

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 147



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



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The **SCHELDEGRACHT** seen arriving in Willemstad (Curacao)

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

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EVENTS, INCIDENTS & OPERATIONS



Now it's your turn to surprise pirates

P-Trap is a very simple and cost-effective defence against pirates. It creates a safety zone around the ship where it is vulnerable and keeps unwanted guests at a safe distance (**watch the demo on www.ptrap.com**). The Royal Dutch Navy, the Netherlands Coastguard and the Royal Netherlands Sea Rescue Institution successfully tested the system. Contact us for more information.

Finalist

P-Trap

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P-TRAP® NOMINATED FOR SAFETY AT SEA INTERNATIONAL AWARDS

IHS Fairplay Judging Panel Shortlists the P-Trap® Anti-Piracy Product

The **P-Trap®** anti-piracy product, developed by Westmark BV, based in The Netherlands, has been shortlisted in the Security category by the Safety at Sea International Awards 2011 organized by IHS Fairplay. The 5th annual event will be held late June onboard the historic warship HMS Belfast, London, to celebrate and honor the role that safety managers and manufacturers play in saving and protecting life at sea. Westmark's P-Trap® is one of three nominees in the Security category, competing against Applied Weather Technology's Globalview Fleet Management System, and VSTEP's Port Security Awareness Training program.



This is the second maritime innovations award nomination that P-Trap® has received this year. In April, P-Trap® was named finalist in the Safety at Sea category by the Seatrade Awards. "We are delighted to see that the industry is recognizing the P-Trap® as a product that offers a credible layer of defense against pirates," said Lodewijk Westerbeek van Eerten, inventor of the P-Trap®. "The system adds to the hardening of a vessel and, most importantly, gives crew members a safer feeling by adding a visual boarding deterrent to the outside of the vessel."

The P-Trap® is a passive non-lethal protection measure against pirates. It was introduced to the international shipping community last year. Today, multiple shipping companies are using the product while transiting through pirate infested regions. Dockwise, a world leader in heavy marine transport, was the first company to test a prototype of the system and is currently expanding the use of P-Trap® anti-piracy product to multiple vessels of their T-Class.

The P-Trap® works to protect seagoing vessels from unwanted boarding attempts by pirates. Once deployed it offers continuous protection without monitoring and prevents seafarers from being placed in harm's way. The system is designed to withstand multiple simultaneously performed pirate attacks by means of two heavily constructed P-Trap®



booms positioned on both sides of the vessel. Conductors are lowered to the waterline carrying P-Trap® lines along the entire length of the ship. The propeller of a pirate vessel that sails within reach of the P-Trap® will become entangled in the lines, stalling the engine and immobilizing the propulsion of the attacking vessel. As a result, the P-Trap® line will break at a weak link and the pirates will have to clear their propeller. A full-scale test was performed last year by the Royal Dutch Coast Guard in conjunction with the Royal Netherlands Sea Rescue Organization and the Royal Dutch Navy on the North Sea. Four simulated pirate attacks at varying speeds put the product to the test with

promising results—in all cases the “pirates” were unable to come within boarding distance of the ship.

For more information visit: www.pttrap.com

See also :

http://www.youtube.com/watch?feature=player_embedded&v=4QQwdxO2w



The Passengerliner **GEMINI** made a stop over in Rotterdam-Europoort for some minor repairs

Photo : Luuk Silvius (c)

CHINA BUILDS MORE SPRATLY OUTPOSTS WITHIN PHL-CLAIMED TERRITORY

China has set up military garrisons and outposts within Philippine-claimed territory in the Spratly Islands in the South China Sea. Documents and photographs obtained by News5 show that the military garrisons and outposts are located on six reefs that are part of the Kalayaan Island Group. Brunei, China, Malaysia, the Philippines, Taiwan and Vietnam are claiming the Spratlys either entirely or in part. The Spratly Islands are located within an area of 150,000 square miles and are made up of some 200 islands, reefs and shoals. The Aquino administration is expected to push for

diplomatic solutions to the dispute as well as joint economic development of the area. But a political analyst said Manila should not surrender its sovereignty and should turn to the international community for help.

The Philippines is claiming only a portion of the Spratlys, known as the Kalayaan Island Group, located in a 64,000-square-mile area and made up of 54 islands, reefs, and shoals.



Included in the Kalayaan Group is Pagasa, also known as Thi Tu Island, the second biggest island in the Spratlys. The Philippines has an airstrip and maintains a small community on Pagasa Island as well as garrisons in eight other islets.

Vietnam occupies 23 islets while China and Malaysia occupy seven each. The Kalayaan Island Group is part of the province of Palawan and is within the 200 nautical mile exclusive economic zone of the Philippines. Documents show that of the seven Chinese-occupied islands, six are located well within the Kalayaan Island Group. The military garrisons and outposts were located at Kagitingan (Fiery Cross) Reef, Calderon (Cuarteron) Reef, Gaven Reef, Zamora (Subi) Reef, Chigua (Dong Men Jiao) Reef and Panganiban reef, better known as Mischief Reef.

At Kagitingan Reef, China built a permanent communications and maritime observatory garrison that can house 200 troops. China built a helicopter landing pad, a 300-meter long wharf allowing supply ships and patrol boats to dock, a two-storey barracks and a 500-square meter plantation area. Beijing designated the Kagitingan Reef as its main command headquarters as it is equipped with satellite data transmission, surface and air search radars. This garrison is armed with at least four high-powered naval guns and several gun emplacements. China built permanent reef fortresses and supply platforms at the Calderon, Gaven and Chigua reefs. These supply platforms can resist winds up to 71 knots and are equipped with VHF / UHF communications equipment, search radars as well as naval guns and anti-aircraft guns. These three supply platforms can also serve as docks for Chinese navy patrol boats. At Zamora Reef, China has built a permanent reef fortress and supply platform that can house 160 troops. This garrison has a helipad and is armed with four twin barrel 37-millimeter naval guns. Documents also show that China has built up its facilities at Panganiban Reef. In 1995, Manila and Beijing had a diplomatic dispute when China started building structures on the reef. At that time, China said the structures were shelters for its fishermen but questions were raised as the "shelters" were equipped with satellite communications and radars.

Panganiban Reef now has four building complexes with 13 multi-storey buildings. Fifty Chinese Marines are permanently stationed there and are equipped with satellite communications equipment. China has undertaken several lagoon construction activities at Panganiban Reef. The construction of additional facilities at Panganiban Reef is apparently aimed at establishing pre-positioned bases in the South China Sea, enabling Beijing to project its influence and power in the disputed islands. Documents also show that apart from the military garrisons and outposts, China is aggressively pursuing large-scale maritime projects aimed at cementing its claim on the Spratlys. These projects include construction of port facilities, airports, navigation buoys, lighthouses, ocean observatories and maritime meteorology networks. President Aquino had recently voiced the idea of claimant countries jointly developing Spratlys' resources - and sharing in the benefits. Defense Secretary Voltaire Gazmin says this a "good idea," adding that a good neighbor policy may be the best way to resolving the dispute.

