

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 051



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**The AMARCO TIGER seen in inbound at KSB, Kuantan, Malaysia**  
**Photo : Capt. Jelle de Vries ©**

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## EVENTS, INCIDENTS & OPERATIONS



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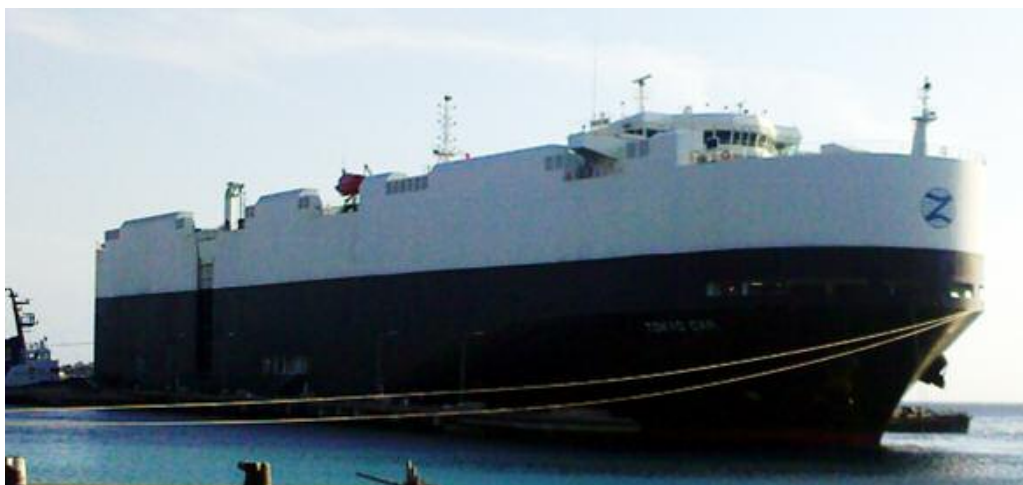
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## Somali pirates on board St James Park open fire on navy vessel

In an incident with the UK-flagged ship **St James Park**, abducted by Somali pirates on which five Bulgarian sailors are aboard, pirates opened fire from the deck and that of an adjacent ship against a navy vessel, presumed to be a US ship, international media reported. Reportedly more than 70 "large" calibre rounds were fired at the navy vessel before it finally altered course. The navy vessel did not engage and no fire was returned, reports say. The incident occurred at Garacad at the North-Eastern Somali coast, on February 16 2010. **St James Park**, a chemical tanker, carrying hazardous cargo from a port in Spain to Thailand, was seized on December 29 2009. On board there is a 26-member crew, including nationals of Bulgaria, Russia and Turkey. Reportedly, on February 3 2010, it was revealed that the pirates had evaluated the chemical tanker and its cargo at three million US dollars – their asking price for the safe return of the vessel and crew. According to reports in international media, the pirates managed to escape even though a French frigate was nearby at the time of the ship's seizure. All members of the crew are reported to be safe.

**Source: Reuters**



The **TOKYO CAR** seen arriving at Bonaire – Photo : Henk Ram (c)

## Shipping firms threaten 'maritime holiday' vs Marina chief

A group of interisland shipping companies is threatening to stage a "maritime holiday" if President Gloria Macapagal-Arroyo will not remove acting Maritime Industry Authority administrator (Marina) Ma. Elena Bautista. In a press conference held in Manila Thursday, the National Coalition of Shipping Organization of the Philippines said the holiday would be held March 1. The group, which represents mostly operators of small ship liners, also called for a sweeping review of local maritime regulations to help minimize maritime shipping disasters.

Christopher Pastrano, a member of the shipping organization, said they wrote an open letter to the President on January asking her to remove Bautista over a series of memorandum circulars which she issued without consulting the ship owners and other stakeholders. "Marina should be led by respected professionals experienced in the maritime industry," the group said in a prepared statement. "If the government does not listen, we will be forced to call for a maritime holiday to our members," said the coalition, which represents mostly operators of small ship liners.

The maritime holiday will affect 500 passenger, cargo and fishing vessels nationwide and cripple at least 90 percent of the country's shipping lanes, Pastrano said. The maritime group did not say how long the holiday will last. But Pastrano clarified that their group was not pushing for the appointment of any specific person as Marina chief but said that they wanted someone who has "the competency and understanding of the maritime industry." "Basta karapat-dapat na mamuno [As long as it's someone who's deserving]," Pastrano said.

