding tax when they engage Australian crews, bringing them into line with the use of foreign crews.

Increasing our workforce of skilled seafarers is essential for the industry to grow, so companies seeking eligibility for the financial incentives will be required to sign up to a training program. A reference group will bring together industry, unions and training providers to advise on the best way of improving our maritime skills base. Existing education funding programs will be extended to trainee seafarers and leading training providers will be encouraged to provide seamless national training.

The Gillard government will work with the industry and unions to align practices in Australian shipping with the best in the world. We will be seeking a compact between industry and the unions to drive that productivity agenda; it will address cost reduction targets, work practice improvements and training and skills development.

A skilled maritime workforce is in the national interest. This was recognised in the 2008 defence white paper, which noted that enhancing our maritime capability was important to security and necessary to help address the significant workforce challenges faced by the Australian Defence Force. A highly experienced and capable seafaring workforce creates career opportunities in both the navy and the commercial shipping sector.

There are also good environmental reasons for a viable shipping sector. A greater number of safer, cleaner Australian ships travelling our blue highway will reduce the likelihood of incidents such as the grounding of the Shen Neng 1 on the Barrier Reef and oil spills off Moreton Island. The outdated Navigation Act 1912 will be completely rewritten and eight separate regulatory regimes in the states and the Northern Territory will be replaced by a single national maritime safety regulator. So, one national regulator, one national law and much less red tape at our ports.

Without reforming our shipping sector, we risk becoming nothing more than the customers of others. Australia must become an active player in the enormous international shipping industry. Other developed countries have embarked on extensive and successful programs to rebuild their shipping industries. They have all recognised that a healthy, competitive shipping sector brings great economic, security and environmental benefits.

Those benefits are something that Australia should seek, and clearly we have a long way to go. However, the Gillard government is facing this challenge head-on. No one questions government involvement in our roads and railways. A viable shipping industry should be no different. Ships are the lowest carbon emitters of any transport mode and the more goods we carry this way the fewer trucks crowd our national highways.

Reforms to Australian shipping, when added to improvements from our national ports strategy, will stop the sinking of the Australian shipping industry. They will create a platform for rejuvenation with enormous potential for new jobs, opportunities and productivity that will benefit the whole of this island nation. **Source : The Australian**

Cruise ship company fined $15,000 for diesel fuel spill

Cruise ship company fined for oil spill near Port Orchard.

The owner of a cruise ship has been fined $15,000 by the state Department of Ecology because of an oil spill earlier this year in Sinclair Inlet. The 157-foot **Misty Cove** released about 456 gallons of diesel fuel while moored in downtown Port Orchard in March. The spill occurred when an engineer tried to transfer oil between two tanks on the ship. The owner is The Boat Company, based in Poulsbo.
According to the Department of Ecology, the company requires that at least two crew members be involved in a fuel transfer, but the engineer was alone at the time of the incident. The Boat Company can appeal the penalty. The department also billed the company $4,755 for the costs of cleaning up the spill. **Source : The Seattle Times**

The **GRAND PRINCESS** seen moored in Willemstad (Curacao)
Photo : Kees Bustraan – http://community.webshots.com/user/cornelis224 (c)

Maersk may pay financial penalties if it fails to ensure the service

Maersk Line is mulling accepting financial penalties in its Asia-Europe contracts if it is unable to deliver the service it has promised. Annemette Jepsen, Senior Director and Cluster Manager UK and Ireland, told IFW the Danish carrier was hoping to avoid a repeat of the situation the industry faced at the start of this year, when an unexpected surge of volumes resulted in demand exceeding supply and shipments being delayed.

To solve the problem the shipping company asked shippers to provide more accurate information on when they would need goods shipped, so it could make sure there was enough capacity to handle all the volumes. Jepsen said: “I think customers need to work on how they get better at forecasting and that will be a process. “We also know that a customer can’t say ‘in week 42 I will need this much space’; we have to have some kind of tolerances [allowing for leeway in volumes to be shipped]. “We are working with scenarios where we would be willing to accept a financial penalty if we fail to deliver a slot we have promised.

“But we need to have something that will help ensure that a customer uses slots when they have booked them, so we get to more of a fixed and mutually binding commitment.” Jepsen said Maersk Line was also making sure it does not sell more space than it actually has to offer – a problem it had suffered from in the past. She said: “One of the things we ran into in the beginning of last year was that we didn’t have enough check on what we had promised our customers.

“Some of our customers had been told they could get any space they liked, and when a lot of people have a lot cargo and you haven’t added it up, you run into trouble. “Now we have very rigorous processes so we know when we look at a particular service how much [space] we have committed each week.”

