

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 054



Number 054 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 25-02-2009**
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stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>
SHORECRANES UP TO 208 M / TONS		
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Dockwise TERN seen arriving at Savannah GA with 4 Kone container cranes from Nantong, China.

Photo : André Korver - Dockwise Shipping BV ©

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The **SMIT TRAFALGAR** seen getting loaded onboard SAL's **REGINE** at the **JC Meijers** premises at Rotterdam Waalhaven – Heijplaat, the tug will be transported by the **REGINE** to Taipei (Taiwan) for operations at the new container terminal recently opened (see article below)

Photo : Ruud Breur ©

Binnenvaartschip ramt plezierjachten

Een binnenvaartschip heeft in de nacht van maandag op dinsdag grote schade aangericht in een haven aan de Westervoortsedijk in Arnhem. Het schip kwam de haven binnengevaren en ramde daarbij een aantal plezierjachten. Negen jachten liepen schade op. De politie onderzoekt de oorzaak van het incident en hoort onder meer de schipper van het binnenvaartschip.

Fire Aboard Atlantis Submarine

It was just after six this morning, at Pier 40 that a worker coming on duty, noticed smoke coming from **Atlantis Submarine's premiere 64 passenger sub.**

No one was onboard at the time, and when firefighters arrived, they're first concern was the sub's confined space. rescue and hazmat teams used a thermal imaging devices to make sure it was safe for a small unit to go in.

"They were able to locate what looked like a heated electrical panel and eventually they were able to activate the ship's on board halon extinguishing system," Fire Captain Earle Kealoha said.

Officials says the fire broke out in pilot's console, that's where the pilot operates the vessel at the front of the sub. The ship's halon gas safety device has to be triggered manually. The breathable gas works by starving the "fire" of its oxygen without harming humans.

"Halon is much cleaner than water, obviously. And if we were to use our dry chemical that would leave a lot of residue so by using the halon it does dissipate into the atmosphere after it extinguishes the fire," Capt. Kealoha said.

An **Atlantis Submarine** official says safety comes first to the company says it's the first incident of its kind in the 20 years they've been here in Hawaii. The submarine also uses flame retardant fiberglass materials inside the submarine and they limit combustibile materials on board.

"They won't be taking on any more passengers until this is fixed. We certify any boat that takes more than six passengers," Coast Guard Investigator, Lt. Zeke Lyons "They're issued a Coast Guard certificate of inspection. So our inspectors will be working with the company to make sure this boat gets back and is ready to take passengers again."

The cause of the electrical fire is still under investigation. Engineers from Atlantis Submarines international are expected to assess the damage and start repairs tomorrow. For now, **Atlantis'** will run its Waikiki tours on its two other existing subs that can hold 48 passengers each. **Source :kgmb9**

131 passengers rescued after vessel runs aground off Cebu

At least 131 passengers were rescued after a passenger vessel ran aground off Cebu province Monday, a radio report said. Radio dzBB's Carlo Mateo cited reports reaching Coast Guard commandant Vice Admiral Wilfredo Tamayo saying the 131 passengers and 18 crew of the **MV South Pacific** were brought to Ouano Wharf.

Tamayo said they received a distress call before dawn from the vessel after it ran aground off Lapu-Lapu City.

A team of divers from the Coast Guard's Special Operations Group and crew from the **MV Eagle Express** helped rescue the passengers. The Coast Guard is also investigating the vessel's captain, Arturo Collano, to shed light on the incident. **Source : GMANews.TV**



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SA Navy set to take on pirates

South Africa's navy could be escorting billions of dollars worth of cargo through treacherous East African waters within weeks as attacks by pirates around the continent continue to escalate.

This was revealed on Friday during a media briefing by the South African National Defence Force's joint operations division in Pretoria. In scenes reminiscent of convoy escorts during World War 2, the South African Navy could soon be involved in patrolling and escorting hundreds of vessels off the coast of Somalia and the rest of the continent's eastern coastline.

It is believed that South African ships would escort vessels from South Africa's territorial waters into Somali waters where other navies, currently patrolling those seas, would take over the escort duties. It is believed that South Africa is being requested to escort ships between South Africa and Somalia because of fears that the attacks could move further south.

In June, the UN Security Council adopted a resolution allowing ships from foreign nations that co-operate with the Somali government to enter Somali territorial waters "for the purpose of repressing acts of piracy and armed robbery at sea".

A Nato flotilla is patrolling the Gulf of Aden to help the US 5th Fleet in anti-piracy patrols and to escort cargo vessels. The 5th Fleet together with Russian and British forces have repelled numerous pirate attacks since August last year.

About 20 000 ships sail through the Gulf of Aden and Somalia's waters each year, compared to 13 000 that pass through the Panama Canal and 50 000 that traverse the Straits of Malacca - formerly the most pirate-infested waterway in the world.

The planned proposal for South African Navy frigates, the **SAS Isandlawana**, **SAS Spioenkop**, **SAS Mendi** and the **SAS Amatola**, to escort merchant vessels comes after South African Defence Minister Charles Nqakula recently requested an appraisal of the Somali situation after several high-profile pirate attacks.

Vessels that have been attacked include the **Sirius Star**, a ship which was carrying more than 2 million barrels of oil, the Ukrainian cargo ship, the **MV Faina**, which was carrying military hardware including 33 Russian-made tanks and anti-tank weapons destined for Kenya and the attempted attack on the cruise liner, the **Nautica**.

The **Nautica** was able to outrun its attackers.

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According to the International Maritime Bureau, in 2008, 32 crew members were injured, 11 killed, 21 missing and presumed dead and 889 taken hostage in 263 pirate attacks.

Of these attacks 111 took place in the Gulf of Aden and off the Somali coast. On Saturday a naval source said it was just a matter of time before a concrete decision was made on South Africa's involvement.

"The bottom line is that the current situation cannot be allowed to prevail. We, as South Africa, with all the latest military hardware, cannot be seen to be sitting back and allowing the situation to continue as it is.

"Africa has to solve Africa's problems and this one is developing into far more than just an African problem. It has become an international problem affecting the trade of hundreds of countries and the lives of millions of people across the globe," he said. It is believed that Nqakula's advisers recently revealed that the situation along the continent's eastern coastline, especially off the Somali coast, was not going to improve anytime soon despite the presence of several international navies.

Nqakula's spokesperson, Sipiwe Dlamini, confirmed that the minister had done an appraisal of the Somali situation and that it was currently on the tables of various government departments awaiting a decision.

Rear-Admiral Philip Schoultz, Joint Operations Division's chief director of operations, said one of the many operational scenarios that the navy had been training for was convoy escorting. "We have been training people for a spectrum of operations, including convoy escorting," he said. **Source : Pretoria News**

Wallem first to achieve SAS 70 certification

Wallem Shipmanagement has become the world's first third party ship management company to achieve SAS 70 certification, receiving accreditation for what the company described in a statement as 'arguably the toughest process control standards.' SAS 70 certification is the result of an in-depth audit examination of the effectiveness of a service organisation's internal controls. Wallem Shipmanagement's examination included crew management and procurement processes. Certification was achieved on 11 February 2009.

Companies listed in the US are required to comply with the terms of the Sarbanes-Oxley Act (SOX) of 2002. SAS 70 certification is important to those companies using the services of Wallem Shipmanagement, as it gives the client independent assurances on the adequacy of internal controls and processes.