"The proposal of the President is why don't we come up with some sort of consortium where all the claimant countries are putting up their resources for a particular project in these areas?" Gazmin explained. "For whatever proceeds we get - we divide, we share equally, which is a very good idea." But Gazmin said this was just an idea of the President. "It's just one of his (President Aquino) ideas." "If that is one way of resolving the issue peacefully and at the same time earning from it, not fighting but earning and sharing resources - I guess that is a friendly neighborhood," he said. Gazmin said any "intrusions" into the Philippine territory would be dealt with diplomatically.

Last March 2, 2011, Manila filed a protest over China's alleged intrusion into Philippine waters where Chinese Navy patrol boats "harassed" the [MV Veritas Voyager](#), a Philippine oil exploration ship. Political analyst Dindo Manhit of Stratbase stressed Manila should not surrender its sovereignty. While admitting the Philippines is militarily weak, Manhit said Manila can turn to the international community to exert pressure on China or any other claimant country.



TK's **ARALUEN SPIRIT** seen arriving in Singapore – Photo : Piet Sinke (c)

Santorini cruise ship wreck 'too costly' to remove

Government says shipowner and insurance company have to pick up 150-million-euro bill



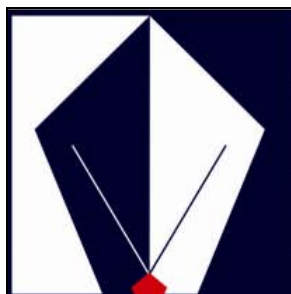
The government says it is not in a position to salvage the wreck of the **Sea Diamond** cruise liner, which sank off the coast of Santorini four years ago. Two people drowned when the cruise ship hit a rocky outcrop close to the island's shore in April 2007. The wreckage of the ship has remained on the sea bed ever since, much to the annoyance of the island's residents. Responding to a question in Parliament, Marine Affairs Minister Yiannis Diamantidis said that the government cannot afford to remove the ship's hulk.

The ministry cannot raise this shipwreck, he said. We do not have the finances to do it as it will cost more than 150 million euros and this is an issue that the shipowner and insurance company have to deal with. **Louis Cruise Lines**, which owned the ship, has firmly rejected any responsibility for the sinking.

Source :
ekathimerini.com



See also : <http://www.youtube.com/watch?v=DxcJNVxifcE>



FIVE OCEANS SALVAGE
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The Dutch Police patrol boats **P 48**, **P 49** and **P 42** seen moored “sisterly” in Ijmuiden – **Photo : Jos Haver ©**

Larger dry bulk carriers lead BDI's rally this week

Larger dry bulk vessels have kept on leading the market's rise this week, with the BDI (Baltic Dry Index) rising by a more than healthy 3.43% to 1,446 points. Capesizes and Panamaxs have been the stars so far, with the Capesize market gaining 4.08% and the Panamax one returning to rising levels by an equally impressive 4.39%. Of course, one should take into account that traditionally this time of the year, the dry bulk market experiences its highest seasonal demand, which could help justify this week's rise. But, on the other hand, oversupply issues haven't just “magically” gone away and will keep on pressing the market and causing high rate volatility.

Yesterday, brokers and analysts alike were speculating that behind this week's rise, is the potential decommissioning of some vessels. “No owner's going to continue doing business at \$4,000 a day or \$6,000, below operating costs,” said Hendrik Leusink, division executive for capesize and panama vessels at Island View Shipping SA, South Africa's biggest commodities shipping line. Quoted by Bloomberg he mentioned that “people will put ships into temporary lay-up or idle ships.” Operating costs for the vessels are between \$7,500 and \$8,000 a day, according to estimates from London-based Simpson Spence & Young, the world's second-biggest shipbroker. Capesizes were below that level from April 11 to May 19.

In its latest weekly report, Fearnley's mentioned that finally there were some good news for Capesize ship owners, even though rates in general are at a historic low and fundamentals have changed very little over the week. “Driven almost entirely by increased transatlantic coal trades and a steady volume on the Brazil/China iron ore run, average spot levels are up more than 50% to come in at close to USD 9k. Pacific is slow and eventless in comparison, though, with resultant levels for the WAust/China ore run only marginally up at USD 7.35 pmt which is still below opex.

Expectations are there for this to last a little longer, thus more period fixing is expected - last done is 178kdwt/built 1998 done for 10-14 months at USD 10700/day basis delivery Qingdao mid June" said the report. In the Panamax market, "after a slow start to the week, we saw more cargoes in the market on Tuesday with both coal from US and grains from ECSA. Especially the Pacific basin took a turn on Tuesday evening with chrts chasing prompt ships which were lacking. NoPac rounds were fixed at around 14k and still climbing, while the Atlantic rounds were fetching around USD 15k. Fronthauls hovering around USD 250k. It has been some short period activity this week with rates hovering around 13/14k. It was also rumored a kmax being fixed and failed for 3 years at a tick more than USD 14k" mentioned the shipbroker.

Finally, for the smaller ship types, "rates in the Atlantic remain steady/flat with the Black Sea remaining quiet with little fresh enquiries. The Continent is seeing more tonnage on ppt /beg of June positions. US Gulf to the Far East is slowly but surely firming further and more activity seen on transatlantic round voyage. ECSA is balanced with very little movement on rates. Outlook: stable. The Pacific market remains soft and owners unwilling to come in India due to lack of outbound cargoes. For Indo-India, Supras in North China are getting close to 12k. Nickel-ore rounds are getting firm rates in mid-high teens from Indonesia. WCI-China rates slid to 15k and from ECI around 12k. Red Sea; ferts on handymax/ Supras are fixed at very mid 20 's pmt on voyage basis to WC India. Large Supras for RBCT/India round are now asking 15k. Short period deals done at mid-teens for large Supras" concluded Fearnley's.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The 2004 **PANTANAL** seen outbound from Antwerp - Photo : Stan Muller ©

"Watchman Take The Wheel!" – How To Have A Collision In Open Ocean

We often fault Hollywood for their unrealistic story lines in movies about ships.... but they are movie makers not maritime experts, right? So I was happy to see that a maritime organization, SMSC training center in Norway, decided to take matters into their own hands and create a true-to-life ship collision scenario. That is until I watch it.

I have always wondered how two ships in open ocean could collide and, until now, I've always assumed these rare incidents occurred because the watch standers either fell asleep or abandoned their post. But there is a third possibility... they completed their training at SMSC. Here's the video:

http://www.youtube.com/watch?v=RWnXwFrIBs4&feature=player_embedded

Ok, so I'm fairly certain no watchstander is as useless as the guy in this video but, in case you are new to shipping, here's a recap: **If you are ever in a collision course with a ship in open ocean don't rely on the VHF, don't wait until it's too late to call the captain, don't order your "watchman" to take the wheel but give him no orders, and be sure not to rely solely on the radar... it's far better to LOOK OUT THE WINDOW and act accordingly.** Source : John Konrad – gCaptain



The advertisement for Vlierodam B.V. features a collage of three images: on the left, a close-up of yellow wire rope pulleys; in the center, the DNV 2.7-1 certification logo; and on the right, a large blue and white tugboat at a port. Below the images, the text reads: "Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting", "Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000", and "VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl". A small Vlierodam logo is in the bottom right corner.