Earlier this week, consultant Drewry Supply Chain Advisors said that contracts between shipping lines and shippers must be tightened-up if companies want to avoid them being torn up. Drewry said to ensure access to capacity, some shippers were signing-up to use more carriers and also adding a freight forwarder. Drewry also recommended that importers try to provide accurate volume forecasts and use contractual penalties and incentives to encourage contract terms are met. **Source: ifw-net.com**

Above seen **MSC Dympna** departing Melbourne in Yarra River 10-12-2010.
Photo : Andrew Mackinnon - www.aquamanships.com ©

Container ship charter rates fall 30 percent

Container ship charter rates are falling as ocean carriers sit out the seasonally slack fourth quarter and reassess their capacity requirements amid uncertainty over cargo volumes and freight rates going into the new year. The market for gearless Panamax vessels of 3,500 20-foot equivalent units capacity suffered the steepest decline, with daily earnings falling to $13,250 from $19,000 in September, according Clarkson, a leading London shipbroker. This is still almost double the average daily rate of $6,575 in 2009 but just over half the 2008 average of $26,125. A 4,250-TEU gearless vessel on a two year time charter is fetching $22,334 a day compared with $24,250 three months ago, according to the Hamburg Shipbrokers Association. Smaller vessels are performing better with daily earnings of a 1,700-TEU Handy vessel down just $500 since September at $8,250 and average rates for 750-TEU geared Federmax ships unchanged at $5,300.

The HSA's ConTex index, which tracks charter rates for ships between 1,100 TEUs and 4,250 TEUs, slipped to 548 this week from a peak of 601 in early September. But the market has held up better than expected and appears to be bottoming out with the ConTex unchanged for two weeks as carriers have withdrawn far fewer services during the slack winter season than a year ago when the industry was still struggling with shrinking cargo volume and slumping freight rates. The idled fleet has a combined capacity of just 356,000 TEUs compared with 1.5 million TEUs a year ago with charter owners accounting for the majority of jobless ships. Carriers' owned vessels are mostly employed because most liner trades are still making money despite lower utilization rates. Rates for larger post-Panamax vessels are relatively buoyant as carriers are competing for a dwindling number of ships that will come onto the market by the second quarter of 2011. Carriers are already making enquires for large ships due for delivery in late 2011 with rates being driven up by forecasts of a growing shortage of post-Panamax tonnage. An 8,000-TEU ship like one currently chartered to MSC at $26,000 a day is reported to have been fixed by Evergreen at a daily rate of $37,500 for a charter beginning in May. **Source: joc**

The crew of BHD Rocky-I wishes all readers merry christmas and a happy 2011

The **NAUTICA** seen in Cape Town – **Photo : Ian Shiffman**

Molasses Morass

Russian authorities are trying to free 17 sailors who have been stuck for a month aboard a molasses tanker in the Caribbean's busiest port, their future in limbo as the owner disputes alleged environmental violations. The tanker was stopped on Nov. 6 in the Port of San Juan while the crew unloaded 5,000 tons (4,500 metric tons) of molasses destined for the nearby Bacardi factory to make rum, tanker owner Eduardo Larios told The Associated Press on Tuesday.

He said the U.S. Coast Guard detained the tanker because the chief mechanic allegedly made some mistakes in records of its oil consumption. U.S. Coast Guard spokesman Ricardo Castrodad said the agency is investigating the tanker for alleged environmental violations but that no charges have been filed. He said he did not have details about the alleged violations. Larios said he did not have enough money to post a multimillion dollar bond to allow the ship to keep operating while the investigation continues. He also said he is surprised by the probe and that the mistakes should have only incurred a fine.

He declined further comment because the case has not been resolved. The crew of 16 men and one woman is not allowed to leave the tanker because they do not have U.S. visas, said Anastasia Kitsul, Russia's honorary consul in Puerto Rico. Russian officials found out about their plight last week through a third party and are trying to find a lawyer for them, she said. One of the sailors missed his mother's funeral and has asked permission to travel to Russia for a memorial service, she said. Another sailor needs medical attention for a dental problem, she said. The owner, Larios, is providing them with food until the case is resolved, Kitsul said.

"We want to make sure they have everything they need," she said. The sailors are all from Russia and range in age from 26 to 54, she said. The tanker, Carib Vision, has transported molasses from the Dominican Republic to Puerto Rico for 10 years and has never encountered any problems, Larios said. It sails under the flag of St. Kitts and Nevis.
Source : ShipTalk

The **Bunga Raya Dua Belas** seen departing Port Chalmers for Tanjung Pelepas on Saturday the 11th of December.
Photo : Ross Walker ©

U.S. CONTAINER VESSEL SEA-JACKED OFF TANZANIA

At 12h12 UTC (09h12 LT) on 10 December 2010 **MSC PANAMA** was reported to be under attack by an armed group of in total five sea-shifta in two skiffs on board in position 09°57S 041°46E. A Rocket Propelled Grenade was used during the attack which occurred approximately 80 nautical miles east of the Tanzanian/Mozambique border. On the afternoon of 10 December, the merchant vessel was then confirmed pirated and in position Latitude: 10°00S Longitude: 041°51E.
The boxship was en route from Dar es Salaam (Tanzania) to Beira (Mozambique) when the attack occurred. This southerly attack in the Western Indian Ocean is a further example of the constantly expanding area of pirate activity, triggered by naval activities in the Gulf of Aden and close to the Somali shores and apparently also serving an agenda of implicating more and more regional countries.