Wallem has several US-based clients, and their need to meet SOX requirements was the original rationale for Wallem Shipmanagement to strive for the SAS 70 certification. The SAS 70 certification follows the recent release of Wallem's first sustainability report, which provides a detailed description of the group's activities in maintaining a sustainable company - socially, environmentally and financially. **Source: SeatradeAsia**

Grote belangstelling symposium Waddenhavens

De belangstelling voor het symposium '**Havens aan de Waddenzee klaar voor de recreatievaart in de toekomst**' op vrijdag 6 maart a.s. is groot. De Gemeente Terschelling die dit symposium organiseert heeft inmiddels een kleine 150 deelnemers geregistreerd en dat ligt ruimschoots boven de verwachting.

Het symposium is bedoeld om meer zicht te krijgen op de ontwikkelingen in de recreatie- en chartervaart in verband met de gewenste modernisering en aanpassing van de havens aan de Waddenzee.

De bijeenkomst zal in de grote collegezaal van het Maritiem Instituut "**Willem Barentsz**" worden gehouden. Het maximum aantal deelnemers is 175.

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Voor deze gelegenheid vaart een extra sneldienst die om 8 uur uit Harlingen vertrekt, zodat de gasten op tijd zijn voor de opening door burgemeester Visser om 10 uur. Het programma eindigt met een bezoek aan de simulators en aansluitend zijn er bussen naar de veerboten om 16.30 en 17.30 uur. **Source : Gemeente Terschelling**



The **WATFORD** seen at the Westerscheldt River

Photo : **Jamie Reurink** ©

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New ship deliveries face delays as market stagnates

Deliveries of newbuilds scheduled for this year may not materialise as several container lines and dry bulk carriers struggle to postpone new deliveries in the face of a grim outlook for the shipping industry. Major shipping companies with operations in the region have already delayed or are in negotiations with shipyards to delay deliveries scheduled for this year as existing fleets continue to suffer low utilisation.

"It is part of the various strategies we are employing to cut down operational costs," said Ken Bloch Soerensen, President and CEO for United Arab Shipping Company (UASC) yards to delay a bit. We are discussing final deliveries although the plan was to have all deliveries as scheduled. It is a commitment we have with the yards, but if it is possible to delay them, we will do it."

ships due for delivery this year, each with a capacity of 4,200 TEUs (twenty foot equivalent units), following other deliveries made in 2008. Last year, (Dh5.51bn) order for nine 13,100 TEU vessels with Samsung Heavy Industries, the largest containership order placed by a regional company. Although deliveries are scheduled for 2010 and 2011, Soerensen told Emirates its newbuild contracts. "It is no secret that we are looking to optimise the terms. Certainly it is a long-term relationship that we build with the shipyards and hopefully they will be open to that," said Soerensen.

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The company will also lay up four vessels this year each with a capacity of 4,000 TEUs in a bid to boost utilisation on its other vessels.

In a scheme meant to substantially reduce its operational costs, Neptune Orient Lines (NOL) has delayed delivery of eight to nine vessels, each with a capacity of 10,000 TEUs and all due for delivery this year. Delays will affect both newbuilds ordered by the company directly and vessels on charter contracts with other owners.

"We believe that the scheme will help to save us a lot in terms of operational costs and will help to boost demand needed to revive freight rates," Eugene Seroka, Regional Vice-President for NOL's liner arm APL in charge of Middle East and East Africa told Emirate Business. APL is a subsidiary of NOL. APL has already laid up about 15 out of its 130 vessels in a move to save more than \$200 million, as the outlook for the container shipping market remains bleak. Although the company has made no lay ups so far on its regional network, it has reduced its capacity on the Asia-Europe trade by about 25 per cent and 20 per cent on the transpacific trade.

Regional experts say about half of all orders for containerships and bulk carriers from the region may not materialise as market conditions continue to worsen. According to industry sources, between 40 to 60 per cent of new orders for container ships and bulk carriers have already been cancelled due to failure by owners to honour their payment commitments. Also, about 5,000 vessels, with a total capacity of 800,000 TEUs are believed to be in hot and cold lay up worldwide. Last month, China's Cosco Shipyard Group rescheduled deliveries of seven dry bulk carriers at the request of a European shipowner. The vessels four 57,000 dwt and three 80,000 dwt bulkers were due for delivery in December 2010. **Source: Emirates Business**

Steve Irwin raid sparked by Japanese complaint

The Australian Federal Police (AFP) says a raid on the anti-whaling ship the **Steve Irwin** was a result of a complaint made by Japanese authorities earlier this month.

The AFP seized a log book and video footage from the ship when it docked in Hobart on Friday. Although the AFP will not confirm what the offences listed in the search warrant were, AFP Commissioner Mick Keelty has told a Senate committee the allegations relate to endangering the Japanese ship, the **Yushin Maru III**.

"On the 17th of February the referral [came] from the Department of Foreign Affairs and Trade," he said.

"But it was, when I say referral, it was simply on forwarding to us the allegations made in Japan by the director-general of the Japanese fishing agency." **Source : abc.net.au**

'Schepen kwamen waar anderen niet konden'

De **Sirius** en **Rainbow Warrior** gaven Greenpeace toegang tot plekken waar anderen niet konden komen. Zo kon Greenpeace laten zien hoe mooi het er was en waarom het belangrijk was het te behouden.

„Prins Willem Alexander en Máxima verbleven onlangs op Antarctica, maar namens ons overwinterden er al veel eerder mensen. Het dreigde een mijnbouwgebied te worden. We konden laten zien hoe mooi het daar is en juist zo konden we aangeven hoe belangrijk het is om deze kwetsbare natuur te behouden", aldus een woordvoester van milieuorganisatie Greenpeace. De boodschap kwam over. In 1991 werd met een verdrag voor decennia afgezien van het winnen van grondstoffen op dit witte continent.

Greenpeace Nederland bestaat sinds 3 januari 1979. Tot die tijd was er een steuncomité voor de internationale organisatie die vanaf het begin van de jaren zeventig streed tegen de jacht op walvissen en nucleaire proeven. Enkele Canadezen besloten naar een eiland voor de kust van Alaska te gaan waar Amerika een atoomproef wilde doen. Ze wilden zo de aandacht vestigen op dit 'geweld tegen de natuur'. De groep regelde een oude vissersboot, maar arriveerde nooit. En toch werd de tocht een succes, omdat mensen over de gehele wereld hoorden van

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de proeven. De bewuste plek, Amchitka, werd een vogelreservaat. Later volgden soortgelijke acties tegen Franse tests in de Stille Zuidzee (Mururoa). Vanaf 1975 volgden acties tegen walvisvaarders uit Noorwegen, Rusland, Spanje en IJsland.



The **SUHAILI** seen with the **GIANT 3** near Zarate / Campana at he Parana River (Argentina)
Photo : Ron van den Heuvel ©

CASUALTY REPORTING

Crew rescued from blazing vessel

The crew of a Spanish fishing boat which caught fire has been rescued by the Canadian Coast Guard. The vessel, the 30-metre **Monte Galineiom**, was about 400 km (250 miles) east of St John's, Newfoundland, when the fire started.

Crew members abandoned ship and were picked up by a coast guard vessel soon after. One man was flown to hospital in St John's with smoke inhalation.

