DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 143

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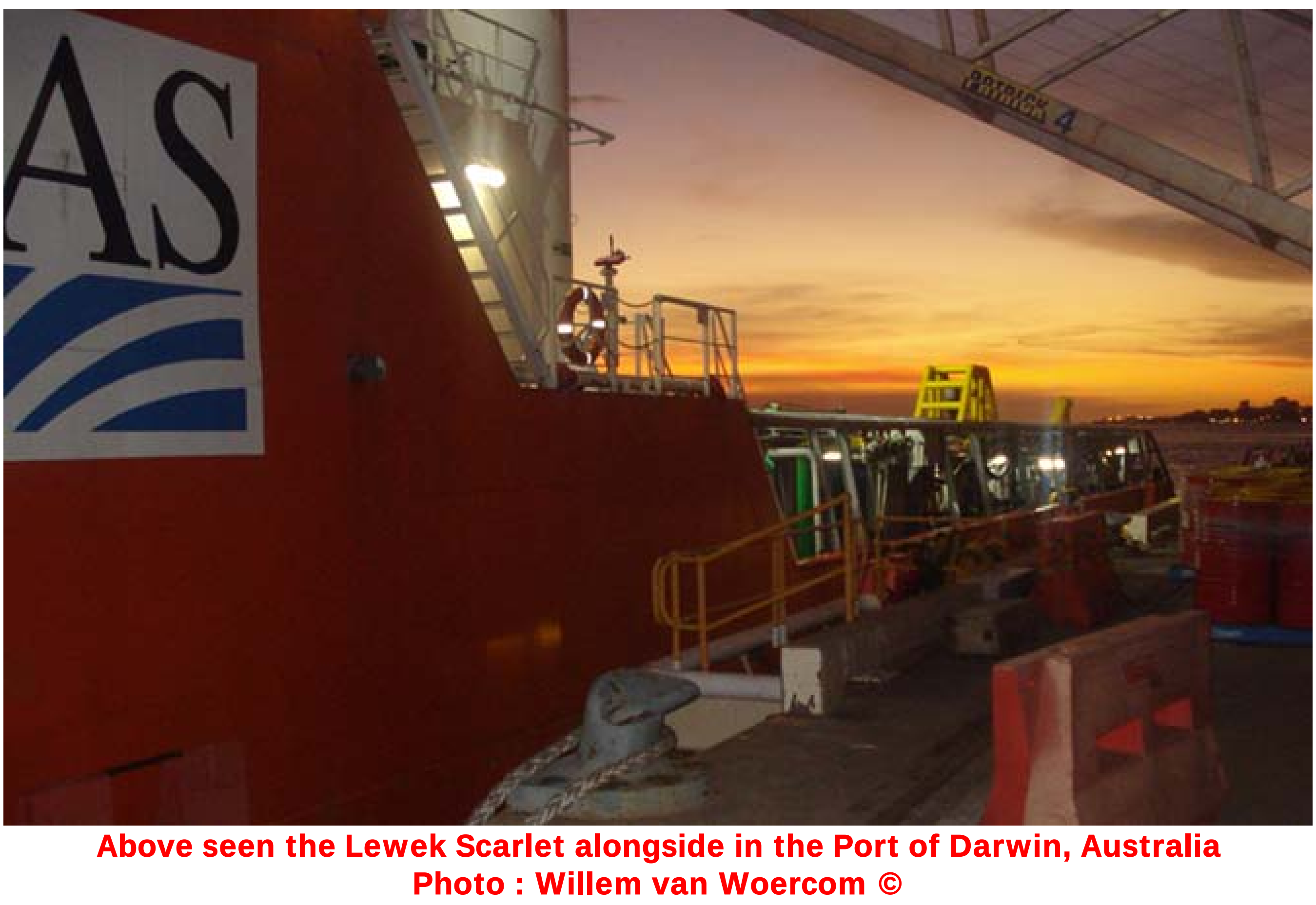

Above seen the Lewek Scarlet alongside in the Port of Darwin, Australia
Photo : Willem van Woercom ©

EVENTS, INCIDENTS & OPERATIONS

The **TRANSWOOD** seen approaching the IJmuiden locks – **Photo : Marcel Coster ©**

NATO says stops tanker en route to Gaddafi

NATO said it had intercepted an oil tanker that the alliance had reason to believe was set to deliver fuel to military forces headed by Libyan leader Muammar Gaddafi. Gaddafi's government is seeking to raise fuel imports for military purposes and to keep civilian vehicles running in areas he controls.

International sanctions do not include a fuel embargo. "NATO naval forces can deny access to vessels entering or leaving Libyan ports if there is reliable information to suggest that the vessel or its cargo will be used to support attacks or threats on civilians, either directly or indirectly," NATO spokeswoman Carmen Romero said on Friday.

On Thursday the Malta-flagged **Jupiter**, with a capacity to carry between 10,000-15,000 tons of gasoline, was the first fuel tanker bound for a west-Libyan port known to have been forcibly diverted. The move comes ahead of a possible European Union initiative to tighten sanctions on the government of the Libyan leader by blacklisting ports to prevent exports of oil and imports of fuel.

United Nations resolution 1973 authorized the enforcement of a no-fly zone over Libya and "all necessary measures" to protect civilians. "If they can choke off supplies, then it will make a difference. They (NATO) are ratcheting up the war effort to try to finish it off quickly," said Charles Gurdon, managing director of London-based political risk consultancy Menas Associates. The NATO spokeswoman denied that the diversion represented a change in policy, adding that decisions on whether to divert vessels would be taken on a case-by-case basis.