The 26,288 dwt **MSC PANAMA** is a Liberian flagged container ship, operated by SHIP MANAGEMENT SERVICES INC from Coral Gables Florida, a US based company fronting for registered owner EURUS BERLIN LLC. The vessel has a crew of 23 seafarers, who all are from Myanmar/Burma). There is no news of the condition of the crew. EU NAVFOR said they are monitoring the situation. The vessel was turned north and is said to be commandeered towards Somalia.
Source : Ecoterra

Navy ship thwarts pirate attack on merchant vessel off Yemen

A pirate attack on a merchant vessel in the Gulf of Aden has been thwarted by an Indian warship, which intercepted a dhow with 31 sea brigands on board. This is the 26th piracy attack that was prevented by the Indian Navy in the two years that it is involved in anti-piracy operations in the Arabian Sea, a Navy spokesperson said. “On December 8, in the Gulf of Aden, 166 km south of Yemen, **INS Investigator** intercepted and disabled a dhow carrying 31 personnel with piracy triggers," he said here in a press release. **INS Investigator** was on transit through the Gulf of Aden when a distress call was received from **MV Naftocement 18,** reporting that a dhow was attempting to close in on the ship. The Indian warship took swift action to reach the spot and launched its sailors to board the dhow. Investigations revealed six skiffs with six Out Board Motors (OBMs), one AK-47 with magazine and ammunition box, gas cylinders, fuel and fresh water drums on board the dhow. "All equipment was rendered unavailable and the dhow disabled from launching possible piracy missions," he said. At the same time **INS Gomati** deployed in Gulf of Aden for anti-piracy efforts, was escorting other merchant vessels 110 km east of the incident.

"This incident marked the twenty-sixth instance of successful disruption of piracy attempts by the Indian Navy since the anti-piracy operations were commenced by its warships in October 2008," he added.Since late November this year, Navy has intensified anti-piracy patrol east of Laskhadweep Islands through a multi-warship deployment after there was a spurt in incidents of pirate movements and in the process has chased out two mother ships of the sea brigands, apart from apprehending 14 Pakistanis and five Iranians on a dhow sailing suspiciously in the area. **Source: PTI**

NAVY NEWS

Above seen **HMNZS Wellington** departing Port Chalmers on Sunday the 12/12/10. **Photo : Ross Walker ©**

IRANIAN PRIDE

Iran's Navy possesses the most advanced military equipment and research centers, Rear Admiral Habibollah Sayyari has claimed. Sayyari, the commander of Iran's Navy, made the remarks during a ceremony held in Tehran to mark the Navy Day, which was attended by a number of military attaches from over 30 countries. Iran's navy has been upgrading its military equipment since 1988, when its eight-year war with Iraq ended, he said. "The navy has reached self-sufficiency in producing all different types of ammunition and currently it uses its own equipment," he stated. For instance, torpedoes and other shore-to-sea and sea-to-sea missiles are manufactured inside the country, the commander explained.

In addition, Iranian submarines, **Jamaran destroyers**, and **Sina class** frigates are currently used in the naval missions, the general said. He went on to say that Iran's Navy has already deployed battleships in the sensitive water areas including the Gulf of Aden and the Bab-el-Mandeb Strait – the narrow waterway separating Asia and Africa – in order to improve security situation there. Elsewhere in his remarks, Sayyari said the Navy's message to Iran's neighbors is "message of peace and brotherhood".

The Islamic Republic also believes the security and stability in the region can and should be established through cooperation of all regional countries, the navy chief noted.Iran's navy is also prepared to share its military experiences with other countries and provide them with military trainings, the rear admiral proposed. Sayyari also said the Navy is in complete preparedness to counter any possible threat against the country. So far, the navy has successfully test-fired several domestically-manufactured naval missiles in war games in the Persian Gulf. The **Nasr, Nour, Saeqeh, Fajr III**, and **Fajr V**, with a range of 45 kilometers to 300 kilometers are some of the examples

Russian submarine seen moored in a winterly Northern Russia – **Photo : Unknown**