The Supreme Court ordered on Monday the removal of Bautista as Marina administrator due to conflicts with her position as undersecretary of the Department of Transportation and Communication. The group said Marina should also focus on implementing new regulations to address and minimize human errors, which is the cause of 85 percent of all sea accidents.

The group asked the Marina to stop grounding a company's entire fleet if one of that particular company's ships was involved in an accident. A ship that sinks, which is more often than not because of wrong calls made by the ship liner's crew members, does not reflect on the seaworthiness of the rest of the company's fleet, the group said.

The group said ship liners lose hundreds of millions in foregone revenues because of this policy. **Source : Inquirer**

## KNRM-kledingmerk gepresenteerd tijdens Life ResQ



Op het terrein van de **Koninklijke Nederlandse Redding Maatschappij (KNRM)** vond op 16 februari een spectaculair evenement plaats waarbij de nieuwe kledinglijn van ResQ werd gepresenteerd. De kledinglijn is geïnspireerd op het werk van de KNRM en met de verkoop gaat een deel van de opbrengst naar de KNRM.

In een bruisende presentatie maakten de gasten uit de kledingbranche kennis met de nieuwe zomer- en wintercollectie van de RESQ kleding. Het uitgangspunt voor de KNRM was



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om op deze wijze aandacht te vragen voor de doorlopende inzet van de vrijwilligers van de KNRM, en de KNRM kledinglijn (die is ontwikkeld ter ondersteuning van fondsenwervende doelstellingen) te positioneren.

Het is de eerste volledige collectie met daarin jassen, truien, vesten, shirts, polo's, singlets, broeken en shorts. Vorig jaar was een pilot-jaar met een beperkt aantal artikelen, maar dit jaar pakt de KNRM in samenwerking met Telstar Trading uit met een complete outdoor-lijn voor zomer en winter, voor hem en haar. De retailers gingen, om het KNRM gevoel echt zelf te ervaren, de hoofdrol vervullen in een adembenemende reddingsoperatie op zee. De KNRM organiseerde dit in samenwerking met Goesting Events. Na deze enerverende mode en live action op zee werd in alle rust genoten van culinaire topprestaties. Sterrenkok Ron Blaauw zorgde voor een fantastische afsluiting van Life ResQ.

Vanaf de **HISWA in de RAI van 3 tot en met 7 maart** wordt de volledige lijn aan het publiek aangeboden en is deze verkrijgbaar via [www.knrmwebwinkel.nl](http://www.knrmwebwinkel.nl). Met de aanschaf van de kleding steunt de koper direct de KNRM. **Foto's : Arie van Dijk ©**



Seen in Norway, the ferry **FEDJEFJORD** enroute to Fedje - **Photo : Jan de Bokx ©**



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The Dutch-flagged, **Emslift Christiaan**, seen heading up the River Orwell to Ipswich - **Photo : David Hazell** ©

## Oil drilling off Falkland Islands 'next week'

A rig being towed to the Falkland Islands from Scotland should start drilling for oil and gas from next week, a company involved has said. The **Ocean Guardian** has been under tow by a tug since late November when it left Invergordon on the Cromarty Firth.

Argentina has announced new controls on shipping through its waters to the islands in an oil exploration dispute. However, a spokesman for Desire Petroleum said the rig was expected to begin drilling as planned. The work has involved the largest consignment of gear to be shipped from Aberdeen to the region. About 9,000 tonnes of equipment was loaded at Aberdeen harbour for shipment to the Falklands.

The spokesman told the BBC Scotland news website that the **Ocean Guardian** - which has been contracted from Diamond Offshore Drilling - was nearing the islands. AGR Petroleum Services, another company involved in the project, will use the rig during a £2m oil and gas exploration project in the North Falklands Basin. UK-based Desire declined to comment on the growing dispute between the UK and Argentina over oil and gas exploration.

