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stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>
SHORECRANES UP TO 208 M / TONS		
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Solstad AHTS **NORMAND IVAN** leaving the port of Fakfak, Indonesia

Photo : Mark C Adams (On) Alistair McCormick ©

**Due to travelling abroad this week the
newscippings may reach you irregularly**

EVENTS, INCIDENTS & OPERATIONS



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Above seen the 1959 built Mersey ferry **ROYAL IRIS OF THE MERSEY**. She was originally **MOUNTWOOD** and took her current name following a major refit in 2001. In the background is the famous Royal Liver building.

Photo : Simon Smith ©

Are European Brokers Behind Successful Pirate Attacks?

According to investigators in South Korea, the group of Somali pirates who hijacked a Korean-flagged vessel in the Arabian Sea on January 15 knew of the vessel's route in advance. After two days of questioning, a special investigation team said that the 13 Somali pirates - eight dead and five captured, specifically targeted the vessel after learning that another vessel under the same ownership, held captive for seven months, was released last November after the

pirates were paid a record ransom of over USD9 million. One of the five captured pirates told a senior official that the group leader, who was shot dead on January 21 during the rescue operation by South Korean Navy commandos, obtained advance information on the vessel and decided to hijack it. The pirates apparently spent 15 days in a training camp, plotting the hijack and seized the vessel over 2,000km away from their base. The investigators are asking where and how the pirates acquired such information. European brokers, with access to business-related information of shipping firms, are being suspected of providing shipping routes and other data to Somali pirates in return for handsome commissions. Since arriving in Korea, the five captured pirates have been grilled by a special investigation team, primarily over how they hijacked the chemical tanker and who shot the 58-year-old master, currently in intensive care at a hospital. With the pirates withholding information, investigators plan to conduct simultaneous questioning with the Korean crew. **Source : Newslink**

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Hawaii, Japan Mark Anniversary of Deadly Collision



Family members from Japan place flowers at a memorial during a ceremony to commemorate the 10th anniversary of the sinking of the **Ehime Maru**, at the **Ehime Maru Memorial** in Honolulu, February 9, 2011.

Dignitaries from the United States and Japan gathered in Hawaii to mark the 10th anniversary of the tragic collision between a U.S. Navy submarine and Japanese fisheries training vessel.

More than 200 people attended the service Wednesday at a park in Honolulu named after the Ehime Maru, the vessel which sank after it was rammed by the **USS Greenville**

in the waters off Honolulu in 2001. The accident killed nine of the 35 people aboard the **Ehime Maru**, including four students, two teachers and three crewmen. The body of one student was never recovered.

A moment of silence was observed at the exact anniversary of the collision. Ehime Prefecture Governor Tokihiro Nakamura, Hawaii's Governor Neil Abercrombie, and U.S. Navy Rear Admiral Kathleen Gregory joined the surviving family members of the victims at the service. Meanwhile, about 300 family members, students and survivors marked the anniversary with a memorial service in Japan's Ehime Prefecture.

An investigation revealed that the commander of the **USS Greenville**, Scott Waddle, had rushed through mandatory safety procedures while demonstrating an emergency surfacing drill for civilians touring the ship. Waddle was honorably discharged from the navy while maintaining his rank, a decision many Japanese felt was too lenient **Source : voanews**

TITAN Salvage Appoints Capt. Rich Habib Vice President

Capt. Rich Habib has been appointed vice president of **TITAN Salvage** with responsibility for the company's overall performance, including operations, administration, finance and commercial activities. He is domiciled at TITAN's headquarters in Pompano Beach, Fla., and reports to Todd Busch, Crowley Maritime Corporation's senior vice president and general manager of technical services. TITAN is a Crowley subsidiary. "I am very pleased to welcome Rich back to TITAN," said Busch. "He began as one of our jack-up barge superintendents and then became a salvage master. Later he was TITAN's senior salvage master and director of salvage. Needless to say he brings a wealth of experience to his new position, which will serve our clients around the world very well."

Dan Schwall, who previously served as TITAN's vice president, has accepted a new position as a vice president of the business development, sales and marketing efforts of Crowley's new solutions group, which brings together a host of disciplines, including marine contract services, engineering, naval architecture, project management and logistics, to deliver customized solutions for customers.

Habib is a 1977 graduate of the U.S. Coast Guard Academy. He served in various posts including commanding officer of a patrol boat and rescue station. Exchanged to the U.S. Navy, he served a tour aboard a frigate. After leaving the Coast Guard in 1984, he worked in the oil field aboard supply boats and later specialized in the international tramp heavy lift trade aboard Dock Express and Van Ommeren vessels where he sailed as master and was a project manager. He holds a BS degree in physical oceanography and an unlimited master's license. He is a regular member of the Council of American Master Mariners



The **STENA PARIS** seen eastbound in the Singapore Straits - Photo : Jan de Bokx ©

Pirates free Greek, Ukrainian officers kidnapped from Greek-managed cargo ship

Pirates in Nigeria have freed two merchant navy officers kidnapped from a Greek-managed cargo ship last month, Greek authorities said Friday. The two — the Ukrainian captain of the **Perseus** and its Greek first engineer — were released on Friday morning, the Merchant Marine Ministry said. They had been kidnapped in a Jan. 26 attack on the

Perseus, which had been moored off the port of Onne waiting to load up with cargo. Two Egyptian sailors were wounded in the attack. The ministry said the two released officers are at a naval base in Nigeria and will be undergoing medical checks before returning home, possibly on Sunday.