The **EENDRACHT** seen passing Maassluis, in the background is seen the tug **ELBE** which will participate in the **DAG VAN DE ZEESLEEPVAART** which will be held in Maassluis on Saturday - **Photo : Luuk Silvius ©**

Cruise Business to Mexico Floundering

Los Angeles' year-round cruising business appears to be sinking following announcements that two companies have reassigned Mexico-bound ships that used to call San Pedro home. Royal Caribbean International's **Mariner of the Seas**, one of the largest passenger ships that had served the West Coast, departed San Pedro earlier this year for more lucrative trips out of Europe and Galveston, Texas, according to the Daily Breeze.

Earlier this month, Norwegian Cruise Lines reassigned the **Norwegian Star** from Los Angeles to Tampa, Fla., and seasonal cruises wrapped up with the **Golden Princess'** final trip to Hawaii. "We're really at the mercy of how people perceive Mexico as a whole, even if the port cities aren't reporting any problems," Chris Chase, the manager of business development for the Port of Los Angeles, told the Breeze. "We're hoping the market will quickly turn around

and show a new interest in Mexico." About 605,000 travelers are expected to board ships for 150 cruises out of Los Angeles this year, less than half of the 1.22 million passengers in 2005, the port's busiest year on record. The outlook for 2012 is bleaker, with 450,000 passengers and 105 cruises projected.

Cargo vessels generate most of the revenue in Los Angeles, but cruise ships account for 2-3 percent of the port's income. "It's going to take some time to recover, because our planning runs two to three years in advance," Chase said. "We're really trying to reach out and show that Mexico is still a great place to go for a vacation."

Two cruise ships are due in port over next two weeks, as a part of worldwide voyages. But after that, the cruise ship terminal will be empty through August, when another two ships will make one-time visits to Los Angeles, the Daily Breeze reported. In the last week of September, the Carnival Spirit is due to arrive, along with the [Disney Wonder](#) and Princess Cruises.

"Unfortunately, the cruise lines make more money by offering trips to Europe and Alaska," Chase said. "People come to Los Angeles looking for a desire to visit destinations with warm water, which leads us to Mexico." Overall, the cruise business is growing in North America, with 16 million passengers expected this year -- a 1 million increase over 2010, according to the Cruise Lines International Association. Business at the Port of Long Beach, home to two Carnival ships, is expected to remain steady over the summer.

Since 2009, the port has logged about 390,000 passengers and 150 cruises to Mexico annually, and those figures should hold through 2012, Carnival spokesman Vance Gulliksen told the Daily Breeze. [Source : nbcсандiego](#)



The [STAR PRIMA](#) seen in the port of Antwerp – [Photo : Jan Bos](#) ©

Estonian strongmen set a world record by moving ship of Tallin

During the European Maritime Day, the demonstration of the Estonian athletes power marked the new world record - 20 strongest men of the country were able to budge the Tallink's cruise ship [Baltic Queen](#) weighs 20,000 tons. To establish a new world record it was needed to move the Baltic Queen at least 10 meters. New record was favored by excellent weather and relatively quiet wind, facilitating and ensuring the safety of the team on board. Trying to budge tons of the [Baltic Queen](#) weighting 20,000 tonnes has become the most ambitious effort ever undertaken by Estonian strongmen. Last year they managed to move the diesel train weighted 200 tons, and in 2009 strongman Andrus Murumets has managed to push the Estonian Air's Boeing 737-500 weighted 40,000 kilograms. With a length of 212 meters, a width of 29 meters and an empty weight of about 20 000 tonnes the [Baltic Queen](#) is one of the biggest cruise ferries of this type in the Baltic. May 20, in the framework of the European Maritime Day, the company Tallink has organized an open day on the board of Baltic Queen's Day for everyone who is interested to see the ship. During the day a variety of shows from the summer cruise program have been performed on board, discount cruise tickets have been sold, and famous cartoon character Lotte was entertaining the children.



Iran shipping companies face more sanctions heat

The European Union has targeted more Iranian shipping companies as part of moves to tighten sanctions imposed on the Islamic Republic. EU foreign ministers agreed on Monday to add more than 100 new entities to a list of companies and people affected by EU sanctions, designed to put economic pressure on Tehran to abandon its atomic programme. Adding further pressure, the United States on Tuesday announced sanctions on Venezuela's state oil company PDVSA and six other oil and shipping companies for engaging in trade with Iran in violation of a U.S. ban. The EU move, reflecting mounting frustration over a lack of progress in nuclear talks with Tehran, has added a number of holding companies owned or controlled by the Islamic Republic of Iran Shipping Lines (IRISL). "Iran in general and IRISL and its affiliates in particular face a largely unified front, one that is systematically, if somewhat slowly, closing the loopholes and forcing it to expend scarce resources on ever increasingly complex evasive manoeuvres," said J. Peter Pham with U.S. think tank the Atlantic Council.

"At some point or another, Iran's shrinking pool of partners will conclude that the cost of doing business with it is too high." IRISL was not immediately able to reply to questions from Reuters. In recent months IRISL has faced sanctions-related pressure from both the EU and the United States, which have said the shipping line has engaged in illegal activity. IRISL Chairman Mohammad Hossein Dajmar told news site Jamejam Online last year that sanctions "could not paralyse the shipping line". "Our strategy is to deal with this issue. It means we won't let them to reach their goal," Dajmar said. The new EU measures have targeted over 30 IRISL holding companies based in Germany, Malta, Hong Kong and the Isle of Man in the UK. All the companies were listed at the same address in each location, the EU's Official Journal showed on Tuesday. Among the shipping companies targeted by the EU were Safiran Payam Darya Shipping Lines, which it said took over IRISL's bulk services and routes and used vessels previously owned by IRISL. Companies covered by the U.S. sanctions included Singapore-based Tanker Pacific and Israel's Ofer Brothers Group, both of which the U.S. State Department said "did not heed publicly available and easily obtainable information that would have indicated that they were dealing with IRISL". Ofer Brothers said it had "never sold ships to Iran", adding the Israeli government would support its claims.