Argentina has said a permit will be needed by ships using Argentine waters en route to the Falklands, South Georgia and the South Sandwich Islands - which are all UK controlled. The UK Foreign Office said the Falkland Islands' waters were controlled by its authorities and would not be affected. Argentina has protested to the UK about oil exploration. Buenos Aires claims sovereignty over the Falkland Islands, which it calls Islas Malvinas. **Source : BBC**

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## NAVY NEWS

### Sister Ships Perform Awesome Double Act

The Royal Navy's two newest warships – formidable air defense destroyers **HMS Daring** and **HMS Dauntless** – have performed side-by-side at sea for the first time. The Type 45 destroyers successfully completed a series of complex manoeuvres south of the Isle of Wight today (February 15).

The pair sailed at high speeds to simulate the defence of a high-value warship and also put their communications equipment to the test as a warm-up to intensive operational sea training later this year.



Captain Richard Powell, **HMS Dauntless'** Commanding Officer, said: "Today marks a significant step forward in the development of the Type 45 class. Conducting joint trials in this way will further enhance the potent capability of the Type 45. It also marks an important step in the delivery of the 21st century Navy." "We have been able to build on the successes of **HMS Daring** over the last year and in **HMS Dauntless** we are delivering a warship that the Royal Navy and the nation will be really proud of."

Commander in Chief Fleet, Admiral Sir Trevor Soar, who was embarked in **HMS Dauntless** witnessing the historic

moment said: "I'm really positive about these ships. I have seen them from the very beginning, through the design and planning to the trials."

"It is very much like watching the children growing up. They have been great kids and now they are growing up to be great adults." The Portsmouth-based ships will work together for two further days before going their separate ways and continuing their respective trials programmes. **HMS Daring** was commissioned into the RN last July and is due to formally enter service later this year.

Meanwhile **HMS Dauntless** will be commissioned in June and is expected to enter operational service in 2011.

Source : Defence Talk

### Old Navy ship set to depart Va. 'Ghost Fleet'

The federal Maritime Administration is scheduled to tow another ship from Virginia's so-called "Ghost Fleet."

A former Navy submarine rescue ship called **Kittiwake** is set to become the 85th ship to be towed from the James River Reserve Fleet off of Fort Eustis. The 1945-vintage ship is scheduled to be towed Thursday to Dominion Marine in Norfolk, where it will be cleaned before it is sunk as an artificial reef in the Cayman Islands.

That is scheduled to occur on July 4th. Source : examiner

## OTAGO HANDED OVER



In Melbourne the word has filtered through from New Zealand that the **Otago** was handed over 18-2-2010, at BAE Systems Williamstown, Victoria Australia, to the NZ Navy. A week of trials and training NZ crew will take place in Port Phillip Bay before delivery to NZ.

**Photo : Andrew Mackinnon ©**

## **Bangladesh Navy Orders AW109 Power Maritime Helicopters**

AgustaWestland, a Finmeccanica company, is pleased to announce the award of a contract by the Bangladesh Navy for two AW109 Power maritime helicopters. The helicopters will be used for a wide range of naval missions including search and rescue, economic zone protection, surface surveillance and maritime security.

The aircraft will be delivered in 2011 and will be capable of being operated from the frigate BNS Bangabandhu. The contract also includes a comprehensive training package including VFR/IFR conversion for aircrew, initial operational maritime training using an AW109 Power Level-D flight simulator and training for maintenance engineers.

Graham Cole, Managing Director, AgustaWestland said "We are delighted that the Bangladesh Navy has selected the AW109 Power to meet its maritime helicopter requirements after a thorough evaluation of all available platforms. We look forward to delivering the helicopters and the comprehensive training and support solution we have tailored specifically to meet the requirements of the Bangladesh Navy."

The AW109 Power is a 3 ton class eight seat helicopter powered by two Pratt & Whitney PW206C engines with FADEC. The spacious cabin is designed to be fitted with a number of modular equipment packages for quick and easy conversion between roles. The aircraft's safety features include a fully separated fuel system, dual hydraulic boost system, dual electrical systems and redundant lubrication and cooling systems for the main transmission and engines.

The AW109 Power has established itself as the world's best selling light-twin helicopter for maritime missions. The AW109 Power's superior speed, capacity and productivity combined with reliability and ease of maintenance make it the most cost effective maritime helicopter in its class. For shipboard operations the aircraft has a reinforced-wheeled landing gear and deck mooring points as well as extensive corrosion protection measures.

The ability to operate from small ships in high sea state enables the AW109 Power to perform its mission when many others helicopters would be confined to the ship's hangar.