The rest of the crew was due to arrive in port on Monday. "The coast guard ship happened to be only 10 minutes away," Joint Rescue Co-ordination Centre spokeswoman Jeri Grychowski was quoted by the AFP news agency as saying.

"It was a real stroke of good luck that they were so close and could respond quickly." **Source : BBC News**

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NAVY NEWS

Marine op weg naar Oost-Europa voor NAVO-oefening

Zeshonderd marinemensen zijn maandagmiddag uit Den Helder vertrokken naar Oost-Europa. De komende maanden zullen ze onder meer in het kader van de snelle interventiemacht van de NAVO (NRF) oefenen op de Middellandse Zee en de Zwarte Zee, samen met Albanië en Roemenië. Ook Belgen, Britten en Turken doen in fases mee.

Nederland voert de eerste helft van 2009 het commando over het marinedeel van de NRF. Deze reactiemacht bestaat uit per land wisselende eenheden die de NAVO wereldwijd direct kan inzetten. De Nederlandse amfibische taakgroep omvat zo'n 1200 manschappen en tal van schepen, waaronder mijnenjagers. Het belangrijkste deel van de taakgroep gaat nu naar zee: de helft van de manschappen, de staf onder bevel van Commandeur Pieter Bindt, een deel van het tweede Mariniersbataljon en de amfibische transportschepen **Hr. Ms. Johan de Witt** en de **Hr. Ms. Rotterdam**. De grote schepen komen medio mei terug. Voor het eerst wordt ook een 3D-aanpak geoefend. Dat houdt in dat de troepen niet alleen militair-technisch oefenen, maar dat er ook contacten op land worden gelegd, bijvoorbeeld om een veiligheidsstructuur op te zetten.



The **A 271 GOLD ROVER** seen sailing from Devonport 23rd February 2009
Photo : Ian Denton ©

New submarines now biggest ever military project

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The current fleet of six Collins submarines is set to be doubled. In an exclusive, the ABC has learnt that the Defence White Paper due in April will confirm more than \$25 billion, and possibly up to \$35 billion, will be spent on the project. That is likely to allow the current fleet of six Collins submarines to be doubled.

The first of the submarines is due in the water sometime after 2020, so they are in service when the Collins fleet is retired in 2025. Former submarine commander Peter Clarke says the expanded fleet will put Australia in the race in a region that is investing heavily in submarines.

"Twelve is many, many times better than six because of the greater flexibility it gives you," he said. European-designed hulls will house US combat systems in the new submarines, which will be capable of running for weeks without surfacing.

The Navy will be the biggest winner of the multi-billion-dollar Defence shopping list to be released with the White Paper, which reflects the priority the Prime Minister gave to sea power last year.

The Minister has appointed Rear Admiral Rowan Moffitt to ensure sonar, combat and design secrets make it to Adelaide where American technology and European hulls will again be combined at the Australian Submarine Corporation shipyard.

The original fleet of Collins Class submarines was part of an ambitious plan to take Australia's Navy well into the 21st Century, replacing the Oberon class submarines. However, the Collins Class have not been without their problems, with the project experiencing significant design and construction delays.

Although originally a fixed-cost contract, because of later upgrade specifications, the submarines' total cost snowballed to over \$6 billion as of 2000, compared to the \$3.9 billion stated in June 1987 by then prime minister Bob Hawke's government

Initially, the Collins Class leaked more than 300 litres per hour. This was eventually corrected to 3 litres. The metal that was used in the propeller had not been thoroughly tested and was brittle and inadequate. And the vessel's sound signature was not correct; it was noisy and could not adequately avoid detection.

The first of the submarines, **HMAS Collins**, was commissioned on July 27 1996, with **HMAS Dechaineux**, **HMAS Farncomb**, **HMAS Rankin**, **HMAS Sheean** and **HMAS Waller** all following in the years after. Source : ABC news

Govt mulls extra pay for antipiracy crews

The Defense Ministry has yet to decide whether to provide a special allowance to Maritime Self-Defense Force members sent to waters off Somalia to engage in an antipiracy mission under the maritime policing action provision of the Self-Defense Forces Law.

MSDF members who have been deployed in refueling activities in the Indian Ocean receive a special allowance, but there is no such stipulation covering maritime policing action in the provision permitting it.

The government is planning to invoke the provision in early March and send two MSDF vessels to waters off Somalia where they will escort Japan-related ships.

Under the law regarding remuneration of Defense Ministry employees, when an MSDF vessel goes to sea, the crew members receive a voyage allowance rather than a crew allowance and travel expenses.

In addition, crew members participating in the Indian Ocean refueling mission receive an allowance for special supply support activities under the new Antiterrorism Law, which amounts to between 400 yen and 4,000 yen per day.

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For example, if they refuel foreign ships engaging in maritime interception operations, each crew member receives a special allowance for the day worth 1,400 yen. However, no such allowance exists for crew members of a vessel escorting other ships on a daily basis under the maritime policing action provision.



The only time they receive any extra allowance is when they fire at or inspect a suspicious vessel.

In such cases, each crew member receives an allowance for inspecting other ships and other activities, worth between 2,000 yen and 7,700 yen per day. This allowance can be doubled depending on the circumstances.

Some MSDF members are concerned that the antipiracy mission will cause more tension than refueling activities and that paying the crew members of the antipiracy mission less than those on the refueling mission might cause morale to drop.

Therefore, the ministry is considering creating a special allowance by government decree.

However, it may still take time before the ministry reaches an agreement on the issue because crew members of maritime policing missions on two past occasions did not receive any such allowance, while questions remain as to whether escorting activities can be regarded as an extremely difficult or special mission. **Source : The Yomiuri Shimbun**

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Africa Partnership Station Nashville Arrives in Ghana

USS Nashville arrived on Feb. 20 in Sekondi, Ghana, the second African port of its five-month deployment in support of Africa Partnership Station.

APS is an international initiative under the auspices of Naval Forces Africa which aims to work cooperatively with U. S. and European and African partners to enhance maritime safety and security on the African continent. APS provides a unique venue to align maritime engagements by utilizing an international team of expert trainers in a variety of military capacities and a handful of civilian fields such as fisheries management, port security and meteorology.

With APS, training is conducted as requested by the partner countries. In Ghana, that means traditional military training, such as engineering and small boat handling, plus a handful of specialty areas. "This initiative has been built at the request of African partners, and we execute it side-by-side with an embarked team of officers and civilian specialists from 20 different countries," said Capt. Cindy Thebaud, Africa Partnership Station Nashville commander. "This fact should send a clear message. The responsibility of maritime security truly is a global effort."

Thebaud, the commodore of Destroyer Squadron 60, leads an international staff consisting of naval officers from 18 countries on four different continents, including two officers from the Ghanaian navy. The international staff is in addition to the Nashville's crew, commanded by Capt. Tushar Tembe. For Tembe's crew, APS represents the ship's final deployment, with decommissioning slated for September.

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The APS mission will see seminars, workshops and hands-on training conducted with Ghanaian sailors, including sessions on port security planning, small boat maintenance, medical training, search and rescue training and oceanographic methods. But APS is more than training. APS will conduct large Community Relation projects in each of the countries visited. All of the activities are based on specific requests from Ghanaian officials.