The St. Vincent and Grenadines-flagged **Perseus** had a crew of 15 Ukrainian, Greek, Syrian, Egyptian and Filipino seamen. Greece is a major shipping power, with Greeks controlling nearly 20 percent of the world's merchant fleet. Shipping has become increasingly risky, with pirates frequently targeting cargo and tanker ships, mostly off the east coast of Africa near Somalia, and in the waters near Nigeria.

On Wednesday, pirates captured the Greek-flagged supertanker **IRENE SL** sailing off the coast of Oman with a cargo of 266,000 tons of crude oil and a crew of seven Greeks, 17 Filipinos and one Georgian. The previous day, Somali pirates firing small arms and rocket-propelled grenades hijacked an Italian-flagged oil tanker in the Indian Ocean.



Above seen a file photo of the 2004 built crude oil tanker **IRENE SL** off Malta on 10th March 2010 that was hijacked in Somalia early this month.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Seized Greek tanker heads for Somalia

A Greek-flagged supertanker, the **Irene SL**, seized Wednesday by Somali pirates, is heading for the Somali coastal village of Garaad, pirate sources said Friday. "The supertanker will anchor off Garaad," said Abdi Yare, a pirate chief based in Hobyo, another pirate lair 200 kilometres (120 miles) further south. Garaad is a fishing village 750 kilometres (450 miles) north east of the capital Mogadishu. It lies on the border of the self-proclaimed autonomous region of Puntland and central Somalia.

Mohamed Said, a pirate in Garaad confirmed to AFP that some of his colleagues from the coastal village were among those who hijacked the vessel. "The group is headed by a big pirate chief. They used four speedboats and a mother ship for the attack," he said. The **Irene SL** was seized by pirates off the coast of Oman as it was heading for the US with 270,000 tonnes, or 1.9 million barrels of crude oil from Kuwait on board. "It's a good catch and there must be about 30 pirates on board," Abdi Yare told AFP. Several small boats have left Hobyo to escort the supertanker in towards shore, other pirates in Hobyo said. Twenty-five crew members were on board at the time of the attack: seven Greeks, one Georgian and 17 Filipinos. On Tuesday an Italian tanker with a capacity of 105,000 tonnes and with 22 crew members on board was also captured by pirates in the Indian Ocean. **Source: AFP**

Unions raise container danger issue

The ITF and its unions will be lobbying politicians, the European Union and other stakeholders on the dangers of badly prepared shipping containers this week, ahead of an ILO (International Labour Organization) forum on the subject in Switzerland on 21 and 22 February.

The ITF is backing and participating in the ILO Global Dialogue Forum on Safety in the Supply Chain in Relation to Packing of Containers, which it recognises as the first truly worldwide examination of the safety problems linked to overloaded, badly packed or inadequately secured freight containers, and those carrying undeclared dangerous goods.

ITF general secretary David Cockroft explained: "At their best containers are a key link in the world supply chain, at their worst they are a danger to the lives of workers and the public. Their use across transport sectors – lorry, port, rail, ship – makes this of particular relevance to the ITF and its transport worker members. We're therefore delighted to see the ILO recognising the need for debate."

"So far, best practice and self regulation have failed to stop the worst kind of incidents, and we're therefore recommending that international mandatory instruments be developed that guarantee that those handling and moving containers are informed of their weight, state of packing, stowage and securing, as well as their centre of gravity and whether or not any fumigants or dangerous substances are present."

For more on the ITF's position on container safety please see www.itfglobal.org/road-transport/ContainerSafety.cfm

The ILO states that: "Many accidents in the transport sector are attributed to poor practices in relation to packing of containers, including the overloading of containers. This has caused major concern particularly because the victims can be the general public, transport workers, or their employers, who have no control over the packing of containers."

"The purpose of the Forum is to reach a common understanding by all stakeholders of the underlining issues pertinent to the packing of containers and a better understanding of the reasons that lead to the application of poor practices in packing of containers that result in industrial accidents as well as to reach consensus on a common approach throughout the supply chain for the correct application and enforcement of the appropriate standards for packing containers." (From www.ilo.org/public/english/dialogue/sector/techmeet/gdfpc11/index.htm)

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BIMCO demands safety in Arabian Sea

Amid almost daily pirate attacks, The Baltic and International Maritime Council warned Indian officials its members would find other routes if the shipping lanes between India and Africa could not be made safe, the Journal of Commerce reports.

BIMCO, the world's largest private shipping organization, informed the Indian Coast Guard of plans not to use the Indian Ocean Region and the Arabian Sea route if widespread piracy continues. Approximately 15 hijacking attempts were seen in the Arabian Sea region in the last 15 days. From activities over the past year or more, pirates currently hold hostage about 700 people and 31 merchant ships.