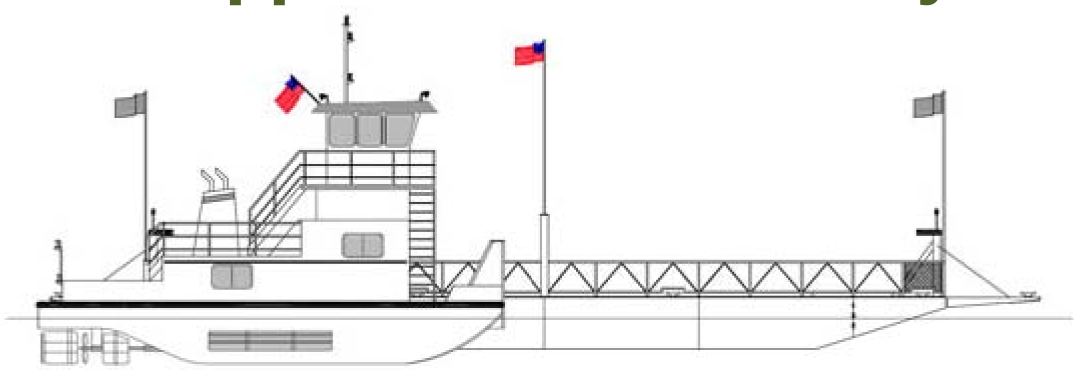
SHIPYARD NEWS

Admiralty Shipyards' CEO leaves office in February 2011

JSC Admiralty Shipyards' General Director Vladimir Alexandrov plans to step down in February 2011, PortNews reports citing Deputy Director of the company Sergey Dubrovsky. The head of the United Shipbuilding Corporation's shipbuilding asset will be appointed by USC's stockholders. As a source in the Corp. confirmed in an interview with PortNews the Vladimir Alexandrov's retirement is being considered by the Board of Directors and will be discussed at its next meeting.

JSC Admiralty Shipyards (Admiralteysky Verfy, part of Western Center of Shipbuilding of United Shipbuilding Corporation), founded in 1704, is the oldest Russian shipbuilder. The Shipyard specializing in submarines construction has built over the years more than 300 submarines (including 41 with nuclear power engines), 68 deep and underwater vessels. **Source : Portnews**

Skipperliner books ferry contract



Skipperliner, La Crosse, Wis., has been awarded a $1.7 million contract to provide Wisconsin's oldest operating ferry service, the Cassville ferry service, with a new tug and barge to make its Mississippi River crossing. Skipperliner beat out two competitors to win the contract, which will see it construct a new 78 ft barge and a 45 foot tugboat to push it. The barge will be able to carry about 12 typical vessels. Delivery is scheduled for July next year. While Skipperliner has built numerous commercial and industrial vessels, this is its first ferry to transport vehicles.

The new Cassville ferry will replace the existing Charlie D, which carries up to nine cars. Charlie D has been crossing the Mississippi River at Cassville since 1966. Ferry service here dates as far back as 1833.

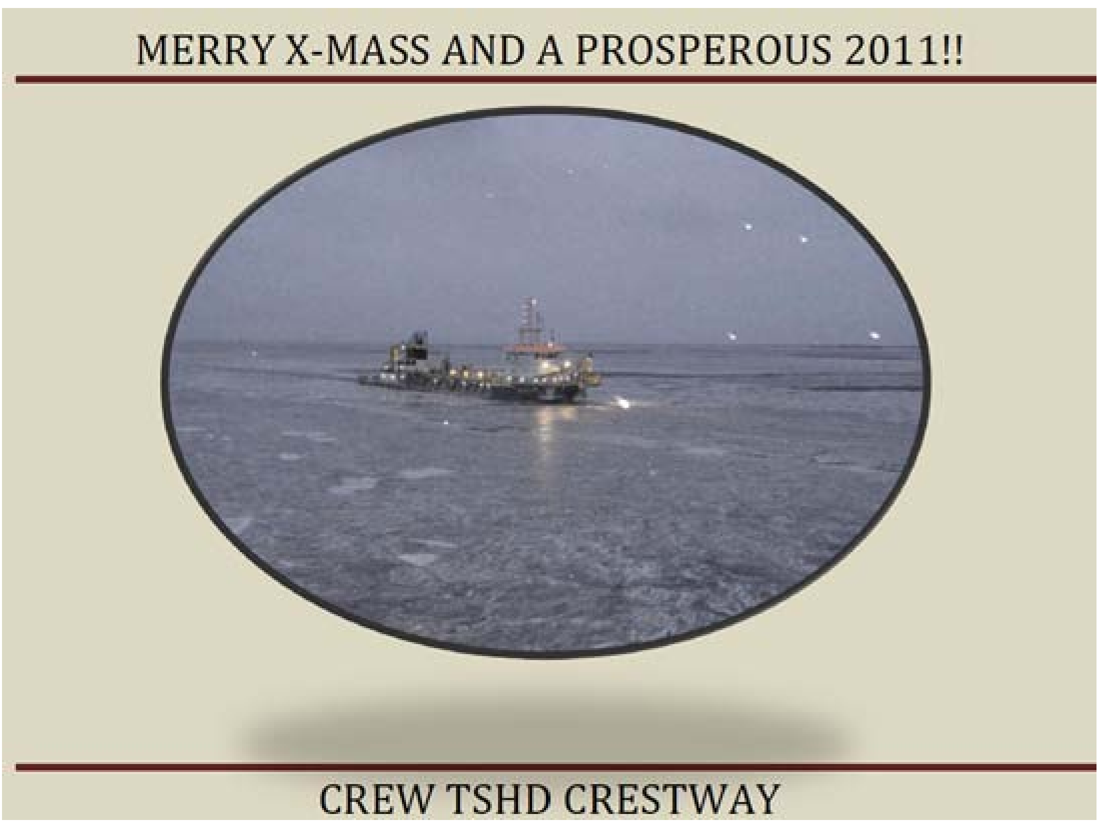
Cassville's new ferry was designed by Farrell and Norton Naval Architects. The funds for the project came from $1.8 million in federal stimulus dollars. Wisconsin was among 19 states that received some of the $60 million designated specifically for ferry replacement and refurbishment through the American Recovery and Reinvestment Act of 2009. The Cassville ferry provides seasonal service between Guttenberg, Iowa, and Cassville, Wisconsin. The nearest bridge crossing to the north is Prairie du Chien, and the nearest bridge crossing to the south is Dubuque, Iowa--a distance of approximately 70 miles.