The new EU measures, asset freezes and visa bans add to a range of financial and trade sanctions the EU's 27 governments have already imposed on Tehran. Iran said on Tuesday the new round of EU sanctions was contradictory to the bloc's stated desire to return to talks. IRISL was originally designated by the U.S. Treasury in 2008 for alleged involvement in illicit arms shipments. The Treasury has said the shipping line used deceptive behaviour to try to mask its activities including falsifying shipping documents, changing nominal ownership of its ships and repainting them to hide the fact that they are part of IRISL. "U.S. and U.N. sanctions encouraged IRISL to become more active than before and play an active role in the international scene," Ali Ezzati, IRISL's director of strategic planning and international affairs, said on the company's website this month. IRISL said in April the last of five cargo ships seized following sanctions had been released. IRISL's blacklisting meant its P&I insurance cover was terminated in 2009 by providers belonging to the International Group of P&I Clubs. "Following the introduction of legislation in the UK, that cover was terminated and they are no longer covered within the International Group," Andrew Bardot, executive officer with the International Group of P&I Clubs, told Reuters. "There is quite a complicated matrix of sanctions legislation and regulation and careful investigation and inquiry is necessary to make sure that the cover provided does not infringe the EU or U.S. regulations." World powers suspect Iran is trying to develop atomic weapons under the cover of its declared civilian nuclear energy programme, but Tehran says it needs nuclear power to meet growing domestic demand for electricity. **Source: Reuters**



Above the German flagged containervessel **NILEDUTCH CAPE TOWN** alongside in Lobito - Angola.
Capt. Christian Schmidt - AfriShore Mosselbay ©

Replica of Henry Hudson's ship open for tours until June 16



The **Half Moon** has arrived, and beginning Saturday through June 16 visitors can go aboard and get a taste of what life on a 17th century sailing vessel was like.

Steven DeJong of Holland returns to the Half Moon after picking up a passenger from the shore. The replica of Henry Hudson's ship will be docked in Kingston until June 16. It will be open for daily tours between 11 a.m. and 5 p.m. starting Saturday

The ship, a replica of the one Henry Hudson sailed up the river now bearing his name in 1609, sailed down the river from its winter home in Athens and docked in Kingston at the Hudson River Maritime Museum Wednesday afternoon. It'll be open to the public from

11 a.m. to 5 p.m. every day, including Memorial Day, for a \$10 admission charge that also gets you into the museum. (See www.hrmm.org for more details.) "It's like going into a time machine," said Capt. Chip Reynolds, who commands the ship's volunteer crew of 24. **Source : Times Herald**

Clipper ferries not for sale

Denmark's Clipper group is not looking for a buyer for its ferry business despite big financial losses. The Scandinavian and Irish Sea ferry operations of the Clipper group lost some \$36m last year and accounted for 80% of the total \$45m deficit of Clipper's Danish operations according to media reports. But Per Gullestrup the Clipper partner responsible for ferry and ro-ro operations tells TradeWinds the losses reflect only the business activities in Denmark rather than the wider shipping business which is mostly domiciled in the Bahamas. So is Clipper interested in stemming the flow of red ink from the Danish businesses which comprise the ferry, cruise and some other activities, by selling the loss making operations? "Nothing is further from our mind than selling the ferry operations. We have spent the last year and a half in restructuring and our business plan for turning the business around is in full swing," says Gullestrup.

Clipper operates a fleet of more than 200 vessels mostly bulk carriers up to panamax size as well as a substantial number of project and heavy lift ships but is also into large tankers, chemical carriers, ro-ro vessels and passenger ships. The ferry operations include Scandlines Sydfynske, Nordic Ferry Services, a strategic stake in Mols Linienas well as Seatruck Ferries, trading between the UK and Ireland.

Gullestrup said agreement had been reached with the Danish government about the future of the domestic ferry business. The Clipper partner said the Seatruck operation was also secure within the Clipper group. The Danish media

said Seatruck Ferries had incurred a \$10m loss last year but Gullestrup said changes in DFDS and Stena's operations on the Irish Sea had resulted in an improvement in the supply - demand balance.

"We are not making money out there but it is a better situation than before. It would make no sense to sell this operation as we have four new buildings coming through," he added. The newbuildings are on order from Flensburger Schiffbau in Germany for delivery this year and next. Gullestrup said the Danish media had obtained the statutory results of its Danish businesses but the overall results of the much wider Clipper group were not published as it was a private concern. **Source : Tradewinds**

NAVY NEWS

New Navy ship to salute at Fort Morgan

Today (Friday) around 12:30 p.m., the **USS William P. Lawrence** warship will make its way through the mouth of the Mobile Bay and will pause briefly to salute the fallen **USS Tecumseh**, which sunk during the Battle of Mobile Bay in 1864. The Fort Morgan staff will fire a cannon as the warship continues to Mobile for its June 4 christening.

"We are absolutely thrilled and honored to be able to offer our fort guests this unique opportunity to see what will literally be the nation's newest Arleigh Burke Class Destroyer," said Blanton Blankenship, historic site manager of Fort Morgan. Built in Pascagoula, Miss., this 500-foot guided-missile destroyer is named for Vice Admiral William Porter Lawrence, a noted pilot who received his Naval Aviator wings at Pensacola Naval Air Station. After being shot down over North Vietnam and spending almost six years as a prisoner of war, Lawrence became superintendent of the Navy.

The new ship will serve as a multimission platform that can operate either independently or as part of surface, expeditionary or aircraft carrier strike groups in air, surface, and undersea threat environments. **Source : Fox10tv**

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TOTAL MAKE OVER OF ANTWERP SHIP REPAIR



ANTWERP
SHIP REPAIR

Due to the economic climate and the wishes of the shareholders and management, ASR has commenced a change in policy in summer of 2010 where customer service, long term relationships, a higher degree of service and extensive flexibility are a priority. In the restructuring process we have critically studied the overall organization of the yard, the management systems and procedures,

the efficiency and productivity of all the yard's disciplines and finally the total number of employees.

The results of the finalized restructuring process are a totally new organization of ASR focusing on new targets, vision to the future, continual improvement of processes, modern working methods, with an open mind for remarks and criticism from all parties concerned especially from our clients.

Antwerp Ship Repair is now a ship repair yard with a modern, small and horizontal organization providing you with a flexible and an excellent service. ASR will offer you also every possibility on ship repairs varying from inland waterway barges up to "AFRAMAX" vessels and container vessels up to approx. 7500 TEU. Now that ASR has changed to this new direction and in order to emphasize the above mentioned changes and to leave the past behind us, it is now the moment to provide our company name with a fresh "new look". By means of this message we proudly present the new company logo which will be the ASR logo as per June 1st 2011

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NEL Lines seamen to continue strike

Seamen working on the NEL Lines' ships "**Aqua Hercules**" (formerly Ropax one) and "**Olympus**" are to continue labour action, according to sources within a meeting of the Nationwide Seamen's Federation (PNO) executive committee on Monday.

PNO has also decided to send an solicitor's letter to the NEL Lines to demand that they hire more sailors on the crew of the two ships, in accordance with collective agreements and social insurance requirements. Some 50 seamen remain at the port of Corinth and are preventing loading of the "**Olympus**".