The tanker is now in the Tunisian port of Zarzis, according to three shipping sources, who added that the vessel had not yet unloaded its cargo because of fighting near the Libyan border. The Jupiter was carrying gasoline bought from the Saras refinery in Sardinia by an unknown buyer and was bound for Malta, where it was instructed to head for a port in Libya, according to a shipping source.

It was not immediately clear who chartered it. NATO said it hailed and boarded a Libyan-flagged vessel owned by state-owned shipping company General National Maritime Transport Company in late April but let it go on the grounds it was empty. Trading sources said the latest NATO move was likely to deter other firms from oil trade with west Libya.

"I thought that NATO was going to allow commercial shipping traffic including oil. But if they are intercepting vessels, then who knows what they will do next," said a source in an oil trading firm active in the Mediterranean.

A crude oil tanker owned by Libyan shipping company GNMTC was due to arrive empty on Thursday at the Gaddafi-controlled port of Ras Lanuf but has since switched its destination to Malta and is sailing nearby, according to AIS live tracking data on Reuters. Reuters reported earlier this week that a fuel tanker, the Libyan-flagged **Cartagena,** was on its way to west Libya after visiting Turkish and Georgian ports.

It was last seen on Friday near Malta, AIS data showed. Shipping sources said it was also expected to arrive in Tunisia early on Saturday. **Source : Reuters**

Overcapacity “eating” up tanker earnings

Tanker owners are suffering from the same “disease” as their dry bulk colleagues: too many ships on the water given the current oil demand. If slightly lower bunker costs have played a role in helping owners improve their daily returns, all markets and all sizes remain strongly affected by the over capacity of tonnage. This is particularly relevant for VLCC tonnage which keeps registering fair volumes of cargoes (close to 120 fixtures concluded in May which is well above the monthly average compared to last year). According to the latest weekly report from shipbroker Barry Rogliano Salles (BRS), despite this more favourable environment, owners are still unable to improve Worldscale rates, even by a fraction. “One must also note that the strong demand is more and more influenced by the Chinese ships going to Chinese cargoes and therefore giving some wrong interpretation of the actual market trend... Rates for voyages MEG to the East still averaged just below WS50 (about US$5,500/day) and, although there were more fixtures concluded to the West, rates have not varied and remain condemned to the mid/high WS30s. Thanks to well balanced demand in the western hemisphere between West Africa/the Caribbean and the Med, owners managed to keep rates stable. Typical voyages Wafr/Usg are still worth WS55/57.5, equivalent to about US$15,000/day” said the shipbroker. It went to say that the Suezmax market in West Africa briefly reached the WS90 mark but did not remain active throughout the week. Charterers have started to work early June cargoes but these have not been enough and the combination of stems on VLCCs has influenced rates negatively. Currently a Wafr/Usac run basis 130,000t at WS82.5 gives a return of about US$17,000/day.

The Black Sea and Med markets experienced a flat week. Even though we saw a short spike at WS100, the adequate tonnage supply and no delays in the Turkish straits forced rates down to the sub WS90 level. We expect rates to remain flat, if not soft in the coming week. Returns for a round voyage Black Sea/Med at the present market of 135,000t at WS87.5 provides about US$15,000/ day.
In the Aframax segment, most markets have again suffered from too low an activity and rates were unable to progress. The only exception came from the Mediterranean zone where continued firmer demand for end May loading allowed owners to push rates up by 10/15 points to about WS100. A couple of fixtures have been concluded from Syria, which, in view of the high tension in this country, is worth about a 40 points premium and gives an illusory daily return above US$20,000 while the 'real market' still only provides about US$8,000/day ... The north markets were quieter this week. Out of the Baltic, rates dropped slightly and stabilised around WS87.5 basis 100,000t. Cross-Cont rates also remained stable around WS107.5 basis 80,000t, though it remains to be seen if the slightly better tone in the Med will have an effect in the north. Voyages from MEG to the East still hardly fetches WS115 with TCE well under US$10,000 while, in the Caribbean, it is still going from bad to worse with short voyages to the Usg stuck at WS100 and hardly positive daily returns.
In terms of the clean tanker segment the report stated that it was a very tense week in the Middle East. Charterers were rushing to fix their cargoes in the 20 – 30 May window with a critical shortage of tonnage. On top of that, the Military Sea Lift Command was in the market with 2 cross MEG cargoes, which in essence set the market (and owners) in standstill until they allocated a vessel to perform. This resulted in a substantial increase in rates for prompt dates where the only concern gradually became to find a ship. Cross-MEG cargoes fixed at US$350,000-375,000 lumpsum end week while 35,000t cpp MEG/East Africa with no fixtures this week was estimated at WS310 levels. 35,000t naphtha MEG/Japan is fixing at WS160. LR2s basis 75,000t naphtha MEG/Japan settled around WS125 levels and LR1s are fixing at WS140 levels for 55,000t on the same route.
Demand dropped even further this week in the Med with very few cargoes quoted on the market. Tonnage availability was relatively scarce at the start of the week which allowed the market to maintain rates at a stable level for a short while but this did not last. By the end of the week the prompt tonnage availability had built up rather strongly with the addition of several ballasters coming from Wafr and the US, mainly on MR sizes. As far as freight rates are concerned, cross Med came right down to WS205, while Black Sea remained at WS220 but it is also bound to decrease significantly. In North West Europe, the clean markets picked up in activity however against current good availability rates kept going further south in all segments. The Transatlantic route got fixed at WS165 basis 37,000t by the end of the week, a 50 point drop from last week's level. By mid week, Cont/Waf cargoes were quoted once the psychological mark of WS200 on TC2 was broken. Cont/Waf basis 33,000t paid WS205 at the end of the week while contrary to last week, there were no LRs fixtures reported on this route. Short hauls on Handies followed and rates landed at WS180 basis 30,000t Balt/Cont. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