The ferry operates from 9 a.m. to 9 p.m., seven days a week, from Memorial Day weekend through Labor Day weekend, making an average of 45 trips per day. It also runs Friday through Sunday in spring and fall. The new, larger ferry is expected to boost ridership, increasing tourism activity to nearby Stonefield Village as well as Nelson Dewey and Wyalusing state parks. **Source : MarineLog**

ROUTE, PORTS & SERVICES

Above seen the **Superstar Libra**, (IMO no: 8612134) docked at Harbourfront cruise terminal in Singapore – **Photo : Sten William Soerseth**

SuperStar Libra is a cruise ship owned and operated by Star Cruises. She was built in 1988 by Wärtsilä Turku New Shipyard in Turku, Finland as **Seaward** for Norwegian Cruise Line. In 1997 she was renamed **Norwegian Sea,** remaining in NCL fleet. In 2005 she was transferred to the fleet of Star Cruises, and renamed **SuperStar Libra.**



Alewijnse wins electrical order for two dredgers

Alewijnse announced it secured an electrical order for two trailing suction hopper dredgers. The contract consists of the delivery, installation and commissioning of the electrical packages for two identical Trailing Suction Hopper Dredgers (TSHD), which are being built by IHC Merwede for the Indian dredging company DCI. "This major order represents an important milestone for Alewijnse Marine Systems in its strategy to consolidate its position in the dredging sector," said the company in a statement.

The two TSHDs will be identical and each will have a hopper capacity of 5,500 cubic-metres. The two vessels will be built at one of the IHC shipyards in the Netherlands and the delivery of the first vessel is scheduled for July 2012. The second ship is expected to be delivered six months later in December 2012. Alewijnse Marine Systems will deliver all the electrical components for the vessels' navigation, communications and control systems. The contract value is undisclosed. Engineering is taking place at the customer's offices at Kinderdijk to ensure optimum integration between the Alewijnse team and the overall client/yard design process. To date **Alewijnse Marine Systems** has won contracts for 13 dredging vessels, both new builds and refits.

The company offers complete electrical installation packages to operators in the sector, including systems for alarm, monitoring and control, power management, navigation, communications, and propulsion. **Source: bairdmaritime**