"We see APS as a promising U.S. Navy-led initiative that, along with our international partners, will create the foundation for future regional cooperation in meeting our common maritime concerns," said Lt. Cdr. James Agambire, Ghana Navy. **Source : dvidshub.net**

India to become fourth nation to build its own aircraft carrier

Taking a step ahead in the modernisation of the Navy, India will become the fourth country in the world to build its own aircraft carrier or air defence ship (ADS) after the United States, Russia and France.

Defence Minister A.K. Antony will lay the keel for country's first indigenous aircraft carrier on February 28 at the Cochin shipyard in Kerala. The ADS will give a major boost to the indigenous defence industry and make the Navy a pure Blue Water Navy.

Only three countries in the world have designed/built an aircraft carrier of such a size and a ship of such complexity and size is being built in the country for the first time, said a top Defence Ministry official.

The aircraft carrier will be in the waters by October 2010, as per the phase I contract signed by its manufacturer Cochin Shipyard Ltd (CSL) with the Defence Ministry. The phase II of the contract will end with the delivery of the ship to the Navy by the end of 2014.

The life of the carrier is 50 years and more than 70 percent of design is indigenous. Apart from it, the construction is 100 percent indigenous having 70 percent home made components, the Defence Ministry official said.

The aircraft carrier can have 30 fighter jets on board and its fleet will basically comprise of MiG 29 K and Ka-31.

The design work started in 2001-02 is in full progress now and the fabrication of hull blocks has already started.

The aircraft carrier will have 40,000 tonne displacement capacity and is being built at an estimated cost of Rs.3, 260 crore. Eight thousand tonne of steel laying has already been completed. As per the original plan, the carrier would have Light Combat Aircraft (LCA) and the ALH (Advanced Light Helicopter) Dhruv in its fleet of 30 assorted aircraft besides MiG 29 K and Ka-31.

The Directorate of Naval Design, the only in-house design bureau in the world, has prepared the design of the ADS. Equipments to be fitted on the aircraft carrier are to meet special requirements of shock, vibration, noise, stealth, compactness in size and weight, the official said.

The **INS Viraat** is the only full deck aircraft carrier currently in operation with the Navy. **Source : thaindian**

INS Vikramaditya Hits Delay, Cost Increases

According to the 2004 press release, **INS Vikramaditya** was supposed to enter the Indian Navy in August 2008. That has now failed, but India's Ministry of Defence had initially tried to deflect the issue by denying reports of delays. Then, in May 2007, Chief of Naval Staff Admiral Sureesh Mehta said the ships will be delivered:

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"...by late 2008 or early 2009.... Our officials, who are stationed at the spot, have said that the work is going on as per schedule and we can have a month long delay once the work is completed as that part of Russia is frozen for a long time."

Later comments on this issue included this May 1/07 quote: "The work is only three to four months behind schedule and we can expect the aircraft carrier to be delivered by late 2008 or early 2009"

Subsequent updates, however, have proven the critics correct, with even the Ministry admitting as much. Cost estimates and reports concerning the **Gorshkov's** final total now hover in the \$1.2 – 1.9 billion range, of which \$400-500 million has reportedly already been paid. DID's experience with Indian defense procurement issues is that these figures mean little, beyond defining broad orders of magnitude. Transparency will eventually come, but deals with Russia mean that it will come only from pressure within India, and then only after all other alternatives have been exhausted. Reports until then are really a set of educated guesses.

That there is a real issue of both time and cost, however, can no longer be denied. February 2008 news reports began to give figures of up to 3-4 years before refurbishment and testing are complete, and the refurbished ship can join the fleet. Subsequent reports by Indian and Russian sources stress 2012, which risks a gap with no serving carriers in the fleet if further delays occur or the **INS Viraat** retires slightly early.

Meanwhile, China is working hard to refurbish the 58,000t ex-Russian carrier **Varyag**, and some analysts believe the ship could be operational in a testing capacity by 2010.

Those sunk construction costs, Russian possession of the **Gorshkov**, the difficulty in finding a substitute carrier to replace the Gorshkov sooner than 2013, and the Chinese push with the Varyag, have all combined to give the Russians substantial leverage in their negotiations.

Many of Gorshkov's key modifications are aircraft-related, including the new arrester gear and ski jump. New boilers and wiring are the other major components. The timelines and cost figures for delivery of the ship do not include the aircraft, however, which are bought separately.

The original carrier's complement was 12 Yak-38 Forger V/STOL fighters, 12 Ka-28 helicopters, and 2 Ka-31 airborne early warning helicopters. The removal of the Gorshkov's forward missiles, ski ramp, and other modifications will improve the ship's air complement somewhat. The nature of its original design, however, means that INS Vikramaditya will still fall short of comparably-sized western counterparts like the 43,000t FNS Charles de Gaulle nuclear-powered aircraft carrier, with its 40-plane complement that leans heavily to fighter jets.

Carriage ranges given for the refitted **Vikramaditya** seem to average 12-16 fighters and 4-16 of the compact Ka-28/31 helicopters; diagrams seem to suggest total stowage space for a "footprint" of no more than 15-16 MiG-29Ks, with each Kamov helicopter sporting a comparative footprint of about 0.4, and about 5-6 open footprint spots on deck.

A related \$740 million contract for 16 MiG-29K (12 MiG-29K, 4 two-seat MiG-29KUB) aircraft plus training and maintenance was confirmed on December 22, 2004, with an option for another 30 MiG-29Ks by 2015. They would be operated in STOBAR (Short Take-Off via the ski ramp, But Assisted Recovery via arresting wires) mode; the MiG-29K was reportedly selected over the larger and more-capable navalized SU-33 because India hopes to operate them from smaller indigenous carriers as well.

The **Gorshkov-Vikramaditya's** complement will also include Kamov Ka-31 AEW and/or Ka-28 multi-role helicopters, along with a complement of torpedo tubes, air defense missile systems, et. al. If India does indeed buy E-2C+/E-2D Hawkeye naval AWACS aircraft, as is currently rumored, they would be added to this mix and take up footprint slots of their own. **Source : defenseindustrydaily**

Angola to buy Navy ships

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Angolan President Jose Eduardo dos Santos plans to visit Germany this week, where he is expected to sign an \$800m deal to buy three navy boats, local reports said on Monday.

He is set to leave on Friday and is expected to meet with German Chancellor Angela Merkel, the Catholic broadcaster Radio Ecclesia said. The Luanda newspaper Novo Jornal said Dos Santos would sign a deal for \$800m to buy three boats to patrol the country's 1 600km coastline.

Dos Santos, who has been in power for nearly 30 years, is also due to visit former colonial power Portugal in the coming weeks. Despite a bloody liberation struggle in the 1970s, ties between the countries have now improved with a substantial Portuguese business presence here.

Lisbon increased its exports to Angola by 32% last year, while Angolan investment in the European country increased three-fold in 2008, mainly in the banking sector. Angola is enjoying a new prosperity with the end in 2002 of three decades of civil war which devastated the country, displacing millions and killing hundreds of thousands.

The country now vies with Nigeria as Africa's top oil producer. **Source : News24com**

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Fears grow of ship order cancellations

Samsung Heavy Industries Co, the world's second-largest shipyard, led declines among South Korean peers in Seoul on concern a global trade slump may force order cancellations for container vessels. Samsung Heavy fell 10 per cent, the most in almost four months, to close at 22,000 won (Dh53.81) in Seoul on Friday. Hyundai Heavy Industries Co, the world's biggest, dropped 9 per cent to 181,500 won.