"If piracy in the Indian Ocean is left unabated, it will strangle these crucial shipping lanes with the potential to severely disrupt oil flows to the U.S. and to the rest of the world," Joe Angelo, managing director of INTERTANKO, told Reuters.

Increased patrolling by governments and maritime interests in and around the Gulf of Aden is forcing the pirates to operate in the lesser-patrolled waters of the Arabian Sea, according to senior officials of the Indian Navy and Mumbai police. A record 53 ships were kidnapped in 2010 - the majority off the Somali coast, according to the International Maritime Bureau. Piracy attacks have resulted in a 36-fold increase in ransom in five years, according to research by

One Earth Future Foundation. Average ransom payments rose to \$5.4 million in 2010 compared with \$150,000 in 2005. Source: www.joc.com

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The TSHD **CORNELIS ZANEN** seen operating in the port of Walvis Bay – Namibia - Photo : David M Fiddler ©

S. Korea investigates into sinking of MV Alexandra

South Korea Coast Guard (KCG) found a containership that is believed to be responsible for collision with MV **Alexandra**, RIA Novosti reports citing the chairman of the Russian Far East Seafarers' Union Nikolai Sukhanov.

"Now the active search is ongoing of a ship that rammed into the MV **Alexandra**. The S. Korea authorities have already found a "main suspect" – a containership with a displacement of 88,000 tons," Nikolai Sukhanov said. According to him, on Wednesday morning, the box ship was undergoing speed tests in the area where the accident occurred. where the Cambodia-flagged MV **Alexandra** sunk. "KCG is questioning the crew of containership and inspecting the ship's hull condition for possible signs of a collision," he said.

The 2,150dwt Cambodia-flagged MV **Alexandra** with the Russian crew of 12 collided with another vessel and sank on Wednesday 16nm off Ulsan Island. The ship's manager is Khabarovsk-based Rawley Group. The freighter was bound for China to be scrapped at a recycling yard. So far, the local salvage team has rescued one crew member from the MV **Alexandra** and recovered four bodies of Russian seafarers. Source : PortNews



NAVY NEWS



The 1998 delivered Dutch LPD **L 800 ROTTERDAM** seen arriving in Willemstad (Curacao)
Photo's : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)



Sailor lights flare inside submarine

A SUBMERGED Collins class submarine and a female sailor had a lucky escape when she accidentally ignited a signal flare. **HMAS Waller** was submerged off the WA coast, conducting anti-submarine exercises with the frigate **HMAS Toowoomba** and the replenishment vessel **HMAS Sirius**, at 9pm on Wednesday when the accident occurred. The sailor was loading a green pyrotechnic flare into a tube in the ship's office when it went off, seriously burning her arms. Signal flares are routinely used by submerged submarines to communicate with surface ships. The flare ignited a small spot fire that was put out by a sailor with a fire extinguisher. The boat went to emergency stations and made a dash to the surface. No serious damage was suffered by the submarine and the sailor was treated by medics on board. The navy has launched a formal investigation into the incident **Source : Herald Sun**



Above seen HMAS **155 Ballarat** arriving in Hobart, Tasmania, Australia on the 11/02/11 she was being assisted by the tugs **Storm Cove** and **Godley** - Photo : Glenn Towler ©

Australia and NZ Expand Defense Cooperation



New Zealand Defence Minister Wayne Mapp and his Australian counterpart, Stephen Smith, held their annual meeting Feb. 10 here and announced that Australia will have access to New Zealand's amphibious ship **HMNZS Canterbury** through a joint forces initiative.

"Today's meeting provided both countries with the opportunity to discuss strategic defense and security priorities in the region ... and to give our respective defense organizations the strategic guidance they need for our essential and growing bilateral cooperation in 2011," Smith said. The ministers asked secretaries in their respective departments to produce a joint report by July 31, detailing preliminary proposals to improve bilateral engagement structures and strengthen strategic bilateral exchanges.

Photo : Sander van der Steen ©

The report is expected to detail proposals to ensure cost-efficient cooperation, notably complementary military capabilities, and the efficient implementation of ANZAC policies. The ministers noted that the Pacific-focused Ready Response Force (RRF), initiated in September 2009, will be finalized in March, with New Zealand Defence Force personnel to be placed at the Deployable Joint Forces Headquarters in Brisbane. "We have agreed that, to maintain a robust capability to respond to regional contingencies, the Australian and New Zealand defense forces will jointly develop and exercise plans under the RRF for a common response to contingencies,

including humanitarian assistance and disaster relief," Mapp said. The ministers also announced the sharing of key

capabilities, including **HMNZS Canterbury**, as part of the RRF banner, with a view to early opportunities to exercise planning functions and amphibious interoperability. "HMNZS Canterbury's amphibious-lift capability will be particularly important in our region over the next few years [as] the Royal Australian Navy faces challenges in amphibious capability," Smith said. "The integration of **HMNZS Canterbury** in this way is a practical example of ANZAC cooperation which can benefit our region, particularly in humanitarian assistance and disaster relief," he said. The ministers also highlighted the successful reinvigoration of the Australia-New Zealand Airlift Agreement, an initiative developed at the previous defense ministers meeting in Sydney in 2009. As well, Mapp announced that New Zealand will provide a maritime surveillance adviser to the Cook Islands in support of the patrol boat given to that country by Australia. In addition, both countries will expand their cooperation in English language training for regional militaries, starting with Vietnam, to increase the number of personnel eligible for training courses in New Zealand and Australia.