Trade union sources say the sailors are also protesting against the maritime affairs ministry's decision to abolish a tariff paid to their sailors' pension fund NAT, on the grounds that their pension fund was thus losing large sums of money. They also say the ministry intends to abolish 10-month mandatory employment for sailors.

The maritime affairs ministry had tabled legislation in Parliament that abolishes charges for third parties on ferry tickets in order to make these cheaper. This included a fee insuring passengers and vehicles that was paid to NAT to cover risk of naval accidents, which amount to 6.5 percent of the ticket price without VAT. **Source :athensnews.gr**



Above seen 25-05 the **Smit Cheetah**, **Smit Ebro**, **Smit Elbe** and **Smit Schelde** with the FPSO **Uisge Gorm** outbound from Rotterdam-Botlek – **Photo : Frans de Lijster ©**



Dry S&P Market – Market is active

Week 20: 20 – May – 2011

The market has been particularly active in the Panamax sizes. **MICHELE BOTTIGLIERI** (75,413 dwt / built 2001 Hitachi Maizuru) is reported sold to Chinese buyers for \$ 26 m with SS+DD freshly passed. **F.D.CRIS DE ANGELIS** (74,408 dwt / built 2007 Hudong Zhonghua) is believed sold to Vita Ship management for \$ 30 m. Far Eastern buyers are reported to have purchased **LA JOLLA** (72,126 dwt / built 1997 Hitachi Nagasu) at \$ 21 m. She has a tc at \$ 14,750 / day to COSCO attached till Aug-Nov this year. In Handysize sector we have modern Chinese built **NEWLEAD PROSPERITY** (34,682 dwt / built 2003 Tianjin Xingang C 4X30T) sold to undisclosed interests for \$ 24.5 m. Other deals reported are listed below.

Reported Bulker Sales

MICHELE BOTTIGLIERI	75,413 / 01 HITACHI MAIZURU	\$ 26 m	Sold to Chinese buyers with SS+DD freshly passed
F.D.CRIS DE ANGELIS	74,408 / 07 HUDONG ZHONGHUA	\$ 30 m	Sold to Vita Ship management
LA JOLLA	72,126 / 97 HITACHI NAGASU	\$ 21 m	Sold to Far Eastern buyers with cosco tc till Aug-Nov 2011
SUNNY CARRIER	63,695 / 84 HITACHI NAGASU C	\$ 7.5 m	Sold to Middle Eastern buyers
HAMBURG	42,968 / 90 HASHIHAMA TADOTSU C 3X15T	\$ 13 m	Sold to Turkish buyers
VOC PROGRESS	40,908 / 89 3 MAJ C	\$ 10 m	Sold to undisclosed interests
NEWLEAD PROSPERITY	34,682 / 03 TIANJIN XINGANG C	\$ 24.5 m	Sold to undisclosed interests
MERIDA	31,217 / 84 NIPPON KOKAN	\$ 4.5 m	Sold to undisclosed interests
VANESSA A	27,586 / 86 MITSUI TAMANO C	\$ 7.2 m	Sold to Bangladeshi buyers
CORAL	26,977 / 80 NAIKAI SETODA C 4X25T D1X25T	\$ 3.6 m	Sold to Singaporean buyers
NORDIC AMANDA	3,015 / 91 BIJLSMA WARTENA	\$ 0.85 m	Sold to undisclosed interests

Tanker S&P Market – Greek buyers active

It is believed that a resale tanker from **Sungdong hull no 2021** (158,000 dwt / Dely Aug 2011 Sungdong) has been sold to Meandros Lines for \$ 66 m. The LR II **DUBAI LEGEND** (112,661 dwt / built 2002 Samho HI) is reported to be sold to Thenamaris, Greece, for \$ 32 m. Another unnamed Greek buyer has taken LR II **GLORY CRYSTAL** (106,129 dwt / built 2000 Namura Imari) at \$ 21 m. **SANMAR SONNET** (99,999 dwt / built 1997 Namura) is reported to be sold to Vietnamese buyers for \$ 22 m. In the MR sector, we have IMO III **MARE DI RAVENNA** (51,371 dwt / built 2006 Shin-A) reported sold for \$ 30 m to Falcon.

Reported Tanker Sales

SUNGdong 2021 (RESALE)	158,000 / Dely Aug 2011 SUNGDONG	\$ 66 m	Sold to Meandros Lines
DUBAI LEGEND	112,661 / 02 SAMHO HI	\$ 32 m	Sold to Greek buyers (Thenamaris)
GLORY CRYSTAL	106,129 / 00 NAMURA IMARI	\$ 21 m	Sold to Greek buyers
SANMAR SONNET	99,999 / 97 NAMURA	\$ 22 m	Sold to Vietnamese buyers
MARE DI RAVENNA	51,371 / 06 SHIN-A	\$ 30 m	Sold to Falcon
VALERIE	19,819 / 02 QINGSHAN	\$ 14 m	Sold to undisclosed interests
MMM ASHTON	3,442 / 04 SAMHO SB	\$ 6.3 m	Sold to Philippine buyers

Demolition Sales

ALFRED N	260,826 / 91 FINCANTIERI MONFALCONE	34,493 ldt	\$ 525 / ldt	Sold to Bangladeshi breakers
APOLLO STAR	188,334 / 87 SAMSUNG HI	22,978 ldt	\$ 500 / ldt	Sold to Bangladeshi breaker as is Singapore
FALKONERA	264,892 / 91 ISHIKAWAJIMA KURE	32,809 ldt	\$ 540 / ldt	Sold to Pakistan breakers

Drybulk

All indices slightly moved up before the weekend. Capesize spot rate reflected some activity for back haul business due to a shortage of tonnage in Atlantic, Swiss Marine fixed MV 'Crystal Star' 1998 178632 dwt dely Qingdao 10/17 June for 10/14 months trading redel worldwide at \$ 10700 daily. The Panamax sector has seen more cargoes ex India and Pacific being fixed, Norden fixed 'Samjohn Amity' (1998 blt, 74744 dwt, 14 on 35 ndas) dely Yuhuan 22/26 May for a trip va EC Australia redel EC India at \$ 12800 daily. Both spot and period rates of Supermax remain soft as a result of weakening demand. Iron ore from Indian to China is fixing at mid teens due to the reason of the monsoon season, Coal via Indonesia to India is paying a bit more at mid/high teens level on tc hire bss dely SE Asia. Handysize sector is fairly steady with Shipland fixed 'New Alliance' 1996 27904 dwt dely CJK 3/5 June for 3/5 months trading redel worldwide at \$11000 daily.