Zim Integrated Shipping Services Ltd is asking some South Korean shipyards to cancel or delay container-vessel orders, internet news provider MoneyToday reported on Saturday, without saying where it got the information.

Marmaras Navigation Ltd of Greece cancelled an order for two cape-size bulk carriers from Hyundai Heavy, Edaily said, citing industry officials it didn't identify. Samsung Heavy and Hyundai Heavy declined to comment on the reports.

"While the MoneyToday report is spooking investors, cancellations are unlikely," said Lee Jae Kyu, an analyst at Mirae Asset Securities Co in Seoul. "It would be too costly for the shipping lines to cancel orders they've already made partial payments for."

Container-shipping lines, such as Neptune Orient Lines Ltd, have slashed services, idled vessels and fired workers as the deepening economic recession damped demand for Asian-made exports. Global trade may shrink for the first time this year in almost three decades, according to the World Bank.

Zim said in a statement on February 5 that it's in talks with shipyards to cancel part of the orders or delay deliveries and also re-schedule payments. Samsung Heavy said in October 2007 it won from Zim a \$1.37-billion (Dh3.67 billion)

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order to build eight vessels that can each carry 12,600 20-foot standard containers. Hyundai Samho Heavy Industries Co, a unit of Hyundai Heavy, said in March 2007 it received a contract from Zim to build two container vessels worth 252.3 billion won.

Deliveries are expected to start later this year. Daewoo Shipbuilding & Marine Engineering Co, the world's third-largest shipbuilder, fell 13 per cent to 19,650 won. Hyundai Mipo Dockyard Co, a unit of Hyundai Heavy, slipped 8.3 per cent to 127,500 won. **Source : gulfnews**



Boskalis TSHD **Cornelia** going into dry dock at MWB for a 6 week period including general overhaul of her engines.
Photo : Martin Luitwieler ©

Shipyards in Spain's Galicia buck global crisis

Shipyards in Spain's Galicia region are defying the global financial crisis, creating hundreds of new jobs as order books fill up, largely by switching to the production of specialised high-technology vessels.

'We are going through a good period which will allow us to stay afloat even if the crisis is affecting other sectors,' said Jose Dominguez, head of development for the shipbuilding industry in the port of Vigo. The Vigo shipyards have full order books through 2012, some of them until 2014, and some 55 ships under construction. It is an encouraging sign, in a remote and rugged north-western region that is to vote on March 1 in elections for a new regional Parliament and which has been otherwise hard-hit by the economic crisis affecting Spain as a whole.

Mr Dominguez explained the reasons behind the success.

'Contracts currently being fulfilled were signed in 2006-2007, at the time of the great boom in shipbuilding throughout the world,' said Mr Dominguez, who is also financial head of the shipyard of Factorias Vulcano. 'This crisis comes at a

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time when, unlike other sectors, we already have customers,' he said, noting that the 'process between the signing of the contract and the completion of the ship can take several years'.

Vigo received fewer contracts in 2008, but Mr Dominguez is not worried. He explained that the sector has already gone through crises in the 1980s, but 'we have been able to redirect our business.

'We quickly became aware of the competition from Asian shipyards, especially in Korea, which have low labour costs and are able to turn out 20 standard cargo ships off the production line. So we decided to specialise,' he explained.

Vigo now has nine medium-sized shipyards, all privately owned, producing specialised ships featuring high-technology equipment. For example, they produce vessels for transporting chemical or toxic products, ships involved in oil exploration or for constructing oil platforms, each costing between 80 million euros and 130 million euros (S\$157 million and S\$255 million). Others produce luxury yachts.

'Unlike the Koreans, our ships are made-to-measure for our clients,' mainly Norwegians, but also Germans and Italians, said Mr Dominguez. Another Galician shipyard, at the port of Ferrol, which is state-owned, specialises in military vessels, and receives orders from across the world. The shipyards have also reduced their costs.

'Now, like 25 years ago, about 7,000 people work in the Vigo shipyards. The difference is that currently only 750 are permanent employees. The others work under contract,' pointed out Mr Dominguez. And the industry is still hiring: 1,500 jobs were created last year, and 1,000 more could come this year, providing a ray of hope for the many workers in the construction or automaking sector who have been made unemployed.

'But we don't want to create false hope,' Mr Dominguez added. 'It's not a question of an automatic transfer of labour. We are looking for qualified workers, if possible with experience in the sector.' Training courses are planned to provide workers for this engine of growth for the Galician economy in a time of global crisis. **Source : [businessimes](#)**

Strategic Marine opens Vietnamese shipyard

Western Australian shipbuilder Strategic Marine officially opened its multi-million dollar shipyard in Vietnam

The new facility takes up 136,000 square metres at the Dong Xuyen Industrial Zone in Ba Ria Vung Tau province and is now a fully functioning shipyard with the capability to construct large steel and aluminium vessels.

Strategic Marine Chairman Mark Newbold told several hundred dignitaries and guests attending the grand opening that the Vietnamese yard had already won more than US\$60.89 million in orders. Mr Newbold said that Strategic Marine was also introducing an apprenticeship scheme. The program will see 55 Vietnamese apprentices undertake a two-year course in a range of specialised shipbuilding skills.

"The program has been designed to give Vietnamese trainees the theoretical and practical experience they need to become skilled welders, fabricators, electricians and refrigeration specialists," said Strategic Marine's Vietnam Managing Director Mark Schiller. To date, the facility has completed construction of a 103-metre by 50-metre steel pontoon base for the Australian Marine Complex's US\$39.7 million floating dry dock, which was shipped to Western Australia late last year. The yard's most recent contract is to refit and extend a floating dry dock for STX Europe, a project that is expected to take three months to complete.

The shipyard is also well advanced with the construction and outfitting of two 143-metre dive support vessels for Singaporean client Marfield, as well as 40 oilfield service vessels, four landing craft and a new generation compact tractor tug for the Port of Napier in New Zealand.

The yard has nearly 20,000 square metres of machinery and workshop space, comprising five large fabrication workshops, five specialist workshops, a 5,000 square metre storage area and a 1,500 square metre paint shop.

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In addition, a further 30,000 square metres has been given over to a heavy load laydown area and the yard's three slipways are capable of handling the construction of vessels up to 200 metres long and 60 metres wide with a tonnage of 15,000 tonnes to accommodate a variety of vessels. **Source : Baird**



The **STAR DISCOVERY** seen operating in the port of Singapore

Photo : Piet Sinke ©

This above photo can also be seen in high resolution in the photo album at my website www.maasmondmaritime.com or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

India: Shipbuilders set to get subsidy of Rs5,000 cr

The shipping and finance ministries are set to resolve a 17-month-old dispute over subsidizing shipbuilders on confirmed orders that were considered ineligible for a five-year scheme which ended on 14 August 2007. "We are moving towards a resolution now," a shipping ministry official said on condition of anonymity. "The shipping ministry had requested the finance ministry to sanction about Rs5,000 crore to pay subsidy pending on the earlier scheme and the finance ministry has agreed." The scheme offered shipbuilders 30% extra on building ocean-going merchant vessels at least 80m in length, provided they were for the domestic market. For export orders, ships of all types and capacities were eligible for the subsidy. The shipping ministry initially argued that orders won just before the scheme was discontinued, could not be eligible because they had not notified the ministry by submitting an in-principle application.