Source : Defense News

SHIPYARD NEWS



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Above seen the **COSCO PANAMA** in drydock at Antwerp Shiprepair Yard, the container vessel was the last commercial vessel build at Blohm & Voss in Hamburg (year 2005), After 5 years vessel will ends her charter with COSCO Container Lines and will be renamed **MINERVA** soon - Photo : Gaetan Spoormans ©

Major contract to ULSTEIN

ULSTEIN has signed a contract for delivering an offshore IMR/ construction vessel of the ULSTEIN SX148 design to Eidesvik Offshore. Working closely with Eidesvik Offshore and their partner Subsea 7, ULSTEIN won the contract against stiff competition from several other players.

"We are very happy that Eidesvik again has chosen ULSTEIN to provide state-of-the-art tonnage. This will be an ultra-modern IMR/construction vessel for the North Sea, which we hope will greatly benefit Subsea 7 and their customer Statoil", says Ulstein Group's CEO Gunvor Ulstein. CEO of Eidesvik Offshore ASA, Jan Fredrik Meling, is very satisfied with the quality on former deliveries from ULSTEIN. "Based on experience we know that ULSTEIN is quality-conscious and has innovative employees that work hard to deliver on agreed terms and conditions. We are therefore extremely satisfied to be signing this contract with ULSTEIN", Meling says.



The yard and design department at ULSTEIN have worked on this project for more than two years. Sales manager Håvard Stave at Ulstein Verft is happy that ULSTEIN was chosen: "Together with Subsea 7 and Eidesvik, ULSTEIN has developed a highly sophisticated offshore vessel. We have competed with the best players in the class, including contractors, shipowners, designers and yards. We are extremely proud. To us, this is truly an important contract", says Stave, satisfied.

The ship is of the SX148 design from ULSTEIN, which can carry out highly advanced subsea work like inspection, maintenance and repair of oil installations on the sea bottom. Furthermore, the vessel can be used for clearing oil and gas wells and for well stimulation.

The moon pool is located centrally in the ship's hangar, in an efficient layout providing a good and safe indoor work area on the main deck. The vessel is equipped with three ROVs: one for observation and two for operation. It also has an MHS (Module Handling System). Also onboard is a 100-tonne AHC (Active Heave Compensated) offshore crane. It will be used mainly for lifting/lowering heavy equipment from/to the sea bottom. The vessel has a high freeboard – which means the work deck is high above the waterline, providing added safety for the deck crew.

The vessel is able to carry out demanding operations also under harsh weather conditions. The X-BOW® hull line design reduces hull motion from high waves, making it easier to keep on operating. Statoil's stringent operational demands require that the vessel has a good back-up system for much of the equipment and systems onboard. The vessel is also ice-reinforced for arctic conditions.

The vessel will be 106.5 metres long and 24.5 metres wide with a top speed of over 17 knots. It will be accommodating a crew of 90. The ship will be in service for operator Statoil on her completion at the end of 2012.

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Irish Ferries **OSCAR WILDE** (formerly **KRONPRINS HARALD**) was floated out from dry docking at Cammel Lairds and is seen heading stern first towards the Twelve Quays Ferry Terminal. There she took bunkers before sailing for Rosslare. **Photo : Simon Smith ©**

Hamburg port senator calls for Elbe channel upgrade

Baird Maritime reports that, as growth resumes at the Port of Hamburg, one of Europe's busiest, Hamburg port senator Ian Karan has called for the urgent implementation of a planned adjustment of the Lower and Outer Elbe river. "The upgrading of the navigation channel of the Elbe is accordingly a question of survival for Hamburg," said the senator. "I think we are all aware of that." "More than 150,000 jobs depend on the port in Hamburg and the metropolitan region. Nor is it only Hamburgians who are involved. The port is [the German state of] Lower Saxony's

second largest employer, and Schleswig-Holstein's largest." According to the Port of Hamburg, more than 900 calls by mega-ships are expected at the port in 2011. **Source : dredging News Online**



The **MSC DANIELA** seen arriving in Rotterdam-Europoort – **Photo : Kees Torn ©**

Singapore may build first mega floating oil terminal in H2 2011

Singapore may build its first floating oil storage unit in the second-half of this year following years of planning, Seatrade-asia reports. JTC Corporation, a Singapore government agency, unveiled that final-stage engineering for the floating oil terminal at Pulau Sebarok has started, with tenders for its construction expected around June.