The **ADONIA** is P&O Cruises latest fleet addition, above is seen her first arrival at Southampton from Freeport, Bahamas, 20th May. She was christened by Dame Shirley Bassey in Southampton on Saturday 21st May and set sail on her maiden cruise on Sunday 22nd May. She was originally built in 2001 as the **R Eight**, subsequently becoming **Minerva II** and lately **Royal Princess.**
Photo : Chris Brooks - www.ShipFoto.co.uk ©

Ship breakers set for boom time in Bangladesh

Abul Hossen is preparing for the arrival of dozens of ships that promise to carry his family and hundreds, if not thousands, of other Bangladeshis out of a life of poverty. Instead of sailing to another country, however, the 45-year-old father of four will help to torch, hammer and rip the fleet into pieces of money-making scrap metal, after a court ordered Bangladesh to free up its ship breaking industry. Maritime recycling yards in the Indian subcontinent and China could see a boom that could run until 2013 as shipowners rush to get rid of ageing vessels, driven by an oversupplied freight market, low shipping rates and high steel prices. "The restart of ship breaking has given me a new life," Hossen told Reuters on an oil-besmirched beach in Chittagong, home to one of the world's biggest ship recycling yards. "Had it not restarted I would have been compelled to stop sending my children to school." Hossen and other ship breakers earned a monthly average of 10,000 taka ($137), an income stream that vanished for the last year, forcing them to turn to other jobs such as unloading trucks and fixing cars.

The court's decision in March to lift the ban, initially triggered by fears over the industry's impact on the environment and workers' health, comes as a relief to Hossen and his fellow workers, but shipowners are hurting. Freight rates have fallen to two-year lows this year as the expansion of the global fleet far outstripped demand, especially in the dry bulk and oil tanker markets. The dry bulk fleet, responsible for shipping iron ore, coal and other commodities, was expected to grow 13 percent this year to top a record 600 million deadweight tonnes in 2011 despite demand rising by just 5 to 8 percent, analysts said. Overzealous shipowners went on a buying spree before the economic downturn two years ago and those vessels are only now arriving from the shipyards. The oversupply problem, coupled with high prices of steel and bunker fuel, have made scrapping vessels an attractive financial alternative. A surge in the scrapping of older ships is considered key to pulling back into balance the supply and demand fundamentals in the freight market. That could happen within the next three years if the volume of ship recycling matches expectations.

"There has got to be a massive quantity of recycling to eliminate this oversupply," said Edward McIlvaney, managing director of EBM Shipbroking. "I can see it being bleak on the freight side, particularly for the dry bulk market, well into 2014 and possibly into 2015."

Maritime firms were expected to scrap more than 30 million deadweight tonnes this year, surpassing last year's 26.6 million and the figure of 28.3 million in 2009, industry experts said. If Bangladesh quickly ramps up its capacity, shipowners could scrap near the world's capacity of 38 million dwt, a level not seen for decades, McIlvaney said.

In the demolition market, the average dry bulk carrier traded above $520 per lightweight tonne in the Indian subcontinent, the highest since September 2008, according to the Baltic Exchange. That translates into more than $10 million for a typical 25-year-old capesize carrier, the largest vessel in the dry bulk fleet.

"Demolition is continuing strongly in 2011 with the help of high commodity prices," said Theodore Ntalakos, a broker with Athens-based Intermodal Shipbrokers. "In terms of the number of vessels, we have seen almost the same demolition fixtures as we did in all of last year."

Scrapping reached a peak of 42.58 million dwt in 1985 when Taiwan, Korea and many other countries were involved in the ship breaking business. The industry has since undergone considerable consolidation as rising labour costs and environmental regulations forced the closure of most ship breaking yards in developed countries. Today, four developing nations, all with an abundance of cheap labour, control more than 90 percent of the market. "Following the court ban, Bangladesh has now become the smallest of the major ship breakers that include Pakistan, India and China," said Amzad Hossain Chowdhury, a senior official with the Bangladesh Ship Breakers Association. To catch up for lost time, Bangladesh's 110 ship breaking yards have already purchased dozens of vessels in the last few months with at least 35 waiting for environmental clearance to come onshore in Chittagong. Bangladesh, the top ship recycling nation from 2004 through 2008, hopes to bring in around 300 ships by the end of next year, up from 220 in 2009 before the ban, traders said. Before the ban, Bangladesh's ship breaking industry was worth $1.5 billion and was considered a key contributor to the overall economy, providing steel mills with half of their supplies and employing as many as 150,000 workers in one of the world's poorest countries. The average salary for a 12-hour day of labour intensive work was around $5.50, a decent wage compared to the nearly 40 percent of Bangladeshis that live on less than $1.25 a day.

Rights activists in Bangladesh say the cost to the environment and health of employees has been too high, however, with more than 1,000 workers killed on the job since 1996. A 2003 government study found nearly 90 percent of workers suffered some form of accidental injury -- from foot injuries to serious accidents -- while working in Chittagong yards. The World Bank in December reported widespread contamination of lead, mercury, and oil in the soil and water of Chittagong's beaches. A court only lifted the ship breaking ban this year after industry vowed to adopt strict rules to protect workers, such as an age limit of at least 18, training and proper safety gear, and cleansing of toxic material from ships prior to arrival. The federal court has given the industry until mid-July to prove itself or face reimposition of the ban. "We still fear there will be more casualties in ship breaking yards, as we do not see any precautionary steps being taken," said Mohammad Ali Shaheen, head of the Chittagong-based rights group Young Power in Social Action, which says it has worked on the issue for nearly 15 years. "We do not believe the ship breakers as they have become used to exploiting poor workers." Activists were waging similar campaigns against ship breaking in neighbours India and Pakistan, and China. But the pay is worth it, say Hossen and other workers, who don't want to see the ban return. "The rights and environment activists live off the purse of others, so they don't understand the need for money, which we earn by risking our lives and investments," Hossen said. **Source: Reuters**

Tug **TURIMIQUIRE** from PDVSA assisting the LPG Tanker **NORGAS ENERGY** at Port of La Salina in the Lago de Maracaibo/Venezuela. **Photo : John Smit ©**

Russia removes toxic wastes from Arctic

We will be able to remove all the polluting waste materials from the Franz Josef Land in the course of the next 10-15 years, leader of the Russian Arctic national park says. Speaking at a press conference Thursday, leader of the Franz Josef Land national park Gennady Danilov confirmed that all the polluting equipment and substances can be removed in the course of the next 10-15 years. –I would really like the Arctic to be clean, he underlined, RIA Novosti reports.