Shipbuilders claimed that they could not apply because they were unable to get the so-called price reasonableness certificate from India's maritime regulator Directorate General of Shipping (DGS) before the scheme ended. Local shipbuilders had asked for price reasonableness certificate from DGS on as many as 70-75 ships a few days before the scheme closed. "We had difficulty in getting the price reasonableness certificate from the DGS because the

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regulator could not handle such a large number of applications within a short time," an executive with a Mumbai-based private shipbuilding firm said on condition of anonymity. "Hence, we could not notify the ministry on such orders." Shipbuilders have also been lobbying for an extension of the five-year subsidy scheme, which had started in the mid-1990s and had been extended twice already.

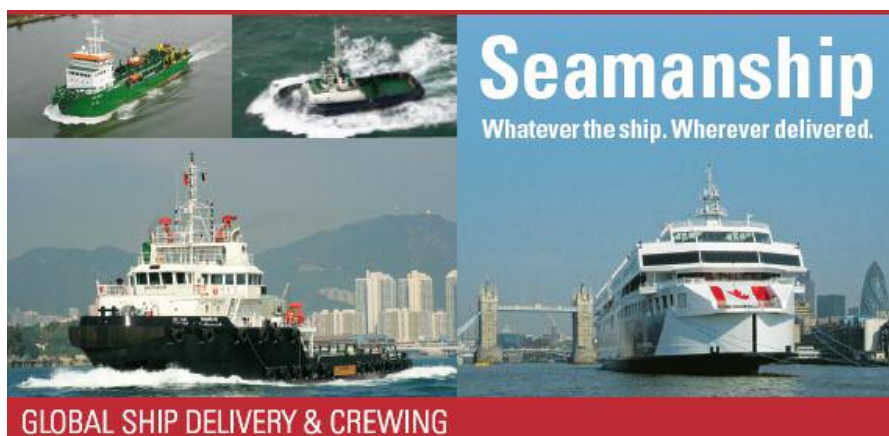
In the last few days before the scheme closed, shipbuilders, most of them private firms such as ABG Shipyard Ltd, Bharati Shipyard Ltd, Pipavav Shipyard Ltd and Larsen and Toubro Ltd, signed orders worth a few thousand crores through negotiations with global fleet owners.

According to the scheme, in the case of export orders, where the price of a ship is finalized on the basis of negotiations between two parties, the reasonableness of price would have to be determined by DGS. Subsidy would be admissible on the contracted price or the price as certified to be reasonable, whichever was less. The subsidy is given to public sector yards in instalments, while private companies get it only after the ship is delivered.

However, following lobbying by the local shipbuilding industry seeking subsidy on orders signed before the scheme expired, the shipping ministry relented in January.

The shipping ministry is expected to soon approach the Union cabinet with two proposals. One will seek its approval for pending subsidy of Rs5,000 crore on the earlier scheme. The other will ask for the scheme to be extended. "The new scheme will be quite different from the old one," the official said. The amount and tenure of the new scheme have not been decided. **Source: Livemint**

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Taipei launches 1.1 million TEU container terminal

Two Taipei dock areas will be ready for container operations by March, after which docks will be built every year until 2014 when seven will be completed at a cost of NT\$20.3 billion (US\$601.48 million). This year's volume is expected to hit 750,000-TEU, falling short of the facility's 1.1 million TEU capacity, port operator president Herman Chen told the Taiwan Journal. The project is expected to increase Taiwan's GDP 0.6 per cent by generating NT\$39.3 billion. This follows Evergreen's investment in the Taipei wharf project with partners Wan Hai and Yang Ming in 2003 under a 50-year build-operate-transfer (BOT) project. This is the largest private investment of its kind. Wan Hai is to operate first from early March while Yang Ming has yet to announce its start date. The Port of Kaohsiung, the largest container terminal in Taiwan, is to enlarge to four wharves by 2013 and will increase its capacity to three million TEU. Ministry of Transport officials said it will run at a cost of NT\$42.89 billion, of which NT\$24.77 billion will be state funded with NT\$18.12 billion coming from private investment. The lifting of the six-decade ban on direct shipping to and from

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mainland China in December positions the port for many calls from international shipping with northern Taiwan exporters able to use larger vessels of 10,000-TEU from Taipei, said a ministry official.

Mr Chen said the development will also relief clogged northern highways. "Our services will reduce traffic congestion on the nation's highways and cut shippers' costs." **Source : schednet**



The Boskalis cutter-suction dredge **URSA** (3877gt) passing Nobbys Head, Newcastle NSW, outward-bound for Singapore after completing a 3 month period working within the Boskalis-Dredecoco Joint Venture on the expansion of the coal export wharves for the Newcastle Coal Infrastructure Group. **Photo: Buster Browne ©**

Tankers keep waterfront busy

Seldom do we see three tankers arriving at Dunedin within four days of each other. However, last week was an exception, with the foreign-owned overseas vessel **STX Ace 7** berthing on Monday, **Cilaos** on Thursday and the New Zealand, Polish-built coastal tanker **Kakariki** on Friday.



The **STX Ace 7** – Photo : Ross Walker ©

STX Ace 7 and **Cilaos** are both products of South Korea's shipbuilding industry. And while **STX Ace 7** is the first tanker from the STX Pan Ocean fleet to call, **Cilaos** is the first Luxembourg-flag tanker to berth here. This flag has not been seen in New Zealand for almost 14 years.

It first appeared here when **Cornelis Verolme** berthed at Port Chalmers on April 1, 1991. The vessel was one of six Belgian-flag, bulk/container carriers employed in a round-the-world service by the ABC Containerline NV of Antwerp.

In 1991, these ships were all transferred to the Luxembourg registry .

The ABC Containerline started calling here in October 1984, but after Brussel berthed on June 6, 1994, its South Island operations were switched from Port Chalmers to Lyttelton. The ship returned to Port Chalmers on April 7, 1995, after the Lyttelton container crane broke down.

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Even then, the vessel had to wait for two days outside this harbour because of northeasterly weather conditions.

Incidentally, ABC went into receivership in 1996. **Cilaos** is 29,083gt and 44,885dwt, built by Halla Engineering and Heavy Industries Ltd.

The tanker was among the last of a series built at its Inchon shipyard before production was shifted to the Samho yard, which completed its first ship in 1996. In March 2002, it became the Hyundai Samho shipyard. Sister ships seen in Otago are **Hastula**, **Nedimar** and **Bro Caroline**.

The latter vessel, completed in January 1996, berthed at Dunedin on April 5, 2007. With Port-Aux-Francais as its port of registry, it was the first Kerguelen Islands' registered vessel to call here. Delivered on February 28, 1996, **Cilaos** was also registered there originally, under the name **Port Christine**.

The tanker was given its present name when purchased by Union Maritime de L'Ocean Indien (Umoil) in 1998. At the same time, its port of registry was transferred to Saint-Denis on Reunion Island.

So, after spending most of its life registered in French territories, **Cilaos** is on its first voyage under the flag of Luxembourg. It was transferred to this register on February 9.