Period Fixtures Dry and Wet

OCEAN PRINCE	BULK	76,423 / 04 TSUNEISHI	\$ 12,500 / day	4-6 months to GMI
IRON KNIGHT	BULK	76,429 / 04 TSUNEISHI	\$ 15,000 / day	4-6 months to Norden
BUNGA KASTURI TIGA	CRUDE	300,398 / 06 UNIVERSAL ARIAKE NAGASU	\$ 32,500 / day	3 yrs to Unipac

The above represents a digest of reported sales and fixtures. All Information is given in good faith without

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MarFlex Agent Event 2011

Op 23 en 24 mei jl. vond bij **MarFlex** in Oud-Beijerland een zgn. agent event plaats. MarFlex agentschappen wereldwijd stuurden afgevaardigden naar MarFlex. Tijdens een rondleiding in de MarFlex fabriek werden de laatste ontwikkelingen op het gebied van cargo monitoring en cargo handling (NQZR) gepresenteerd.



Bovendien bood MarFlex haar agenten een rondvaart door de havens van Rotterdam aan. Naast de MarFlex fabriek werd ook een bezoek gebracht aan Snijders Elektrotechniek in Oud-Beijerland. Snijders is evenals MarFlex onderdeel van de Global Pump Investment Group (GPI). Bij Snijders worden alle frequentie-regelaars voor MarFlex geproduceerd.

Ter afsluiting van deze dagen werd een bezoek gebracht aan de mts "**Amulet**", ook wel ECO-tanker genoemd. De **Amulet** is een diesel elektrisch aangedreven binnenvaarttanker welke is uitgerust met 20 stuks MarFlex ladingpompen. Igor Jansen - mede

eigenaar van de **Amulet** - bood het gezelschap een uiterst boeiende rondleiding en vertelde vol trots over zijn Hi-Tech schip. De agenten bleken zeer onder de indruk. Sommigen van hen hadden nog nooit een binnenvaarttanker gezien en waren dan ook zeer enthousiast over het bezoek aan boord.

Corsica Ferries sells a ferry

Corsica Ferries has disposed of its 1974-built **CORSICA SERENA SECONDA** to a Maderia-based company.

The 118.7-metre long ferry was built at Werft Nobiskrug for the then Lion Ferry, for service between Varberg - Grenaa as **EUROPAFÄRJAN III**. When the route was acquired by Stena Line, they sold the ship to Corsica Ferries in November 1982.

Now renamed **EUROPEAN VOYAGER**, the ferry has a capacity of 1,200 passengers (106 in beds) and 400 cars or 463 lanemetres, with an additional upper car deck. Some believe she's due to operate for Red Star Ferries in the Adriatic Sea. Source : shippax.se

Vale loads the world's largest ore carrier for the first time

The world's largest ore carrier, **Vale Brasil**, was loaded for the first time (Tuesday, May 24) at Pier I at Ponta da Madeira Port Terminal (TPPM) in São Luís, Maranhão. The ship, which was loaded with 391,000 tons of iron ore, will now sail for Asia.



Photo :
Leonardo Tremanti (c)

Vale Brasil is the latest milestone in Vale's long history of investment in infrastructure, a key element for the competitiveness of Brazilian iron ore on the international market. "We don't stop investing and innovating. Vale's investments in infrastructure are the biggest ever made in the country, resulting in efficient logistics for our customers. We

invested US\$9 billion over the last six years and, in 2011 alone, a further US\$5 billion will be invested in the integrated mine-railroad-port-shipping chain," explained Integrated Operations executive director, Eduardo Bartolomeo.

Vale Brasil was ordered by Vale from Daewoo Shipbuilding & Marine Engineering Co in South Korea. It is the biggest ore carrier in the world, with a 400,000-ton capacity, 362-meter length and 65-meter width. **Vale Brasil** is the first of seven ore carriers ordered by Vale from the South Korean shipyard, totaling an investment of US\$748 million.

Vale has also ordered 12 ships each with a capacity of 400,000 tons from the Rongsheng Shipbuilding and Heavy Industries shipyard in China. These vessels, being built at the Chinese shipyard, involve a total investment of US\$1.6 billion.

Photo :
Leonardo Tremanti (c)

A highly efficient logistics infrastructure is a key element for competitiveness in the iron ore market. In order to maximize the efficiency of its operations and meet growing global demand, Vale is developing various initiatives to obtain economies of scale. The ordered vessels will be part of the logistical solution between the company's maritime terminals in Brazil and Asian customers. The ore carriers have a high standard of safety and will contribute to reducing the cost of long haul maritime transportation of iron ore to steelmakers.



Besides owning 19 400,000-ton ships, Vale will have an additional 16 ships with the same dimensions, which will operate exclusively for the company under long-term contracts signed with ship owner partners. These 35 ships are due to be delivered between 2011 and 2013. "With our fleet of our own and chartered ships, we will be able to reduce volatility in the freight market. Volatility does not only affect the freight cost, but also the price of ore itself. As the new ships come into operation, the freight and ore costs will become more stable, benefiting Vale and its steelmaking customers," said Marketing, Sales and Strategy executive director, José Carlos Martins.

From the concept to the basic design, the engineering involved in the world's biggest ore carriers is Brazilian. Developing the design represented an enormous technological challenge and involved considerable innovation, and the desired results were achieved. Vale Brasil enables faster loading and unloading, is suitable for the most modern ports in the world, and produces 35% less carbon emissions per ton of ore transported.

Over the last two years, Vale has ordered the construction of 51 vessels, including tug boats, barge trains and catamarans, from domestic shipyards, helping to develop the Brazilian shipbuilding industry, generating 2,465 direct and indirect jobs, and involving investment of R\$403.9 million. In all, 15 tugboats have been ordered in Brazil – 11 built at the Detroit shipyard in Itajaí (Santa Catarina) and four at the Santa Cruz shipyard in Aracaju (Sergipe). Of this total, 13 vessels have already been delivered to Vale. The tugboats will be allocated to operations at Tubarão Complex (Espírito Santo), Ponta da Madeira Maritime Terminal (Maranhão), Ilha Guaíba Terminal (Rio de Janeiro), Vila do Conde Port and Trombetas Port (Pará). With the new fleet, Vale will now operate a total of 29 tugboats.

The new tugboats are powerful and have a good maneuvering capacity, and this will contribute to enhancing the productivity of ports, as well as improving safety for docking and undocking maneuvers for the largest ore carriers that currently operate in the world. By building these ships, 1,530 new direct and indirect jobs will be generated.

Besides the tugboats, two barge trains are being built at the Rio-Maguari shipyard in Pará, composed of two push boats and 32 barges, and two catamarans at the Arpoador shipyard in Angra dos Reis, to transport employees from Ilha Guaíba Terminal, totaling 51 vessels. The orders will be delivered before the end of this year. Building the barges and catamarans will generate 695 direct jobs and another 140 indirect jobs. **Source : WebWire**



The tugs **VICHAMA** and **PAKATNAMU** arrived May 23rd 2011 in CALLAO (Peru) after a **REDWISE** delivery voyage from Wuxi (China) **Photo : Capt. Bram van der Hout, Master Vichama ©**

Shipping groups laud IMO's decision to solve misdeclared container weights

The decision of the International Maritime Organization (IMO) Maritime Safety Committee to solve the problem of misdeclared container weights will significantly improve the safety of container ships, their crews, shoreside personnel involved in the handling and transport of containers, and other cargo aboard the ship.