Franz Josef Land
Photo : Beau Bisso ©

The waste material all stems from the military base which in the Soviet period was based in the archipelago. About 250 thousand barrels of oil products, as well as the about one million empty barrels, and old military equipment like cars, aircrafts, radar installations and more are left rusting in the area, posing a serious environmental threat to the local Arctic environment.

As reported by BarentsObserver, the Russian federal government has committed itself to follow up the clean-up operations with fresh funding. A total of 740 million RUB (18.5 mill EUR) will alone in 2012 be spent on clean up operations at the Franz Josef Land. The waste is located on four of the 191 local islands, Danilov said. The extent of the pollution has now been determined and pilot projects on its removal have been conducted. The operations will require the establishment of a local service base and both icebreakers, helicopters, aircrafts and modern technology on ground re-cultivation will be needed, he added.

Not only the Franz Josef Land suffers from Soviet period pollution. Also the heavily militarized Novaya Zemlya is seriously affected by human activities in the Soviet period. From 1955 to 1990, more than 220 nuclear detonations were conducted in the area. Deputy leader of the federal State Nature Control Agency, Amirkhan Amirkhanov, in the same press conference confirmed that also the nuclear test sites are included in the Arctic areas which are to undergo clean-up and environmental re-cultivation. -We can not say exactly how much money we will need for this work, but we can only assume that the total sums will amount to billions, Amirkhanov said. Russian authorities in 2009 decided to establish the "Russkaya Arktika" national park, which includes the northern parts of the Novaya Zemlya archipelago, as well as the Franz Josef Land and adjacent waters.

Man Jumps To Death From Luxury Cruise Ship

A cruise ship crew member is presumed dead after he disappeared when he jumped from the vessel into the freezing waters of the English Channel. An overnight search for the 31-year-old Filipino man has been called off. It has been revealed he was captured on CCTV climbing over a railing and jumping from the **Celebrity Eclipse** cruiseliner about 10.15pm on Friday. The luxury liner, owned by Celebrity Cruises, was about eight miles north of Cherbourg, France, when the incident happened.

The crew alerted the French coastguard before turning the ship around in an attempt to find the man. A Celebrity Cruises spokesman said the travel company was providing support to the missing man's family, as well as his friends and colleagues onboard. He added: "Our thoughts and prayers are with them." The ship was on a 14-night Italian Mediterranean cruise that left Southampton on May 7. A coastguard source said: "Unfortunately there was a man in the sea. We searched for him extensively but we could not find him. "We deployed our resources to find him but it was to no avail and we can now presume that he is dead. "The water was very cold and there is no hope for him."

Celebrity Cruises offer trips around Europe and the Mediterranean, with cruises ranging from eight to 14 nights. The Eclipse cruiser, a Solstice class vessel, joined the fleet last year, according to the company's website. Facilities aboard the ship include a basketball court and an upper deck laid with lawn.The shipping company is owned by Royal Caribbean Cruises Ltd.

CASUALTY REPORTING

Grand Manan V out of service until mid-June

The **Grand Manan V** ferry that ran aground last Wednesday will be out of service until mid-June, Transportation Minister Claude Williams said Friday. The MV **Grand Manan** has already resumed runs between Grand Manan and Blacks Harbour.

Transportation Minister Claude Williams said damages to the **Grand Manan V** are more serious than first thought. The smaller ferry will be used while repairs are being made to the **Grand Manan V.** "We have now assessed the damage and determined that the **Grand Manan V** must be sent to dry dock for repairs to its hull plates," Williams said in a statement.

"We anticipate it will be early to mid-June before it is back in service." The replacement ferry can hold 25 cars and 100 passengers on each crossing. The ferry will make five daily runs, one additional sailing each day.

"While the **MV Grand Manan** has a smaller capacity than the regular ferry, our priority is to ensure that the people of this region receive service as soon as possible," he said. The ferry ran aground just before docking in Blacks Harbour Wednesday around 9 a.m. While the investigation is ongoing, Williams said early indications show the accident was not caused by operator error. "At this point in time, the information we have, it's mechanical failure," Williams said. Earlier indications were that the damage to the ferry was not serious. However, Williams said the damage to the **Grand Manan V** will take much longer than a week to repair. Department of Transportation staff are still trying to find a dry dock to accommodate the emergency work on the ferry, which is the main link between Grand Manan and mainland New Brunswick. "They're going to put a plate to bring it to the dry dock to get it fixed. So, there's some seriousness to the damages," Williams said. The plate is being attached to the hull of the **Grand Manan V** just so it can make the journey to a dry dock.

As the **Grand Manan V** is being repaired, Grand Manan's fishery and aquaculture industries have lost their lifeline to the mainland. The backup ferry is too small to carry full-size transport trucks. Businesses are scrambling to get supplies and deal with customers who've already had shipments of lobster delayed.