The very large floating storage (VLFS) is likely to be operated by global oil terminal operator Royal Vopak. JTC had last month awarded a tender to the Jurong Consultants/British Maritime Technology Group consortium for front-end engineering design for the VLFS. The mega floating structure would cost at least S\$180m, with storage capacity of about 300,000 cubic metres, made up of two modules of 150,000 cbm of storage each. **Source : PortNews**



Above seen the container ship **SHENZHEN DRAGON**, moored at the TraPac Terminal in Los Angeles on February 9th
Photo : Frank van Hoorn ©

Miclyn Express Offshore investing in new vessels

Miclyn Express Offshore Ltd has confirmed that funds received from its recent vessel sales, including the sale of **Miclyn Constructor II**, are earmarked for deployment into expansion opportunities in other classes of offshore vessel and continued fleet renewal and expansion in the crew/utility vessel segment.

In line with this, the company has acquired a 5,500 bhp AHTS against a five year contract with a key customer in Thailand. The vessel will be renamed **MEOTHA1** and will commence work in February. **MEOTHA1** will be 50 per cent owned through Miclyn's Thai joint venture. The company has also contracted to acquire four new crew/utility vessels from a Singaporean shipyard with deliveries scheduled for June 2011 (three units) and July 2011 (one unit). These vessels are targeted for deployment in the Middle East and South East Asia. **Source : Offshore Shipping Online**



The **CLUB MED 2** seen moored in Bonaire – **Photo : Henk Ram ©**

Fund for Vizhinjam port

Finance Minister T.M. Thomas Isaac has set apart Rs.150 crore for taking up work connected with the first phase of the Vizhinjam International Container Trans-shipment Terminal.

In his budget for 2011-'12, presented in the Assembly on Thursday, the Finance Minister also earmarked Rs.18 crore for the Tankassery Port, Rs.25 crore to compensate those likely to be displaced when the National Highways 47 and 17 are developed with four lanes, Rs.10 crore for preliminary work for the Kannur airport, Rs.20 crore for preparation of detailed project report for the proposed North-South Superfast Rail Corridor, Rs.20 crore for the society promoting the Kochi Mobility Hub, Rs.12 crore for constructing a gas network connecting the major towns and cities as a joint venture of KSIDC and GAIL and Rs.94 crore for the development of the National Waterways and for inland water transport. **Source : The Hindu**

Shipping Corporation of India profit up 138pc on box boom

THE Shipping Corporation of India (SCI) net profit increased 138 per cent year on year to INR5.7 billion (US\$125 million) in the nine months ending December 31 based on a mere 4.1 per cent increase in revenue to INR26.8 billion.

Containers accounted for 32 per cent of revenue, up 24 per cent year on year while bulk revenue slipped 2.2 per cent to INR19.3 billion. This contrasts with a INR2.2 billion operating loss the previous fiscal year.

The carrier operates two liner services to Europe with MSC, as well as intra-Asia services. In response to its success, SCI is expanding its container business, reported London's Containerisation International, adding that the company has ordered three 6,500-TEU ships for delivery in the second half of 2013 at a cost of US\$80 million each. **Source :** Schednet



The **CHARLEMAGNE** seen at the Westerscheldt River – Photo : Henk de Winde ©

An advertisement for the Lamnalco Group. The background is a blue sky with a faint cityscape. In the foreground, two tugboats are shown from a low angle, moving through the water and creating white wakes. On the left, a worker in an orange safety suit and white hard hat is shown in profile, holding a radio. On the right, two more workers in similar gear are standing on a tugboat. The Lamnalco Group logo, which includes a shield with a ship and the text 'LAMNALCO GROUP', is positioned at the top center. Below the logo, the text 'Customer inspired' and 'Quality & performance' is displayed. At the bottom, contact information for the head office is provided.

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NYK invests in Guangzhou terminal

Leading Japanese shipping company NYK and three Chinese shareholder companies have agreed to a deal that would give NYK a 12.5% stake in Guangzhou Port Nansha Automotive Terminal (NAT), which operates a car-carrier terminal in the port of Nansha, Guangzhou, Chinaeconomicreview reports. Since its establishment in 2005, NAT has expanded

its business as a finished-car logistics complex in South China, handling around 240,000 finished cars in 2010. The volume of units handled ranks third after Shanghai and Tianjin among car-carrier terminals in China.

NYK already operates dedicated car-carrier terminals in the ports of Dalian, Tianjin and Shanghai, and this investment in Guangzhou gives NYK participation in dedicated car-carrier automobile terminals at China's four major ports.