Earlier, the World Shipping Council (WSC) and the International Chamber of Shipping (ICS) jointly urged the IMO to establish an international legal requirement that all loaded containers be weighed at the marine port facility before loading aboard a vessel for export.

The Maritime Safety Committee of the IMO agreed to a proposal made by the Netherlands, Denmark and Australia to establish a new work item to address the issue of incorrectly declared containerized cargo shipments and to undertake other measures to improve the safety of container stowage and ship operations. WSC and ICS, along with many IMO member states and representative bodies for seafarers, dockworkers and masters, support the initiative that demonstrates the compelling need to address the problem.

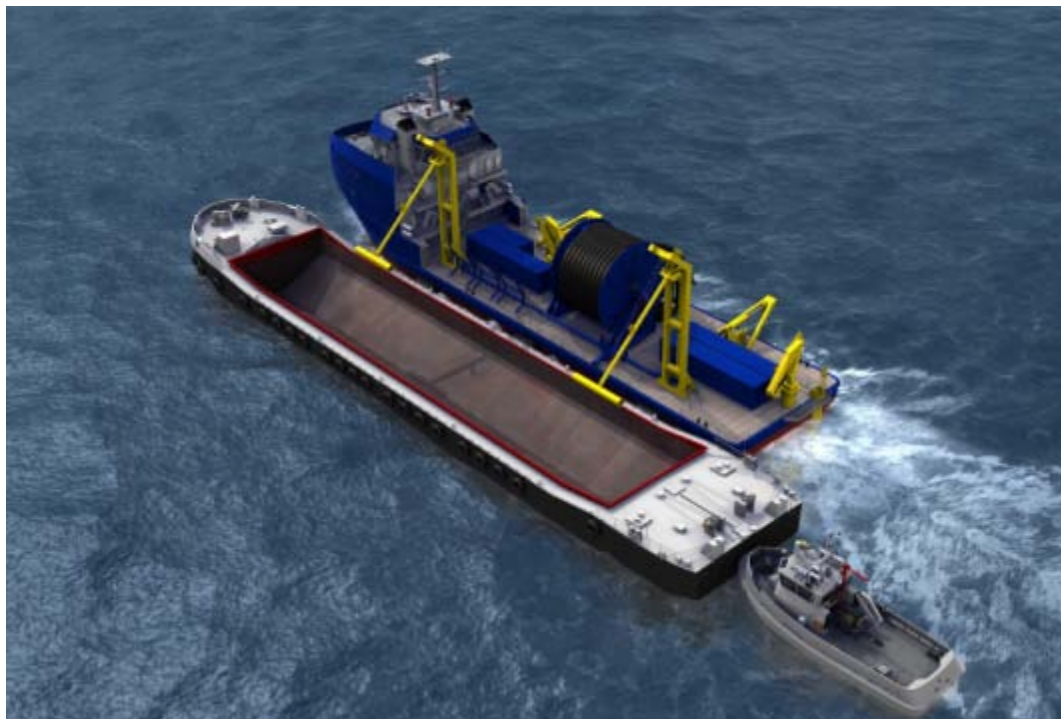
Verification of actual container weight before vessel loading and the availability of the actual container weights for proper and safe stowage planning will mark a long overdue and important improvement in industry safety. WSC and ICS are looking forward to assisting the IMO to institute a new set of requirements as soon as possible. Both WSC and ICS submitted a paper to the IMO which stressed the importance of a clear requirement to ensure that all containers' weights are verified before vessel loading. The collaborative effort by WSC and ICS in support of this initiative represents a sustained effort to solve a problem that has plagued container shipping for years. The industry organizations sought to address the problem through the issuance of industry best practices and voluntary measures, when they published "Safe Transport of Containers by Sea: Guidelines on Best Practices." **Source: Manila Bulletin**



The **ASL CELINE** (ex SVITZER CELINE) spotted in Batam Indonesia – **Photo : Capt. Richard Leistra** ©

The DAMEN approach to deep sea mining – an innovative flexible dredging concept

Damen Dredging Equipment has developed an innovative flexible dredging concept which challenges current technical limitations. The new development is the answer to the increasing demand for raw materials while sand winning locations are located further from shore at increased dredging depths. The RoRo Deep Dredge, as the innovative solution is called, can work up to -200 m dredging depth.



Two vital aspects of the RoRo Deep Dredge installation are the key to its flexibility. First of all the dredging equipment is placed on a Platform Supply Vessel – thus the storage and transport facility of the mined sand has been separated and is done by a number of barges. Secondly, the steel suction pipes of TSHD's have been replaced by a flexible hose. Hence the dredging depth can vary and has become independent from the vessels length.

The installation consists of a submersed excavation unit, which includes a drag head and a Damen dredge pump. A hose is connected to the unit and runs to a storage reel on deck. The flexibility of the system is evident as the hose can be rolled on and off the reel to adapt the dredging depth – hence the name RoRo Deep Dredge. On deck the dredge piping connects the reel to discharge spreaders. Barges sailing alongside are filled continuously.

As a result the dredging process is a continuous one, boosting the efficiency of the dredging gear. No sailing time is required for the dredging gear, thus idle time is sharply decreased. As the operating time of all equipment involved has been maximized, the profitability of investments is increased. Another important advantage is that the modular dredging system can be temporarily mounted on a commonly available vessel, resulting in a relatively minor investment and a shortened return-on-investment time.

The RoRo Deep Dredge is a flexible dredging concept which revolutionizes dredging in the 21st century. With its optimum use of invested capital and therefore its lower cost per m3 it will challenge current projects and dredge fleets. Its modular approach will break the dredging market open by enabling other vessels or contenders to enter the deep sea mining market. The new RoRo Deep Dredge will cause mutiny in dredging to the extreme.



See also : <http://www.youtube.com/watch?v=cG6DfjXNoeE>



The **TASMAN** seen arriving in the IJmuiden locks – Photo : H.Blomvliet ©

Grimaldi Continues to Expand Technologically Advanced Fleet

Vessel naming ceremonies have become a regular feature in the Grimaldi Group diary over the past few years, as it expands its ro-ro and passenger fleet with larger and increasingly fuel efficient ships. The Italian group has been implementing a four-year plan for 30 new vessel orders, of which 20 have already entered service and another two will be delivered in the next month. The Naples-headquartered group operates a fleet of more than 100 vessels, including car carriers, ro-ro cargoships, multipurpose ro-ros and containerships as well as ro-pax ferries. [Its ferry operations include Grimaldi Lines based in Italy, Minoan Lines in Greece and Finnlines in Finland.]