Fishing boats from Grand Manan lined up at the wharf in Blacks Harbour on Wednesday. They came to retrieve lobster bait before it perished aboard transport trucks waiting on the mainland side. "We've had to come get it for approximately 20 to 25 fishermen who will be depending on this load to make it to Grand Manan today," said Nicholas Green.

The shuttles will likely continue while the larger ferry is out of service. The impact of the loss of the larger ferry's service is stretching beyond the island's fishing industry. Cindy Bainbridge, who lives in Deep Cove, works at a small convenience store. She said the shelves are already getting empty. "[Wednesday] would have been our freight day. We get freight once a week. So, we're kind of missing the freight," Bainbridge said. "When I left last night all we had was two hot dog rolls. So, you know, things like ... bread, milk. On a small island, it doesn't take long for the supplies to get down." **Source : CBCNews**

COLLISION IN THE PORT OF ODESSA

The 62,921 dwt boxship **RHL Fidelitas** collided May 17th with a pilot boat and with the concrete pier at the port of Odessa, Ukraine.

The pilot boat's stern was crushed and later sank at the pier. The pier itself sustained significant damage. The cause of the accident was due to a main engine failure on the **RHL Fidelitas**. No reports of injuries or casualties. An investigation into the incident is being conducted.

NAVY NEWS

See the French navy off Libya at :

http://www.youtube.com/watch?v=6yzrLnP8ucE&feature=player_embedded

Smoke and flames pour from the Libyan Navy frigate **Al Ghardabia,** after it was hit during an airstrike by Tornado bombers of Britain's Royal Force on the port area of Tripoli, in the early hours of Friday May 20, 2011. NATO confirmed that its warplanes targeted the vessels and accused Libya of using its ships in the escalating conflict, including attempts to mine the harbor in Misrata. See also :
http://www.youtube.com/watch?v=S4OQiNtcdf8&feature=player_embedded

Sailor evacuated from navy ship

THE RACQ Capricorn rescue helicopter carried out a dramatic evacuation just off the Capricorn Coast in the afternoon of May 20th.

Crewman Matthew Brandon said the helicopter was called out to a Royal Australian Navy ship, 1.6km off the coast, at 1pm because a 21-year-old female sailor was experiencing chest pain and shortness of breath. Mr Brandon said it was an extremely difficult rescue because the swell was 3m to 4m and it was made more difficult by the flat bottom of the landing craft.

He said this meant the vessel was rolling more when it hit waves. He said a crewman and a paramedic were dropped down to the vessel to assess the woman who was then winched up to the helicopter. She was taken to Rockhampton Hospital for treatment and assessment. **Source : The morning Bulletin**

CARIBBEAN NAVY DAYS IN WILLEMSTAD

Photo's Kees Bustraan ©

The Dutch submarine **S 808 DOLFIJN** seen arriving in Willemstad (Curacao) to participate in the Caribbean Navy Days held at Curacao which were held last weekend, on the left seen the arrival of the Mexican **45 SAN ANDRES**

Right seen the **WHEC 901 USCG BEAR** of the US Coast Guard

The Mexican **P 154 VERACRUZ** seen moored in Willemstad

100 YEARS GEORGIOS AVEROF

Armoured cruiser **Georgios Averof** - Celebration of the 100 years of the ship!
Χρόνια πολλά Αβέρωφ καμάρι της ιστορίας του Ναυτικού μας!

Keel Laying Ceremony Held for Newest Submarine

Newport News Shipbuilding, a division of Huntington Ingalls Industries (HII), hosted May 20th the keel laying ceremony for the new submarine **USS Minnesota (SSN 783)**, the third U.S. Navy ship named for the North Star state.

Ellen Roughead, wife of Chief of Naval Operations Adm. Gary Roughead, served as the ship's sponsor and keel authenticator for the ceremony. Roughead authenticated the keel by chalking her initials onto a metal plate. Her initials were then welded onto the plate, which will be permanently affixed to the ship.

Minnesota will be the 10th of a projected 30 Virginia-class submarines. Construction began in February 2008 and her name was announced July 15, 2008. The name **Minnesota** was selected to honor the state's residents and their continued support of the U.S. military. The state is home to 46 Medal of Honor recipients spanning the Civil War to the Vietnam War.

HII designs, builds and maintains nuclear and non-nuclear ships for the U.S. Navy and Coast Guard and provides after-market services for military ships around the globe.

Minnesota is being built under a teaming arrangement between HII and General Dynamics Electric Boat. Upon completion, the submarine will be 7,800-tons and 377-feet long, which is slightly longer than a football field. She has a 34-foot beam, will be able to dive to depths greater than 800 feet and will operate at speeds in excess of 25 knots submerged. Minnesota is designed with a nuclear reactor plant that will not require refueling during the planned life of the ship, reducing lifecycle costs and increasing underway time. **Source : Submarine Group 2 Public Affairs Office**

Visit of US naval training ship reflects nuclear rift's fence mending

A former United States naval vessel that is still technically owned by the US Government will visit New Zealand this month. It was formerly the **USNS Maury**, an oceanographic survey ship, and is now the **TS Golden Bear**, a training ship for maritime cadets. A visit by a real US warship is not on the radar of either the US or New Zealand Governments, despite a near full restoration of the relationship since the anti-nuclear rift. But the presence of even a former US naval vessel in a New Zealand harbour will hold some symbolism in steadily increasing naval engagement.

The Royal New Zealand Navy began full-blown exercises with the US Navy last month in the Pacific. United States Ambassador David Huebner Friday announced the visit of the **TS Golden Bear** to Wellington. It is a training ship of California University's Maritime Academy and will carry 250 cadets, who will play rugby against Victoria University.

The 152m ship was part of the US fleet until 1994. It is now owned by the US Maritime Administration, an arm of the Government, and could be called on in an emergency. Its presence does not require any waiver from the US presidential directives imposed when New Zealand banned nuclear armed or powered vessels in 1987.