Croatia to speed up building of Adriatic LNG terminal

Croatia is determined to speed up the building of an Adriatic liquefied natural gas (LNG) terminal and may even look for new partners for the project, a senior economy ministry official said on Thursday. "It is our strategic interest to build such a terminal to diversify supply routes. We're now getting close to issuing a location permit which will be valid for two years and we want implementation of the project to start in that period," the official, who asked not to be named, said. Four foreign energy firms formed the Adria LNG consortium to build a terminal in 2007 but this year pushed back the final investment decision until 2013 at the earliest, amid a lower demand for gas on the European markets. Originally, the decision was to be taken in 2011. The companies in the consortium are Germany's E.ON-Ruhrgas EONG.DE, Austria's OMV (France's Total and Slovenia's Geoplin. Croatia's state-owned power board HEP and gas pipeline operator Plinacro are in talks to join the consortium. The oil and gas group INA INA.ZA , whose biggest shareholder is Hungary's MOL MOLB.BU may also take part. The official said Croatia had no time to lose for diversifying its gas supply routes and also wanted to secure financial support from the European Union for the LNG terminal. At the moment Croatia, which hopes to conclude the EU entry talks next year and join the bloc in late 2012 or 2013, imports some 40 percent of its gas needs, exclusively from Russia. The LNG project, which is planned on the northern Adriatic island of Krk, is expected to be worth 800 million euros ($1.06 billion) and have a capacity of up to 15 billion cubic metres (bcm) of gas per year. The target markets are central and southeast Europe and Italy. The project has moved very slowly in recent years largely due to a slow decision-making process in Croatia. The official said Croatia would look for other investors for the Krk terminal if no concrete moves were made from the current partners once the location permit had been issued. "An alternative is also to install a floating terminal off the coast of Krk, but the decision on that depends on developments related to the land-based one," the source said. The floating terminal would have a capacity of 6 bcm per year and the investment is seen at 50 million euros. "In any case we want to have a clear situation on the ground by 2015," the official said. **Source: uk.reuters.com**

Mexico unveils plan for mega port

The Mexican government has unveiled plans for its Punta Colonet Mega Port Project. According to media reports, the Punta Colonet project will be located in Baja California, 130 kilometers (km) from Ensenada, and 240km from Tijuana. Approximately $2 billion will be invested from both public and private sources for the development of the project. The port will occupy a space of more than five thousand acres with a mid-term capacity of 8 metric tonnes (mt) per year.

Juan Molinar, Mexico's Secretary of Communications and Transport official told reporters that Punta Colonet will take advantage of the trans-Pacific trade, a free trade agreement between countries in the Asia-Pacific region. The mega-port will see the developments of large infrastructure works, including the building of rail lines to handle containers. **Source: portworld.com**

Above seen the departing "**GLUECKSBURG**" from Rotterdam passing Rozenburg loaded with “empty” reefers bound for Paranagua, Brazilië. **Photo : René Mostert ©**

Port of Hong Kong to undergo three year dredging/reclamation project

Port World reports that marine works are set to be undertaken in the Ex-Wan Chai Public Cargo Working Area in Hong Kong Harbour over the next 36 months. The project is set to involve site investigation, dredging, temporary reclamation, and the construction of a seawall and tunnel. The works will be carried out by a number of vessels including a jack-up platform, grab dredger, split hopper barge, crane barge, derrick lighter, three tugs and numerous guardboats. The number of vessels engaged in the project will vary to suit operational requirements. A working area of approximately 50 metres around each working barge will be established, with yellow marker buoys fitted with yellow flashing lights laid to mark the positions of anchors extending from all barges.

A silt curtain, extending from the sea surface to the seabed, will also be established around the dredger. Yellow markers fitted with flashing lights will be laid to mark the extent of the silt curtain. The hours of project work will be from 07.00 to 23.00 hours. Vessels engaged in the works will display signals as prescribed in international and local regulations. Vessels navigating in the vicinity should proceed with caution. **Source: sandandgravel**

Vale's mega ships to stall maritime recovery for years

The rollout of the world's largest dry bulk carriers by Brazilian mining giant Vale in 2011 will slash the cost of shipping commodities and choke off a recovery in the freight market for years. China's ravenous appetite for iron ore and coal - the two main commodities shipped in the dry bulk market by volume - has transformed the maritime industry, with mining and shipping firms building bigger and bigger vessels to meet its demand.

Vale, the world's biggest iron ore producer, is scheduled to take delivery of the first of more than 30 400,000-tonne iron ore carriers in the first half of 2011. The ships, to be delivered through 2013, will surpass the largest bulk carrier now in operation, the 365,000-tonne MS Berge Stahl.

The arrival of these so-called Chinamax carriers will not only cut costs for Vale but will also lower freight rates for the entire industry, as the new vessels swell an already oversupplied market. 'This will be the biggest factor affecting the market for at least a couple of years, with the big increase in supplies driving down the market,' said Rahul Sharan, senior analyst at Drewry Shipping Consultants.

The Baltic Exchange's Dry Index , a composite of global trade routes for dry commodities, has fallen nearly 30 per cent this year to 2,173 points due to ample tonnage and the expected flood of new vessels next year. Vale's gigantic ships, which will be longer than the 324-metre-high Eiffel Tower, are expected to exacerbate the oversupply problem and could push the benchmark index below 2,000 points next year, analysts said.