Managing director Emanuele Grimaldi, who heads up the group with his brother Gianluca, is happy with the recent additions to the Grimaldi fleet as they have increased the volume of goods that can be transported but without increasing fuel consumption. With bunker prices considerably higher than they were 12 months ago, and low sulphur fuel used in emission control areas even more expensive, reducing consumption is a major priority for the business. Although the company does not hedge against bunker costs, fluctuating fuel prices are incorporated into contracts with shippers. Slow steaming has been adopted to a certain extent on some of its services, but not the levels seen in the container sector and other parts of the shipping industry. In 2010, the Grimaldi Group registered a turnover of Euro 2.2bn and transported about 2.8m cars, 1.4m trailers and teu and more than 2.7m passengers. Source : Interferry



The **NANCY KNUTSEN** seen in Pembroke – Photo : Sjaak Broere ©

CMA CGM Christens Newest 11,400teu Containership

The CMA CGM Group has christened the new **CMA CGM TITAN**, an giant 11,400teu container ship at the Dunkirk Terminal in France. The vessel, built at Hyundai Heavy Industries in South Korea, is the eighth containership in a 12 vessel series named after well known star constellations (ANDROMEDA, CASSIOPEIA, etc).

The **CMA CGM TITAN** boasts impressive technical features combining environmental technology with high performance. Like other comparable-in-class vessels in CMA CGM's fleet, the **CMA CGM TITAN** is equipped with the Fast Oil Recovery system, an electronically controlled engine and a twisted leading edge rudder. A host of innovations means the CMA CGM Group can offer customers an even more efficient and competitive service, while taking into account sustainable development issues, in line with its commitments and values.

The **CMA CGM TITAN** is deployed on the Group's flagship lines linking Asia to Europe, the historic "French Asia Line" and calls at strategic ports in Asia and on the European Atlantic side. These high-capacity have become indispensable for CMA CGM Group, allowing the company to scale with the growth in Asian exports and the resulting demand for transportation **Source : gCaptain**



The **SAGA PEARL II** seen departing from Ijmuiden assisted by Iskes **TELSTAR** and **GINGER**
Photo : Marcel Coster ©

Closure-threatened freight ferry needed

Danish Business fears for the day when there no longer is a cargo ferry between Aarhus and Kalundborg. Businesses will have huge logistical problems - and some rural parts will have a rapidly increasing traffic of heavy vehicles.

So says representatives of the Danish Chamber of Commerce and DTL and Danish Freight Forwarders at a meeting with Transport Minister Hans Christian Schmidt. "We have the utmost respect that Mols-Linien, as privately operated company, must prioritize the routes that are profitable, but the traffic and the sake of efficiency, it is very unfortunate if that happens," says Martin Aabak, market director at the Danish Commerce. Danish Transport and Logistics also believes that congestion will increase if the route is closed. "There is more traffic congestion - particularly on the already overcrowded rest areas, and northern Jutland, North Zealand is set back relative to the rest of the country.

Society also has a clear interest in ensuring that there is more than one option for transportation between West and East," said DTL's professional political chief Ove Holm. DB Schenker Rail Scandinavia has previously announced that they are ready to move part of the freight to rail, but the transport industry is looking at other alternatives.

Source: Erhvervsbladet

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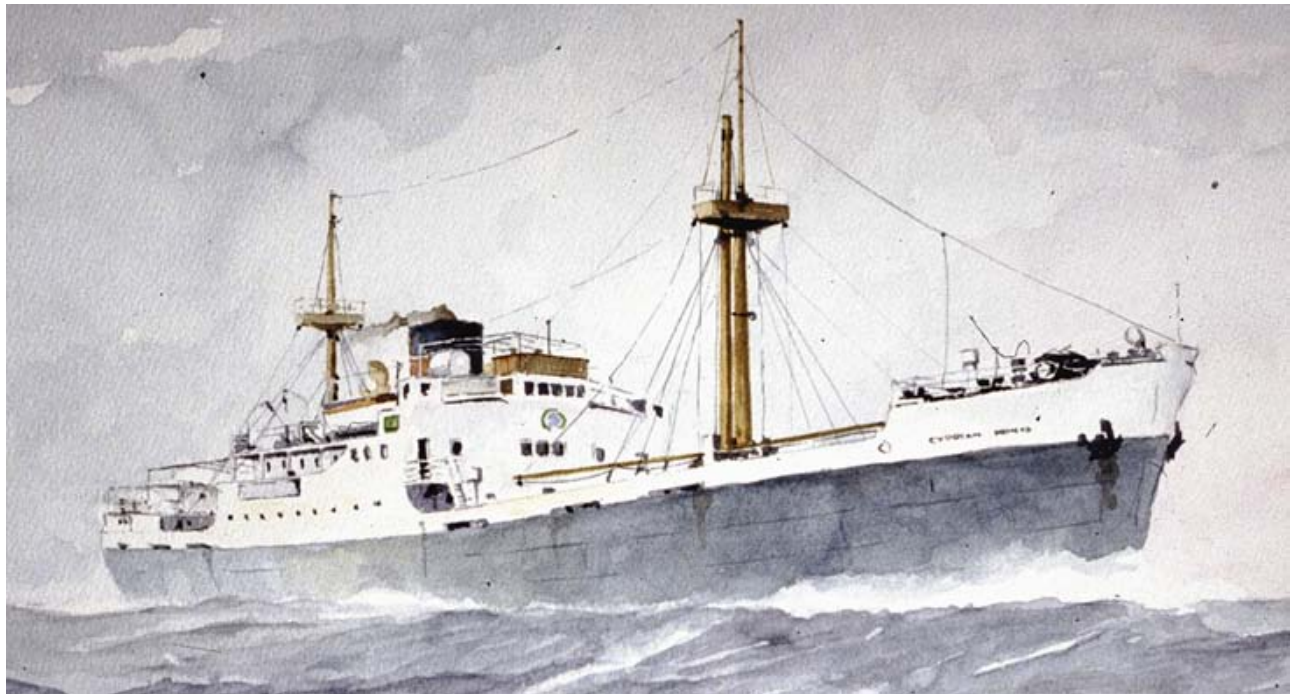
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OLDIE – FROM THE SHOEBOX



Passengers onboard a SVEA ship in the past - [Photo : Coll. Kees van Huisstede](#)

MARITIME ARTIST CORNER



m.v. **CYPRIAN PRINCE** of Prince Line (Furness, Whity & Co. Ltd, London). Built in 1949 by Burntisland Shipbuilding Co. Ltd as a open shelterdeck cargo liner. Her length was 102 meters and the summerdraft 5,90 meters. Gross tonnage 2358 and deadweight 3550 ton. Call sign: GBQM. The main engine was 2sa Doxford diesel, 3 cylinders.

Watercolour by F.H. Haalmeijer (1916-1996), coll. Capt. Frank Haalmeijer.

.... PHOTO OF THE DAY



The 2009 built **YASA SEYHAN** seen in Rio Grande - **Photo : Marcelo Vieira ©**

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