On Wednesday, the largest cruise ship to visit Dunedin makes its maiden visit to this harbour. The 15,067gt, Nassau-registered vessel is operated by Hapag-Lloyd Cruises and carries the name **c. Columbus**.

Photos of the vessel show that the first c in the name appears in the lower case. The ship was designed to carry 423 passengers in 205 cabins and has a crew of 170. It has an overall length of 145m, a breadth of 21.5m and a loaded draught of 5.100m. A twin-screw motor ship having a service speed of 18.5 knots, **c. Columbus** was constructed at Wismar, Germany, by MTW Schiffswerft GmbH.

Keel-laying took place on September 5, 1996, launching on October 30 and delivery in June 1997.

It is the fourth Hapag-Lloyd cruise ship to call Dunedin. The **Europa** of 1981 made four visits, while the **Europa** of 1999 and the 1990-built **Bremen** have each made two. **Source : Otago Daily Times, New Zealand**

Sonangol to build new oil port in Sao Tome

Angolan oil company Sonangol has signed an agreement with the government of Sao Tome to invest US\$30 million in a new port to be built on the north of the island. The deal, signed last week will earn Sonangol an exemption from paying taxes, according to Arzemiro dos Prazeresa, director of the offshore zone authority for Sao Tome and Principe.

Included in the construction is a depot for the sale of bunker fuels to fishing and commercial vessels operating in the Gulf of Guinea. The port should be in operation by 2010 and capable of handling half of the Gulf of Guinea's maritime traffic – approximately 100 ships a day.

Sonangol has also agreed to undertake a feasibility study for the extension and refurbishment of the port of Sao Tome as well as for the island's airport.

Angola is currently Africa's largest oil producer, and pumps about two million barrels of oil a day.

In London last week delegates to the International Petroleum Week conference heard that the current economic climate meant that Africa's existing ports would have to handle increases in oil and gas production across the continent. CEO of Global Pacific & Partners Duncan Clarke said the credit squeeze and reducing short-term oil demands were acting as a brake on new investments in Africa and that he didn't see any additional ports being constructed. **Source : ports.co.za**



The tug **NDONGENI** seen off Luanda (Angola)
Photo : Capt. Geert Dijkema ©

TOP Ships Announces Delivery of Its Second Newbuilding Vessel

TOP Ships Inc. announced that it has taken delivery of the M/T "**LICHTENSTEIN**" from SPP Plant & Shipbuilding Co., Ltd of the Republic of Korea. The "**LICHTENSTEIN**" is the second of six 50,000 dwt product / chemical tankers to be delivered within the first and second quarter of 2009. The "**LICHTENSTEIN**" has entered into a bareboat time-charter employment for a period of 10 years at a daily rate of \$14,550.

TOP Ships Inc., formerly known as TOP Tankers Inc., is an international provider of worldwide seaborne crude oil and petroleum products and drybulk transportation services. The Company operates a combined tanker and drybulk fleet as follows: A fleet of nine double-hull handymax tankers, with a total carrying capacity of approximately 0.4 million dwt, of which 44% are sister ships. Seven of the Company's handymaxes are on time charter contracts with an average term of one year with all of the time charters including profit sharing agreements above their base rates. Two of the Company's handymax tankers are fixed on a bareboat charter basis for a period of ten years. Four newbuilding product tankers, which are expected to be delivered in the first half of 2009. All the expected newbuildings have fixed rate bareboat employment agreements for periods between seven and ten years. A fleet of five drybulk vessels with a total carrying capacity of approximately 0.3 million dwt, of which 47% are sister ships. All of the Company's drybulk vessels have fixed rate employment contracts for an average period of 25 months. **Source: TOP Ships Inc.**

Op Dinsdag 10 Maart 2009 en op Zaterdag 14 Maart zijn er weer twee indentieke publieke Mini-Seminars Zwaar Transport & Hijsen gepland.

Voor diegene die niet op een door de weekse dag kunnen i.v.m hun drukke werkzaamheden bestaat de kans om dit unieke Seminar ook op Zaterdag 14 Maart te volgen. Reeds velen gingen u voor en waren aangenaam verrast door de vele handige tips en praktische insteek van de presentaties en het verstrekken van de volledige Hand-out van de meer dan 200 slides die gepresenteert worden, rijk geïllustreerd met foto's, tekeningen, video beelden en animaties over wat men wel en wat men vooral niet moet doen in het Zwaar Transport en Hijswerk.

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Schrijf in via de website of mail naar: heavyliftspecialist@gmail.com



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New ferries for Alaska

The Alaska Marine Highway System (AMHS) has recently announced a ferry acquisition project.

The project calls for the design and construction of the next generation Alaska-class of ferries to begin replacing aging ships currently in the AMHS fleet. The new Alaska-class vessels will serve intermediate length routes within inside waters.

The project will be rolled out in three phases. Phase One is the feasibility study which the team expects to complete by April 30. Following this, the concept / preliminary design phase has an estimated completion date of October 3. Phase Three, the detail design portion of the project, is expected to be completed in late February 2010.

AMHS said that there would be special emphasis on the environment, fuel efficiency and versatility during the design process. **Source : Baird Online**

Supertanker spot rates stay flat

Rates for the larger crude oil tanker markets were mostly flat last week, brokers told Tankerworld. International Petroleum Week kept a large chunk of charterers away from work and players pointed out that "most of the action (was) seen from Chinese charterers picking tonnage to cover COAs [contract of affreightment]."

Double hull MEG-East VLCC voyages held around WS 50 last week, just as they did in the week before, while fixtures to move West African crude oil to the US Gulf picked up slightly from WS 52.5 to WS 55, brokers said.

There has been a surge in activity in the West African market, with some sources confident of a tight tonnage list, but suezmax rates for those routes also picked up only slightly however, from WS 70 to WS 75 for voyages to the US Atlantic Coast.

One broker was quoted saying "it was a shame that rates [West African market] remained fairly unchanged as the number of fixtures concluded was an improvement on recent weeks."

Rates for VLCC voyages east from the MEG look likely to make some improvement this week however.

According to one source, charterers coming back to work after IP week could spike fixture activity as they now have only five days left in February to complete early-March loadings. A separate source pegged remaining cargoes for loading between March 1-10 at 15, compared to some 15 to 18 available VLCCs at present. This could be advantageous to owners as not all available tonnage is automatically suitable for every fixture, given certain requirements on the part of the charterers. **Source: Tankerworld**



The **TAMAR** seen moored at the Falklands
Photo : Fop Leder ©

Grand Alliance to re-route EU3 service via Cape of Good Hope

Grand Alliance members Hapag-Lloyd, MISC Berhad, NYK and OOCL have announced they will re-route all eastbound EU3 service vessels around the Cape of Good Hope instead of the Suez Canal.

This is the latest move against canal fees, which appear to take little account of the precipitous drop in freight rates. Maersk and CMA CGM have already taken steps towards moving cargo around the Cape to avoid Suez and Panama fees. Said the Grand Alliance statement: "The decision, which takes place with immediate effect, is in response to high Suez Canal toll fees, which are difficult for carriers to afford in the current economic environment," said the statement. Port rotation of EU3 remains the same: Southampton, Hamburg, Rotterdam, Port Kelang, Singapore, Shekou, Hong Kong, Ningbo and Shanghai, with an extra seven days added to the schedule. Ten ships of 8,000 TEU or more are operating on the service.