Over 550 AW109 Power and AW109 LUH helicopters have been ordered for commercial, parapublic and military applications by customers in almost 50 countries. **Source : Defence Talk**





The tug **IKAR** seen connecting up to the 1974 Rheinstahl (Emden) built German submarine (ex) **S 175 - U 26** in Wilhelmshaven, the submarine will be towed by the **IKAR** to 's Gravendeel (The Netherlands) to be scrapped, in continuation 2 more submarines ( **U 28** and **U 30**) will be towed from Wilhelmshaven to be scrapped in 's Gravendeel.

Photo : Herbert Westerwal - Westcoasting BV ©

## Russia to deliver aircraft carrier to India in late 2012

Russia will deliver the **Admiral Gorshkov** aircraft carrier to India at the end of 2012, the deputy head of Russia's agency for military-technical cooperation said on Tuesday.

Under an original 1.5-billion-dollar contract signed several years ago, Russia should have supplied the aircraft carrier to India in 2008. The delivery has been postponed as Moscow claimed it had underestimated the cost of the refurbishment and demanded extra payment.

A supplementary deal is expected to be signed in February or March, Alexander Fomin, first deputy director of the Federal Military-Technical Cooperation Service, was quoted as saying by Russian news agencies while attending an arms fair in New Delhi.

The new agreement involves additional funding and the schedule of work, he said, adding that the deadline for the delivery is late 2012. Russia has finished about 70 percent of the aircraft carrier's overhaul and the tests will start in 2011. **Source: Xinhua**

## Royal Thai Navy seeks funding for two subs

Prime Minister Abhisit Vejjajiva has asked the armed forces to submit their planned arms purchases for consideration in what is seen as a move to keep the military on his side. A military source said Supreme Commander Songkitti Jaggabatara told army, air force and navy leaders yesterday to prepare their arms purchase plans for submission to the prime minister.

Gen Songkitti met with commanders of the three armed forces and senior military officers at the Royal Thai Navy headquarters. The source said navy commander Khamthorn Pumhiran will seek authorisation to purchase two second-hand submarines at a cost of more than 20 billion baht. Adm Khamthorn cited strategic needs and the fact that neighbouring countries all had submarines. The navy commander said it was necessary to employ new technologies.

The director of the navy's public relations office, Capt Prachachart Seerisawat, said Adm Khamthorn had assured the other military commanders at the meeting that submarines could operate in the Gulf of Thailand. "Only the Royal Thai Navy still has none. As such, the navy commander has to submit the request for the submarines for government approval," Capt Prachachart said.



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The Supreme Command spokesman, Col Sitthichai Makkunchorn, said 3-month-long joint exercises involving all of the armed forces would begin next month. The drills will take place in the three eastern provinces of Prachin Buri, Sa Kaeo and Rayong.

Col Sitthichai said the drills were intended to prepare for emergencies along the Cambodian border. He said Gen Songkitti had also asked the prime minister to attend the training of the Thai troops who would be sent to help with UN peace-keeping in Sudan's Darfur region. The training will be conducted in April by the Royal Thai Marine Corps in Chon Buri's Sattahip district. About 800 Thai soldiers will travel to Sudan in July.

Source : bangkokpost

## SHIPYARD NEWS

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## Fincantieri to build two 3,600-passenger ships for Princess

Carnival Corporation & plc has signed a memorandum of agreement with Italian shipbuilder Fincantieri for the



construction of two 3,600-passenger cruise ships for its Princess Cruises brand. The agreement is subject to execution of a definitive contract, financing and other customary closing conditions.

The new ships -- which will have an all-in cost of approximately euro 155,000 per lower berth - are scheduled to enter service in spring 2013 and spring 2014.

At 139,000 tons each, the as-yet-unnamed ships will be the largest in the Princess Cruises fleet.

Fincantieri describes the ships as "prototypes."

Giuseppe Bono, Chief Executive Officer of Fincantieri, said: "This important agreement is a source of pride and optimism for us. Proof that we are increasingly world leader even in this time of crisis, having gained the only order for a cruise ship in 2009 -- also from Carnival Group -- and now this agreement for two prototype vessels for Carnival's prestige brand Princess Cruises."