Ambassador Huebner said there had been three **TS Golden Bears**. The original one visited New Zealand several times during World War II when it was the **USS Crescent City.** It was transferred to the California Maritime Academy and renamed and had visited Auckland on training cruises in 1973 and 1976.

SHIPYARD NEWS

Evergreen opts for CSBC

The Evergreen Group has ordered and signed a contract with China Shipbuilding Corp (CSBC) Friday for ten 8,000 teucontainer vessels.The contract, signed by Bronson Hsieh, Evergreen Vice Group Chairman, and Tang Tay-Ping, CSBC Chairman, is for Evergreen's third-time order of L-class environmentally advanced vessels and marks the global ocean carrier's first order from Taiwan's CSBC since 1997.
Three of the new vessels will be built for Evergreen Marine Corporation, four for Evergreen Marine (UK) Ltd., and three for Evergreen Marine (Singapore) Pte Ltd. All will be utilized for Evergreen Line's worldwide services in various trade lanes. The first new vessel is due for delivery in 2013. As part of its newest shipbuilding program, The Evergreen Group placed orders with Samsung Heavy Industries last July and September for twenty 8,000 teu L-class vessels, which are due for delivery beginning in 2012. As with those L-class ships, the new ten ships will have an overall length of 334.8 meters (1100 feet) and a beam of 45.8 meters (150 feet) and a maximum draft of 14.2 meters. With fuel-saving features and a highly efficient operation they are designed to provide shippers an upgraded delivery service as well as reducing carbon emissions. **Source: Seatrade-Asia**

ROUTE, PORTS & SERVICES

CMA CGM adds a new call at Piraeus on its EPIC service from Europe to Indian subcontinent and the Middle East

CMA CGM Group is pleased to announce that its EPIC service is now calling Piraeus on its way from North Europe to Indian subcontinent and the Middle East. This new call at Piraeus allows CMA CGM to provide its customers with the following enhancements:

- **From North Europe to Piraeus**

Ø A direct service from Southampton, Rotterdam, Hamburg, Le Havre and Antwerp
Ø Better transit times: Le Havre – Piraeus in only 7 days, Antwerp – Piraeus in 10 days (transit times reduced by 4 days)

- **From Piraeus to Arab Gulf, Indian subcontinent and the Far East**

Ø Direct calls at Jebel Ali, Port Qasim, Nhava Sheva and Mundra

CMA CGM Group will also be able to meet, via Piraeus, the growing demand of its Turkish customers to markets in the Indian subcontinent and the Middle East. Loaded from the Turkish ports of Hayderpasa Gebze Avcilar and Gemlik, containerized goods will reach Jebel Ali via Piraeus between17 and 19 days.

The new rotation is as follows:

Southampton, Rotterdam, Hamburg, Antwerp, Le Havre, Piraeus, Khor Fakkan, Jebel Ali, Port Qasim, Nhava Sheva, Mundra, Jeddah, Malta, Tangiers and back to Southampton The first vessel to start the rotation from North Europe is the **CMA CGM ROSSINI**, planned to call Piraeus on May 31st. **Source: CMA CGM Group**

The **BOTNICA** passed Helsingborg / Helsingør May 21 on his way to Eydehavn (Staksnes) in Norway.
Photo : Per Körnefeldt ©

Local authorities come to aid of stranded ship crew

Local authorities have intervened to solve the problem faced by the crew members of the two oil tankers stranded in Dubai waters for nearly four months. The crew of **Samho Dream** and **Samho Crown**, both owned by Korean company Samho Shipping, are likely to be sent home in batches in the coming days after officials from various entities held a meeting with the company's agent here, Khaleej Times has learnt. The seamen have been left high and dry aboard the ships after Samho Shipping ran into rough weather following pirate attacks involving enormous ransoms on two of its ships, including **Samho Dream.**

With no action from the company's side to end their plight, officials of the Dubai Maritime City Authority (DMCA), which has been monitoring the ships' positions, initiated the meeting after the Marine Police which visited Samho Dream on Tuesday evening alerted them of the crews' status. Representatives from the agent Wilhelmsen, the Philippine Consulate, the Dubai Marine Police, Dry Docks, survey and insurance body Lloyds and Marshall Islands, the flag of which the ship is flying, took part in the meeting.

In an email sent after their meeting, a copy of which is available with KT, the crew members were informed that all parties will work to have the status of the ship changed to non-operational. "Once the status is confirmed, the agent has agreed to identify the most seriously ill of the crew and we will (repatriate) them in batches of five over the next three weeks," the email from a DMCA official said.

"Dry Docks has also agreed to look for lay berth space for the ship in their facility. If we can secure space, we will be able to further reduce the crew. Working with the Marshall Islands and Class and with your support, we will work to bring the manning to 15 by May 31," the email addressed to Samho Shipping general manager U. S. Jong said.

A spokesperson for International Tanker Management, the Dubai-based management company of Samho Crown, said officials had informed his office that the decision taken regarding **Samho Dream** would be applicable in the case of **Samho Crown** as well.

"I was told they have decided to go for a warm lay-up of **Samho Dream** and they will send home the crew in batches of five men. Whatever they have decided with **Samho Dream** will be applicable to **Samho Crown** also," he said.

"We have already paid the money to Wilhelmsen to arrange the repatriation of three men from **Samho Crown**. That process is still on. A decision regarding the rest will be taken after the DMCA confirms the way forward and informs us."

Meanwhile, 11 crew from **Samho Dream** were taken to the clinic at Dry Docks late on Thursday night after suffering from diarrhea for three days. The crew said nine of them were given medication and sent back to the ship later. However, two whose condition was worse were still kept at the clinic. "Doctors here said I have hypertension and my colleague has kidney stones. We both have to be taken to a local hospital. But, we are waiting for the agent to get us the immigration clearance for that," one of the men said on Friday evening.