That translates into less money for shipowners, many of whom oppose Vale's new carriers. 'We don't need (Vale's) ships,' said Torben Skaanild, chief executive of BIMCO, the world's largest shipowners' group. 'We have quite a huge inflow of capesizes of 150,000 to 180,000 tonnes coming to the market. If you start building 400,000 tonne ships, it is going to take them out of the market.' A Vale spokeswoman declined to comment on industry criticism surrounding its Chinamax vessels.

Credit Suisse estimated that Vale's ships could displace as many as 168 capesize vessels, representing around 15 per cent of the existing fleet, forcing them into shorter routes from long-haul voyages. 'Given the size of these vessels and lower cash breakeven costs than current spot rates, we believe the likely deployment of these ships on the Brazil-China route could leave the capesizes with no spot cargo demand,' said the bank's shipping analysts in a monthly research report.

Average earnings for capesize vessels, typically used to ship iron ore and coal, could tumble between 20 and 35 per cent next year to under US$25,000 a day, analysts said. Earnings for smaller dry bulk ships, which carry everything from grain to cement, are also expected to decline. The chairman of China COSCO , the world's largest dry bulk firm, told Reuters last month it strongly opposed Vale's mega vessels and predicted the industry's oversupply problem would prevent a recovery until 2013 at the earliest.

The global dry bulk fleet is expected to expand by 11 per cent next year to 594 million deadweight tonnes, outpacing demand growth of 8 per cent, according to Macquarie Securities. 'It looks like supply and demand could be back in balance by 2012, but much of this will depend on whether the current low- rate environment discourages new orders,' said Janet Lewis, shipping analyst with Macquarie.

The freight industry was battered by the economic downturn two years ago and has struggled to recover, with the dry bulk market still down more than 80 per cent from its peak in May 2008. The volatility in the spot market prompted Vale to build its own fleet of mega ships, which will allow the company to better compete with Australian rivals BHP Billiton and Rio Tinto. **Source : Reuters**

Hapag-Lloyd hires investment banks for IPO

THE owners of Hapag-Lloyd have hired three investment banks to prepare for a potential initial public offering in 2011, according to comments made by major shareholder TUI and the Albert Ballin consortium.
The partners also said they are seeking strategic and financial investors to acquire minority stakes in the Hamburg-based shipping line, reports The Journal of Commerce Online.

It added that the companies have mandated Credit Suisse, Goldman Sachs and Greenhill to begin preparations for a stock exchange listing of Hapag-Lloyd shares. **Source : Schednet**