"Since these are prototypes," he said, "we hope that in the years to come they will be followed by a substantial number of ships of the same 'family.' I am confident that we will once again be supported by all the stakeholders in our 'national system.' Source : MarineLog

## Sembawang bags \$90m in repair contracts

Sembawang Shipyard has bagged S\$130m (\$90m) in repair and upgrading contracts and renewed its long term contract with the Eitzen Group. The Singapore yard is to carry out a longevity project for North West Shelf LNG Venture on the LNG carrier Northwestern Snipe. The yard is carrying out S\$35m in repair works on a fire damaged tanker for an undisclosed Taiwanese customer. Work includes major steelwork renewal, complete renewal of the accommodation block, major electrical and instrumentation work in the engine room, mechanical work and pipework. In addition Sembawang renewed its long term contract with Eitzen Group which will continue to send six to eight vessels a year for repair at the Singapore yard. **Source : Seatrade Asia**

## Tuzla shipyards a graveyard of unfinished newbuildings

Last year, the Tuzla shipyards, located at the southern tip of Istanbul, saw production plummet by 90 percent while employment declined 75 percent. The shipyards have received just one order for 2012.

The government is rumoured to be preparing a new stimulus package for the shipbuilding sector, but shipyard owners have lost hope and laid off workers are desperate. The stimulus rumours were fueled by Economy Minister Ali Babacan's surprise visit to Tuzla last week.



Photo : Clemens Smits ©

Tuzla's name as a shipbuilding hub was heard more frequently starting from 2005. Between 2005 and 2008, global shipbuilding expanded 89 percent while the sector grew a record 360 percent in Turkey. In the same period, Turkey advanced from 23rd to eighth in production capacity, rising to be fifth in orders.

But high-budget orders have also started stalling production. Through subcontracting, workplace safety slipped down as a priority and fatal accidents snowballed. Between 1992 and 2009, some 131 workers died as the shipyards lost prestige in the public's eye.

Insult to injury came from the global crisis. In the past 15 months, orders for 200 ships were cancelled amounting to a loss of \$2 billion. The number of workers retreated to 8,000 from 38,000. Nearly all subcontracted workers were fired and 60 percent of regular staff was laid off.

In the meantime, China and South Korea's industries were standing firmly on their feet with state support. China's shipbuilding sector grew 47 percent on an annual basis last year. Now half of the 46 shipyards at Tuzla are inoperative while the rest engage in repair and maintenance. Before the crisis Turkey was the world's fifth in orders but now it ranks 10th. Next year will be much worse according to an industry spokesman who said deliveries scheduled for this

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year number 120 and 23 for next year provided there are no cancellations. Last year, global orders amounted to 33 million tonnes of which Turkey was able to get less than 150,000 tonnes.

Repair and maintenance activities should have been “insurance for the crisis” for Tuzla shipyards, but due to infrastructure problems the opportunity was lost, according to Muhsin Divan, vice chairman of Desan Shipyard. “Many entrepreneurs cancelled orders due to the crisis,” he said. “Those being built were left half-finished as financial means eroded. Tuzla has become a graveyard of half-built ships.” **Source : The Motorship**



The Damen ATD 2909 tug **SD BOUNTIFUL** seen fitting out at the Damen-Maaskant Stellendam and is nearly ready for trials - **Photo : Henk Lichtenberg – Paint inspector ©**

## Japanese Ship Orders Rise for Second Straight Month

After falling for 14 months in a row, Japanese export ship orders rose for the second consecutive month in January on a year-on-year basis, surging a robust 50.5 percent to 471,900 gross tons, according to figures released by the Japan Ship Exporters' Association. Japan is one of the world's top shipbuilding nations along with South Korea and China.

Japan's export ship orders suddenly plunged in October 2008 due to the deep global economic downturn. The January rise followed a whopping 71.5 percent increase in December, but the figures for both months compare with extremely low year-earlier levels. In January, Japanese shipbuilders received orders for four bulk carriers, three oil tankers and two general cargo vessels. The nine ships total 196,000 compensated gross tons.