Analytiqa reports that through these ports, NYK will be able to combine sea freight transportation, pre-delivery inspection (PDI) and inland transport of finished cars. **Source : PortNews**



KIVI NIRIA

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Zoals altijd wordt de lezing gehouden in het **Wantijpaviljoen** in Dordrecht. (www.wantijpaviljoen.nl)

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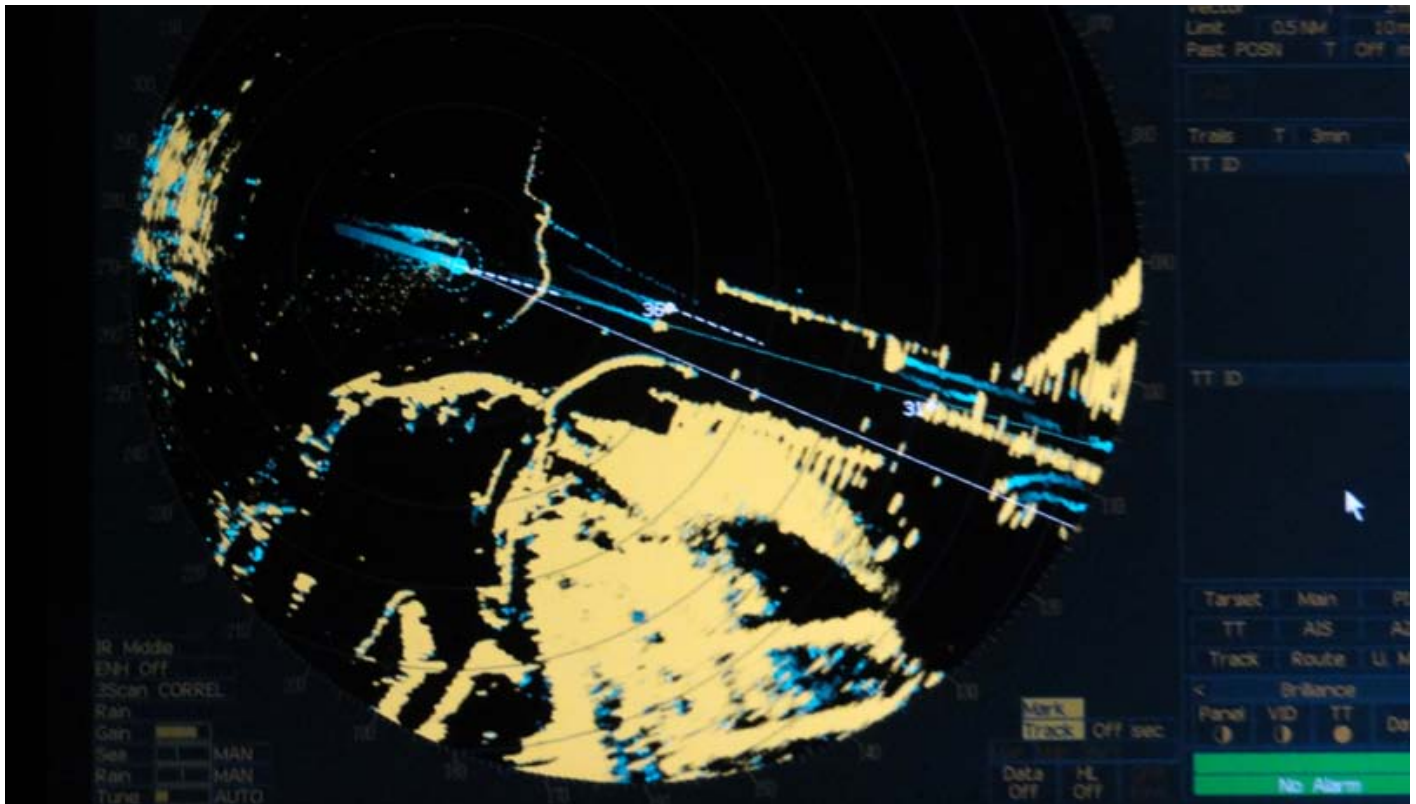
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Hapag-Lloyd back in black with US\$132 million profit

GERMAN shipping line Hapag-Lloyd enjoyed an operating profit of EUR97 million (US\$132 million) in the quarter ending December 31 compared to a loss of EUR21 million in the same period in 2009, declared its principal shareholder, travel giant TUI AG in its own earnings results. The container carrier, reported American Shipper, had revenue increases of 34 per cent year on year to EUR1.5 billion in the same period, according to TUI, which owns 48.88 per cent of the shipping line. "This was due to higher transport volumes and in particular the significant year-on-year rise in average freight rates," the company said, adding that the transpacific trades led the way to profitability. Hapag-Lloyd moved 6.6 per cent more volume to 1.2 million containers in the last three months of 2010, the first quarter of TUI's fiscal year, buoyed by 20 per cent higher freight rates, up from \$1,368 in the last three months of 2009 to \$1,639 per TEU in the corresponding period in 2010. **Source : Schednet**



Radar image of the entrance of Rotterdam during the floodtide. River is pushed back and de floodtide is following the new contour of Maasvlakte 2. **Photo : Stephan Grol ©**



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The TSHD **ORANJE** seen off Vlissingen – Photo : Wybe Meinesz ©

Maersk to add mega-ships to fast growing Sino-India loop

MAERSK's South China head Soren Karas said his company will increase the size of its ships deployed on its CHX service that links Shanghai to Chennai in future amid expectations that this market will grow.

Mr Karas told Bloomberg that he sees cargo trade between China and India increasing one-fifth in 2011. "It is an exciting market that has great potential," he said.