The Grand Alliance will consider re-routing more services if the overall economic situation does not improve, said the statement. On February 17, the Hong Kong Shipping Gazette reported that CMA CGM, the world's third largest container shipping line, has decided to bypass the Panama Canal on the homebound leg of its PEX2 service linking Asia to the Caribbean in favour of the longer, but cheaper Cape route. Earlier, on February 10, the Gazette reported Maersk Line, the world's biggest container line was planning to divert cargo around the Cape unless Suez Canal transit tolls are reduced. No more has been heard since AP Moller-Maersk CEO Nils Andersen and Maersk Line CEO Eivind Kolding met Suez Canal Authority officials and were said to have received a "sympathetic hearing". **Source: schednet**



The **CMA CGM LILLAC** seen in Rio Grande – Photo : **Marcelo Vieira** ©

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Shipbreaking up at Alang

While many shipyards and ship owners are struggling to cope with the global financial situation, the ship breaking industry in India is booming.



Around 125 vessels from all around the world are being lined up at facilities in Alang, which in 2008, only performed shipbreaking on 40 vessels.

“Alang is bracing to set a new record by dismantling the highest number of ships in 2009, as more than 600 ships are available for breaking in the international market due to the current economic recession,” a trader was quoted as saying by the Hindu Business Line.

Many companies delayed scrapping old ships due to the trade boom between 2001 and 2006 and are only now sending their ageing ships to places like Alang.

The IMO is expected to set out new regulations for the shipbreaking industry by 2010. It is expected that the guidelines would be more stringent on environmental impact, pollution, hygiene and labour welfare, the Hindu Business Line reported. **Source : Baird Online**

Eimskip: Changes in schedules

It has been decided to change the schedule of the Southern Route from the beginning of March. BRU910 from REY March 4th is the first vessel according to the revised schedule. The Eastern Route serving the Faroe Islands will also change considerably, but the Northern Route and American Route will remain unchanged.

Southern Route: We have added Torshavn in on the way from Iceland to the UK. The vessels will depart a bit earlier from REY/VES than they do now. From Reykjavik, Wednesday at 19:00. Work in VES Thursday from 04:00 and depart latest 12:00 but earlier if possible. THO Friday evening, IMM Sunday afternoon, HAM late Monday/early Tuesday, RTM Wednesday, IMM Thursday and REY Monday morning.

Eastern Route: Blikur will not call IMM. Depart THO Wednesday morning to AAR Friday noon. Departs AAR Friday evening and back to THO Sunday evening. The Eastern Route is to load all export from THO to AAR. The last voyage on present route is BLI909 from THO 27/2 to IMM 1/3, AAR 3/3 and THO 5/3. First voyage on new route is from THO 11/3 to AAR 13/3 and THO 15/3. **Source: Eimskip**



The **NORDNES** seen operating near the **SEVAN HUMMINGBIRD**
Photo : Dick Jansen ©

Nippon Yusen may double scrapping of auto carriers

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Nippon Yusen K.K., the world's largest operator of car transport ships, may double the number of carriers it retires as Toyota Motor Corp., Honda Motor Co. and Nissan Motor Co. slash production. The carrier may scrap and park as many as 20 car carriers, on top of the 20 it is already planning to scrap by March 2010, Mikitoshi Kai, head of investor relations at the shipping line, said in an interview in Tokyo on Feb. 20. "Every day we are asking auto manufacturers about their export plans for next year, but we have not yet received any figure," he said.

Nippon Yusen predicts car exports will slump more than a third this quarter as the worst U.S. car market in 28 years forces Japanese manufacturers to reduce output. The country's auto exports tumbled 34 percent in December, their biggest drop since records began in 1972. Tighter lending and rising unemployment in the U.S., the world's biggest auto market, led to a 37 percent decline in vehicle sales last month. Toyota, the world's biggest carmaker, will slash domestic production 54 percent this quarter as demand plunges, and Nissan aims to cut 20,000 jobs as it trims output worldwide. "Exports are doing very badly," said Edwin Merner, president of Atlantis Investment Research Corp. in Tokyo, which manages about \$3.1 billion. "The carmakers have basically told the shippers, we don't need you anymore." Tokyo-based Nippon Yusen last month slashed its forecast for the number of cars it will transport this quarter to 580,000 vehicles. That's a 38 percent drop from the year-ago period.

"Our reduction in capacity hasn't caught up with the production cuts," said Kai. "Next year we may transport 20 percent or 30 percent fewer cars compared with this year." Toyota's output, excluding its Daihatsu Motor Co. and Hino Motors Ltd. units, will drop to about 519,000 vehicles in the three months ending in March, compared with 1.13 million units a year ago, according to figures derived from Toyota's latest full-year forecast. Nippon Yusen last month slashed its net income forecast by 48 percent to 73 billion yen (\$791 million) for the year ending March 31 amid slower demand for transport commodities, containers and cars. The shipping line is predicting a loss of 37 billion yen this quarter. It had 113 car carriers at the end of March, and planned to add 39 new carriers by the end of March 2011. Mitsui O.S.K. Lines Ltd., Nippon Yusen's biggest domestic rival, had 103 car carriers at the end of March. Nippon Yusen fell 2.2 percent to 407 yen at the 3 p.m. close of Tokyo Stock Exchange trading. It is down 25 percent this year. **Source: Bloomberg**

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KNVTS Afdeling Rotterdam

Donderdag 26 februari 2009

ALLSEAS

Audacia - ontwerp, bouw, commissioning en eerste project

Eind 2005 heeft Allseas besloten een nieuwe pijplegger aan haar vloot toe te voegen. De vraag was enorm en al haar concurrenten hadden al vergevorderde plannen voor uitbreiding. De engineering is gelijk opgestart en in het voorjaar van 2006 is de bouw begonnen in goede samenwerking met Keppel Verolme. De bouw was klaar medio 2007, waarna een commissioning periode is op gestart. Het eerste project was in de Noordzee voor een korte periode. Hierna is de

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Audacia naar India gegaan voor een project voor meer dan een jaar, waarbij alle opties van het schip uitvoerig zijn getest.

Zoals gewoonlijk bent u vanaf 17.30 uur weer van harte welkom in het **Delta Hotel** in Vlaardingen voor het aperitief. Voorafgaand aan de lezing kunt u aan het diner deelnemen, waarvoor u zich uiterlijk om 12.00 uur op woensdag 25 februari 2009 dient op te geven. Opgeven voor het diner kan via aanmelden@knvts.nl Kosten voor de maaltijd bedragen € 10,- voor leden en € 20,- voor niet-leden.

Voorafgaand aan de lezing zal een korte afdelingsvergadering gehouden worden. Aanvang 19.45 uur. De lezing zelf start om 20.00 uur. Wilt u alleen deelnemen aan de lezing, dan hoeft u zich niet vooraf aan te melden.

Graag tot ziens en vergeet niet om geïnteresseerde collega's en/of vrienden mee te nemen!

Het adres:
Delta Hotel
Maasboulevard 15
VLAARDINGEN

.... PHOTO OF THE DAY



The **LEOPARD TIDE** as seen laid up in Batam (Indonesia)

Photo : Piet Sinke ©

This above photo can also be seen in high resolution in the photo album at my website www.maasmondmaritime.com or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

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