The crew said they were supplied with 70 bunkers of diesel oil on Thursday by the agent while the **Heerema** tug **Husky** of Rotterdam, which was passing by, also donated food items to them after seeing the banners on which the crew wrote their plight. **Source : Khaleej Times**

Captain Jan of the HUSKY wrote the following :

*Today we were finally ready for our seatrials. Everything went very well and in the afternoon when we were ready to proceed back to Dubai, we crossed the anchorage and came across this tanker. Her name rang a bell somewhere and after getting closer we saw large signs hanging on her starboard side asking for help. It appeared to be the **Samho Dream** (see Picture above), hi-jacked by pirates last year, released after her owners paid an astronomical ransom for her and then she was left at anchor on Dubai anchorage. Leaving her crew without more or less nothing. We decided to go alongside and give her a jumbo bag full of food and water for her crew. There was an enormous roar on her deck when her crew finally understood our intentions. **Photo's : Capt Jan Berghuis***

Lots of happy and smiling faces!

Pemex buys $39 mln tanker

State-owned oil giant Petroleos Mexicanos, or Pemex, said it purchased the state-of-the-art tanker **Ocean Cygnet** for $39 million as part of a program to modernize its fleet, Latin American Herald Tribune reports. The double-hulled ship, which has a capacity of nearly 47,000 deadweight tons, is 175.5 meters (575 feet) long and 32.2 meters (106 feet) wide, Pemex said in a statement.

Bidding for the tanker was opened in September 2010 and six offers were submitted, but five failed to meet technical requirements, while the sixth came in 38 percent over the average market value, forcing officials to scrap the bidding round in October, Pemex said. Five of the ships offered were constructed in 2007 and only one was made in 2009, with the average price at $46.7 million, the state-owned oil company said. Shipyards and ship brokers were consulted in an effort to determine average prices and start a new round of bidding, Pemex said. The process was overseen by company auditors and outside parties to ensure transparency, Pemex said. A search will soon be launched for additional new tankers, Pemex said.

STX banks on expansion through energy, M&As

STX Group has chalked up remarkable growth through successful mergers and acquisitions (M&A) in the first decade since the first business year of 2001. The trading and ship building and maintenance conglomerate is seeing another ``brisk decade'' marked by its expansion in the energy sector plus more M&As. Chairman Kang Duk-soo has no doubts that the mid-tier conglomerate will grow further. ``The last decade was the time when STX was preparing for global expansion. The next decade will be the period when STX leads the market with improved internal capabilities,'' Kang said recently.

helped STX emerge into a top-tier shipbuilder across the globe. Despite controversy, he led the way to strike sizable M&A deals because he thought they were necessary in securing the groundwork for key businesses.In 2000 Kang acquired the debt-ridden Ssangyong Heavy for 2 billion won of his own money and changed the name to STX. In 2001 its revenue was 260 billion won. Last year it rose to 26 trillion won. Now the group has identified resources and energy businesses as its next targets. Kang also said he will seek better M&A chances to maximize synergies with his existing businesses.

Meanwhile, the company is planning to launch Hong Kong's first South Korean-linked initial public offering (IPO) as part of strategies for raising cash to fund business expansion. Kang said STX is keen to list its Dalian shipyard operations in China by next March. ``We need a strategic IPO. We will list the shipyard, possibly in Hong Kong, after the value of the Dalian shipyard reaches a desirable level,'' said Kang. The Dalian shipyard is widely thought to show significant improvement in profitability this year from the preceding one. But the chairman doubts that its Chinese operation will turn around to profit this year.``I can confirm that the STX Group will further rise via M&As because that is the right tool for corporate growth,'' said Kang without naming a list of targets. Resources and energy businesses

Shipbuilders are shifting their sights to new areas because their shipbuilding-centric business structures are causing a profit drain in accordance with macroeconomic trends. Kang understands this, pushing STX to look for other money-making sources and he said these are in energy and resources. The chairman said the conglomerate will spend more on resources and energy businesses as the segments are high value-added and lucrative in nature. STX is targeting 120 trillion won or some $112 billion by 2020 in terms of the group's combined sales. Of that total, the resources and energy businesses are expected to account for 30 trillion won.

For 2011 STX is aiming for 30 trillion won in combined sales, while it hopes to receive 39 trillion won worth of ship-related orders, the group said in a statement. ``Chances are high that STX will yield visible returns in resources and energy. We are in the process of executing finely-tuned strategies according to regions and countries,'' said the chairman. The charismatic Kang explained that STX sees no big hurdles in exploring and selling natural resources from other countries in global markets.

To achieve the so-called ``2020 vision,'' he said the group will tap into new business opportunities in Latin America, the Middle East, Africa, Australia and Asia when it comes to shipbuilding, shipping, industrial plants and energy.

Its shipbuilding sector, the current critical cash cow for the company, also targets combined sales of 30 trillion won in China, Europe and South Korea, while its shipping and trading divisions are looking to reap 20 trillion won in revenue by 2020. ``Amid faster industrialization in emerging countries, STX believes that the Middle East, Africa and South America will offer more business opportunities,'' said the chairman. STX has a plan to invest in its Brazilian shipyard, which mainly constructs offshore supply vessels. In offshore facilities, amid the market's current slowdown, it is planning to chase its bigger rivals from the second quarter, believing that some of its clients are putting greater priorities on product quality. The firm currently has a so-called ``three pillar production system'' _ pricey ships such as large container carriers in its South Korean shipyard in Jinhae, less value-added ships such as bulk carriers in China and luxury cruise vessels in Europe.