At present Maersk Line operates the CHX service with four ships ranging in size between 2,800 TEU and 4,200 TEU, according to ComPair Data. Its figures show that at the beginning of the year 212,097 TEU of weekly capacity was allocated by shipping lines plying the trade between Asia and the Indian subcontinent and the Mideast, 12.2 per cent more than what was available in January 2010.

But 28.8 per cent of that capacity has been removed from this trade route "since the New Year to manage capacity during the winter slack season," the report said. **Source : Schednet**

Rates to ship M-E crude to Asia hit year's high

Vessel owners move to pass on higher fuel costs

Rates to ship Middle East crude oil to Asia, the world's busiest route for supertankers, rose to this year's highest level as vessel owners moved to pass on higher fuel costs and meet stronger demand.

Charter rates for very large crude carriers on the industry's benchmark Saudi Arabia-to-Japan voyage added 6.4 per cent on Tuesday to 57 Worldscale points, according to the Baltic Exchange in London. They're up 28 per cent since Jan 27. Marine fuel oil, or bunkers, rose to US\$610.50 a metric tonne at Fujairah on Tuesday, the highest price since Sept 10, 2008, Bloomberg data show.

'Bunker fuel prices remain elevated,' Dag Kilen, an analyst at RS Platou Markets AS in Oslo, said in an e-mailed note. 'In combination with healthy activity levels despite holidays in the East, owners have been given the ammunition they need to raise rate ideas.' Charter rates gained for an eighth day on Tuesday, the longest streak since last March.

Daily earnings from the benchmark route jumped 20 per cent to US\$18,254, the highest level since Dec 24, and have almost doubled this week. Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes.

Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch.

Daily returns from suezmax tankers that haul one million-barrel cargoes, half as much as VLCCs, jumped 30 per cent to US\$18,801, according to the exchange. Returns from aframaxes that carry 650,000 barrels surged 55 per cent to US\$3,209. **Source : Bloomberg**



Seen from the workdeck of AVRA's **COMPASS** the **SMIT BEVER** assisiting upon arrival in Rotterdam-Europoort with another load of rock / stones for the Maasvlakte II - **Photo : Rik van Marle ©**

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General Maritime Corporation Announces Sale of Aframax Tanker and Suezmax Tanker

General Maritime Corporation announced yesterday that it has completed the sale of the **Genmar Princess**, a 1991-built Aframax tanker, to an unaffiliated third party, generating net proceeds of \$7.5 million.

The Company also announced it has entered into an agreement to sell the **Genmar Gulf**, a 1991-built Suezmax tanker, in a separate transaction with another unaffiliated third party. The sale of the **Genmar Gulf** is expected to generate net proceeds of \$11.0 million and close by February 28, 2011. The Company intends to use net proceeds from the sale of both vessels, which are expected to total approximately \$18.5 million, to pay down debt under the Company's \$750 million revolving credit facility. The Company also announced it has completed the previously announced sale of the last of three product tankers, the 2005-built **Stena Concept**, to affiliates of Northern Shipping Fund Management Bermuda, Ltd., generating net proceeds of \$21.0 million. General Maritime received total net proceeds of \$61.7 million from the sale and leaseback of all three product tankers, the **Stena Concept**, the **Stena Contest** and the **Genmar Concord**, a portion of which was used to repay the Company's \$22.8 million bridge loan, plus \$0.1 million in fees and accrued and unpaid interest, on February 8, 2011. As a result of the repayment of the bridge loan, the **Genmar Vision**, a 2001-built VLCC, was released from its mortgage.

In connection with the sale of the **Stena Concept**, the vessel has been leased back to General Maritime under a previously announced bareboat charter entered into with the purchasers for a period of seven years at a rate of \$6,500 per day for the first two years of the charter period and \$10,000 per day for the remainder of the charter period. The **Stena Concept** will continue to be employed on a time charter as previously disclosed by General Maritime at an adjusted rate of \$15,000 per day until July 4, 2011. General Maritime has options to repurchase the three product tankers at previously announced prices. John P. Tavlarios, President of General Maritime Corporation, commented, "With the sale of the **Genmar Princess** and the agreement to sell the **Genmar Gulf**, we have taken proactive measures to enhance the age profile of our fleet and improve our liquidity position. We are also pleased to complete the sale and leaseback of the three product tankers and repay our bridge loan, as planned." General Maritime Corporation is a leading crude and products tanker company serving principally within the Atlantic basin, which includes ports in the Caribbean, South and Central America, the United States, West Africa, the Mediterranean, Europe and the North Sea. General Maritime also currently operates tankers in other regions including the Black Sea and Far East. Upon completion of the sale of the **Genmar Gulf**, General Maritime will own a fully double-hull fleet of 32 tankers - seven VLCC, eleven Aframax, eleven Suezmax tankers, two Panamax and one Product tanker - with a total carrying capacity of approximately 5.2 million dwt. The Company also has three Product tankers that are chartered-in with options to purchase the vessels. The Company controls tonnage totaling 5.6 million dwt, including the owned fleet and the chartered-in fleet. **Source: General Maritime Corporation**

Imtech Marine target 2015: doubling revenue up to 1 billion euro

Imtech Marine (the marine division of technical services provider Imtech) announces its new 2011 - 2015 growth strategy. Imtech Marine targets to double its revenue up to 1 billion euro in 2015. Growth will be achieved by organic growth and by means of acquisitions.