Asia positive towards SHIPMAN 2009

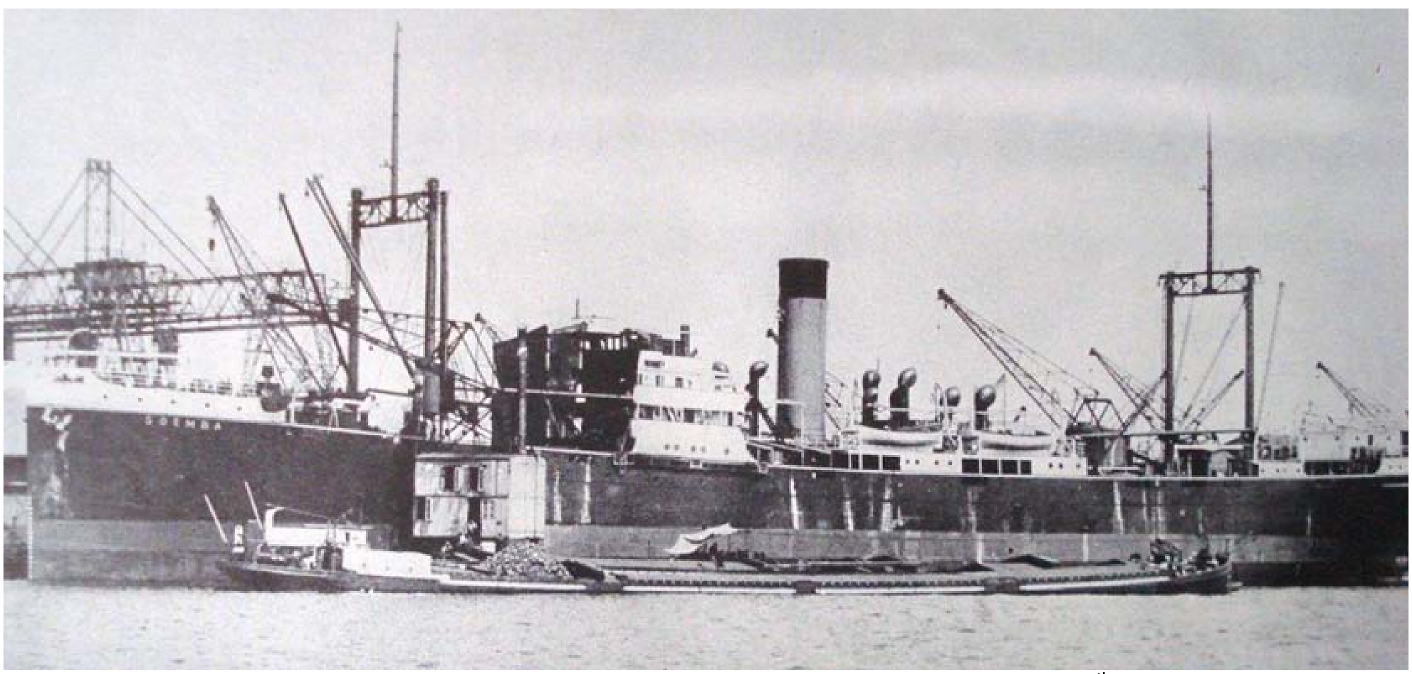
At a series of special BIMCO seminars recently held in Singapore and Hong Kong, local ship managers gave a positive welcome to the SHIPMAN 2009 standard ship management agreement published earlier this year. The day-long seminars given by law firm Eversheds' partner Stephen Mackin, and BIMCO's Documentary Chief Grant Hunter provided delegates with a clause by clause explanation of the improvements made to the SHIPMAN 98 form to produce the new edition. Stephen Mackin also provided the delegates with useful practical advice on some of the key legal issues facing ship managers.
The seminars emphasised that SHIPMAN 2009 provides a number of improvements over the old form while maintaining the fundamental principles of the original agreement. According to Grant Hunter, "the new edition of SHIPMAN is a sensitive revision of a well-used standard agreement. Our objective in revising SHIPMAN was to reflect legislative developments such as ISM and ISPS and to expand provisions to give a more robust, comprehensive and clearly worded agreement". Among the more significant changes to SHIPMAN is the crew management provisions which are now as extensive as those found in the purpose designed crew management agreement, CREWMAN. Grant Hunter said "although SHIPMAN 98 contained a crew management service option, it was never intended to be used for providing an entire crew for a vessel. If a manager wanted to provide a full crew we would always recommend that they use CREWMAN. However, we have learned that many managers do use SHIPMAN to provide a range of services including full crewing. For that reason we have now made sure that the crewing provisions in SHIPMAN 2009 are as comprehensive as those found in CREWMAN".
The feedback from Singapore and Hong Kong ship managers who attended the seminars indicated that they felt the new edition to be a worthy successor to SHIPMAN 98. One Hong Kong manager told BIMCO that his company was in

the process of migrating from SHIPMAN 98 to SHIPMAN 2009 because it meant that all the rider clauses they had previously added to SHIPMAN 98 agreements could now be dispensed with because the new edition addressed all the issues normally covered by riders.
Despite only being launched at the beginning of 2010, the new SHIPMAN agreement was already being used by ship managers. Grant Hunter showed the delegates a pie chart that indicated that 20% of final copies of ship management agreements concluded on the BIMCO online charter party editing system, idea, this year were SHIPMAN 2009 agreements.
BIMCO has produced a special booklet containing a full set of explanatory notes detailing clause by clause the differences between SHIPMAN 98 and SHIPMAN 2009. However, due to demand, only limited stocks of the SHIPMAN 2009 booklet are currently available. Sample PDF copies of SHIPMAN 2009 can be downloaded from the Documentary section of BIMCO's website. Electronic copies of the form for commercial use are available to all idea subscribers.
Source: BIMCO

Hanjin schedules rate hikes and surcharges in 2011

Korea's Hanjin Shipping will implement a series of rate restorations and peak-season charges on Asia-Europe trades through the first three quarters of next year. From 1 January, all routes from the Far East and South-east Asia to North Europe/Mediterranean and West Africa will be subject to a US$250/teu and $500/feu charge. Subsequent hikes will be imposed on all shipments on Far East and South-east Asia-Europe trades on 1 April, 1 June, 1 July, 15 July, 1 September and 15 September. New surcharges will also be introduced on the South-west Asia to North Europe/Mediterranean trade on 1 March and 1 June. Hanjin said: "Despite our efforts to reduce costs, it is inevitable for us to restore rates in order to maintain quality service and schedule reliability that our customers expect from us."
Source: ifw-net.com

OLDIE – FROM THE SHOEBOX



The 1924 built **SOEMBA** capsized and sank during bad weather on Jan 5th 1941
Photo : Coll Kees van Huisstede

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER / SERVER YOUR ADRESS WILL BE "DEACTIVATED" AUTOMATICALY IF THE MAIL IS BOUNCED BACK TO THE SERVER DUE TO "MAILBOX FULL"

…. PHOTO OF THE DAY …..

Iskes **TELSTAR** seen operating in the port of Ijmuiden - **Photo : H.Blomvliet ©**