The chairman said he understands recent growing calls over changes in management in owner-controlled conglomerates. However, Kang said that process is time-consuming. ``South Korea's ownership structure is unique. But I don't think the so-called `one-man management' will continue forever." Citing Apple and its chief executive Steve Jobs, he said money is not that important. ``In global markets, the key issue is how to make creative business models." The chairman added, ``If the size of a company expands, then it's impossible to wholly control the entity even as an owner, even through the controlling of stocks. Eventually, qualified professional executives will have to take over the leadership," Jobs was the man who created the world of smartphones. Apple's strategic iPhones are gaining steady popularity worldwide and its tablet PCs, iPads, are receiving more attention from general consumers than gadget geeks. ``One of the key contributions that Jobs made was to create a new eco-system, giving more business chances to companies involved. STX will also make new markets for corporate sustainability," stressed Kang.
The upbeat business plans come after the global shipbuilding industry is seeing signs of recovery thanks to the rising volume of orders for value-added products and other large-scale carriers amid soaring oil prices. Market analysts say leading shipbuilders will land more orders this year capitalizing on offshore-related projects and they say South Korean shipbuilders including STX will have a greater competitive edge than their Chinese rivals. ``Let's see what will happen. I am pretty sure that we will pull through quite nicely," said Kang. South Korea is home to the world's top three shipyards of Hyundai Heavy, Daewoo Shipbuilding and Marine Engineering (DSME) and Samsung Heavy, as well as STX. **Source: Korea Times**

The **NORDICA** seen outbound from Rotterdam last Friday **– Photo : Peter vd Hoff ©**

At 19-05-2011 The "**Rambiz**" finished the installation of the "**Walney II**" substation for the "Walney offshore windfarm" off Barrow in Furness. The installation work consisted of installation of the jacket, piling, grouting and the installation of the topside. **Photo : Capt. Henk Doornhein – master Rambiz ©**

Carriers to launch China, S. Africa, S. America loops

CSAV, CMA CGM and China Shipping are teaming up to launch a new weekly service with two slings between the East Coast of South America, South Africa and Asia, the Journal of Commerce reported. The three carriers will deploy a total of 21 vessels in two port rotations. CSAV will provide 10 of the ships on the two slings.

Sling 1 will consist of 11 vessels with capacities of 6,500 20-foot equivalent units each, of which CSAV will provide six, on the following port rotation: Pusan, Shanghai, Ningbo, Chiwan, Hong Kong, Port Kelang, Rio de Janeiro Santos, Montevideo/ Buenos Aires, Rio Grande, Paranagua, Santos, Durban, Port Kelang, Hong Kong and back to Pusan.

Sling 2 will be made up of 10 4,200-TEU vessels, of which CSAV will provide four, on the following port rotation: Shanghai, Ningbo, Xiamen, Kaohsiung, Hong Kong, Shekou , Port Kelang, Santo, - Paranagua, Itajai, Santos, Rio de Janeiro, Nqura, Singapore, Hong Kong and back to Shanghai. **Source : PortNews**

Pacific Basin ‘Concerned’ About Two-Year Dry-Bulk Outlook on New Ship Glut

Pacific Basin Shipping Ltd. (2343), Hong Kong’s largest operator of dry-bulk vessels, said it was “concerned” about the outlook for rates through 2013 as a glut of new ships enter service. “We are concerned about the two years ahead of us,” Chief Executive Officer Klaus Nyborg said at a shipping conference in Imabari, Japan today. The company is “fairly confident” about the market after that, he said.

The Baltic Dry Index, the benchmark for commodity-shipping rates, has plunged 65 percent in the past year as shipping lines’ fleet expansion surpasses demand for iron ore and coal shipments in China. The global dry-bulk fleet will grow 55 percent from 2010 to 2013, outpacing a 28 percent increase in demand, Barclays Capital said in a report this month. “The next 12 to 24 months will be challenging,” Frank G. Jensen, chief executive officer of Clipper Group, said at the Imabari event. "There are too many new-builds coming out." Clipper's dry-bulk business manages more than 100 ships, according to its website. Hong Kong-based Pacific Basin had a dry-bulk fleet of 123 owned and chartered vessels as of April 15, with another 23 on order.

The industrywide dry-bulk fleet has grown as China, maker of about half of new vessels, gave out financing over the past few years to prop up local shipyards during the global recession. That has helped the global backlog of on-order ships swell to more than 40 percent the size of the in-service fleet, according to data compiled by Bloomberg. By comparison, the backlog for container ships is about 25 percent. "We cannot be optimistic," Cesare d'Amico, chief executive officer of d'Amico Societa di Navigazione SpA, which has a fleet of 90 ships, said at the Imabari conference. "For the next two years, it will be difficult." The Bloomberg Dry Ship Index, which tracks 12 dry-bulk shipping lines worldwide, has fallen 14 percent this year. Pacific Basin has fallen 9 percent this year in Hong Kong, while the benchmark Hang Seng Index is little changed. The backlog and plunging rates have caused lines to slow the pace of new orders. In the first quarter, global orders plunged 73 percent from a year earlier to $2.3 billion, according to shipbroker Clarkson Plc. **Source: Bloomberg**

MARITIME ARTIST CORNER

Above seen a copy of a Watercolour made by **Paul Kerrebijn** of the **TSHD GEOPOTES 14 ,** in 1984 all workers with Volker Stevin received a copy of this watercolour as a present.
See for more work of **Paul** his website **: http://www.paulkerrebijn.nl/**

…. PHOTO OF THE DAY …..

The **FAIRPLAY-31** seen operating near the **RAMBIZ** at the "Walney offshore windfarm" off Barrow in Furness.
Photo : Capt. Henk Doornhein – master Rambiz ©