Eric van den Adel, Managing Director Imtech Marine: 'Imtech provides custom-made state-of-the-art technology solutions in many maritime market segments. Our vision is to be an independent top player in the global maritime market and a true life cycle management partner for our customers. By effectively combining our skills and competences in system integration and maintenance of technology on board, we support our customers during the full lifetime of a ship. Moreover, we provide solutions for the growing requirements of our customers in green technology. We have set up a renewed, regionally built up global organization in order to support our customers better, be close to them and offer global services. Expanding the competences and span of our global network of service and outfitting locations is key. Imtech's financial position is strong, creating trust in the market and forming a solid base for acquiring new and strong maritime companies in line with our growth strategy. We are confident to reach the target of 1 billion euro revenue in 2015.'

Imtech Marine is built on companies with strong market positions on the global marine market - Radio Holland Group, Imtech Marine & Offshore, Imtech Schiffbau-/Dockbautechnik, Imtech Marine Germany, Van Berge Henegouwen Installaties, Royal Dirkzwager and Elkon. Key to the success is the worldwide maritime network of more than 70 well-positioned service locations in more than 20 countries.

Imtech Marine's strategy to grow to 1 billion euro in 2015 is based on a number of strategic priorities, including:

- life cycle partnership;
- strengthening the global organization and service network;
- innovation: green technology and integrated automation.

There is a strong demand in the marine market for a life-cycle approach and focus on reducing the total cost during the 'lifetime' of technical solutions. Focusing on the complete life cycle Imtech will build strategic partnerships with key clients, linking knowledge of the new building phase with the operational phase of the vessel. With this expertise Imtech can help and advise customers, considering and balancing benefits, costs and risks over the vessels entire life span. Goal is to achieve an unrivaled competitive cost of ownership.

Imtech Marine will organize itself around six regions worldwide. The six regions will manage projects and services business in the most efficient way, making effective alliances with clients possible. The global service network will be substantially expanded. Imtech plans to set-up new service offices in Asia Pacific, India, the Mediterranean and South America. At the same time existing offices will grow into full service hubs by expanding their current portfolio with complementary Imtech Marine competences like electrical systems, information and communications technology (ICT) and heating, ventilation and air conditioning (HVAC). Furthermore, Imtech plans to strengthen its current production sites in China, the Singapore region and Turkey, to provide new build ships with state-of-the-art technological solutions.

Imtech has defined specific innovation growth domains. Sustainable, 'green' technology is key. Imtech already is a frontrunner in sustainable solutions and will develop further green ship concepts and green consultancy for electrical systems, shore connections, lighting concepts, energy efficient HVAC, optimal routing and simulation techniques. Furthermore, Imtech sees opportunities for strategic growth in the field of integrated ship automation and smart ship solutions. This will lead to effective operations and less crew on board of ships, lowering exploitation costs of customers.

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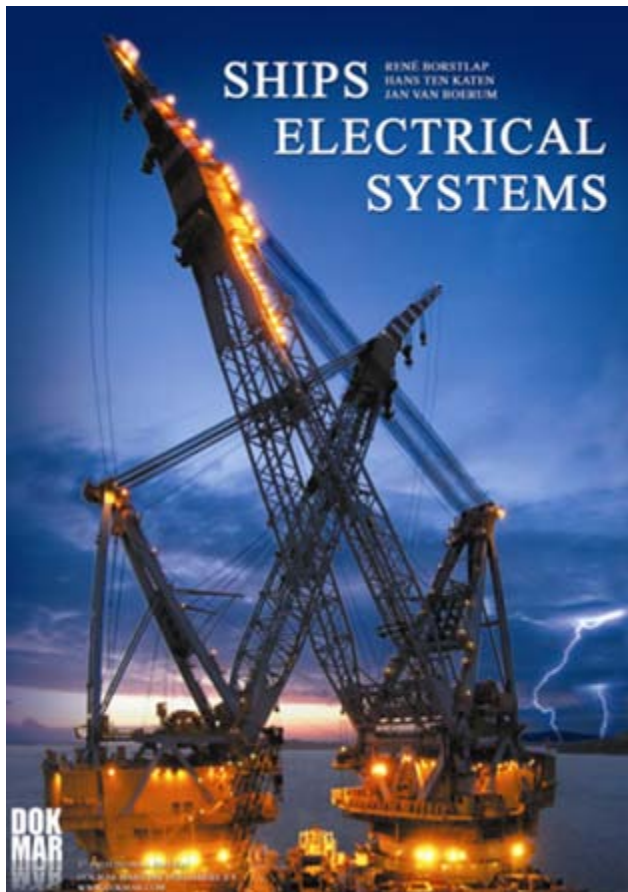
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.... PHOTO OF THE DAY



Above the **Saipem 12000** during flaring operations offshore Angola, as seen from the **Pride Africa**.
Photo : Jan van der Veer ©

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