In the first 10 months of fiscal 2009 starting in April, Japanese export ship orders plummeted 63.3 percent from a year earlier to 5,028,900 gross tons. The nation's shipbuilders received orders for 94 export ships during the April-January period, none of them containerships. Japan, the world's second-largest economy, started providing financial support recently to shore up slumping vessel exports, through the government-affiliated Japan Bank for International Cooperation, one of the world's largest international financial institutions. **Source: Journal of Commerce**





## **IHC Metalix achieves ISO 9001 certification**

IHC Metalix B.V., one of IHC Merwede's business units, successfully achieved NEN-EN-ISO 9001:2008 quality certification at the end of last year. This was formally awarded to the company's management and the entire ISO-team at their base in Kinderdijk, The Netherlands by Freek Blanke of Det Norske Veritas (DNV) on 9 February 2010.

IHC Metalix is one of the most experienced suppliers of work preparation, pre-manufacturing and logistics of Metal Kits for the shipbuilding, offshore, ship-repair and steel construction industries. High levels of reliability, flexibility and innovation are essential parts of the business process for both customers' as well as company's employees. IHC Metalix has developed itself from a project- to a process-based operation. This special developed organisational structure and auxiliary software serve as a foundation for the quality management system. The management of IHC Metalix consider this system as a pivotal instrument to optimise both the professional and international aspects of the company.



**Edward den Hertog, Remi Kara, Ronald van Herk, Jan Struys, Jan Kersbergen, Roel de Graaf, Wim de Vries, Marco van Pijkeren, Freek Blanken, Roger Klarenberg, Steve Borremans, Jeroen Breedveld (from left to right)**

The leaders of each department in IHC Metalix have been incorporated into the ISO-project team to maximize the support and understanding of the employees. With enthusiasm for the project, they have created a digital handbook to present procedures in a quick and easy-to-understand format. "The employees of IHC Metalix are delighted to be awarded with this certification", says IHC Metalix Managing Director Roel de Graaf. "NEN-EN-ISO 9001:2008 reflects the company's continuing optimisation of its processes and quality control. It is without doubt a tremendous achievement, which everyone can celebrate together and be proud of for many years to come."

## **Abu Dhabi owner throws SLS Shipbuilding a lifeline**

Two broker reports out yesterday suggest fast emerging Abu Dhabi shipowner Eships has come to the rescue of bankrupt Korean yard SLS Shipbuilding. Eships has splashed \$100m for a trio of medium range product tankers at the Tongyeong based yard, which filed for bankruptcy in December after losing various court cases with the likes of Stolt-Nielsen, Glencore and D'Amico which saw eight product tanker cancellations.

Eships is thought to have bought up three of these cancelled ships at a large - 30% - discount from the original \$47.5m paid originally by the Glencore and D'Amico joint venture, Glenda International Shipping in 2007. The first two ships will deliver next month and April. The new price is in line with market estimates for newbuild product tankers at the moment. Privately-owned Eships is owned 50% each by Abu Dhabi Investment Company and Mubadala Development Company. It used to be known as Emirates Ship Investment having started out as an entity called Combined Cargo UAE. SLS focuses on MR product tankers ranging in size from 40,000 dwt to 51,000 dwt. The yard has two semi-sliding berths, one floating dock as well as a 2008 completed flat berth to build onland. **Source:** SeaTradeAsia-Online

## As Dredging Deadline Nears, Shipyard Plans Still Uncertain

The uneasy truce established between the Port of Los Angeles and Gambol Industries - which has a plan for a shipyard that the company says will bring up to 1,000 family-wage jobs to the port - is about to run out. The Army Corps of Engineers expects to launch its main channel dredging project at the end of this month, and the question is whether the two projects can co-exist without holding up the dredge work. As the deadline draws near, the politics gets uglier.

L.A. City Councilwoman Janice Hahn, who was expected to mediate a sitdown between the two sides this month, decided to recuse herself last week after reports that Gambol President Bob Stein had made sizeable contributions to Hahn's bid to become California Lieutenant Governor.

Whether or not the port and Gambol will still hold the meeting and who would preside over it is still up in the air, but in the meantime the company is continuing to lobby for the idea with city officials.

The Gambol plan calls for redevelopment of the former Southwest Marine shipyard site on the east side of the port's main channel into a new shipyard that would both build and do repair and maintenance on vessels. The company already operates a boat yard on Pier D in the Port of Long Beach. The new yard would be in addition to the Long Beach facility.

The problem is that the port has committed to a channel-deepening project that would allow the new mega container ships to call at terminals in its inner harbor. The Environmental Impact Report has been completed - no easy task in California - and the contracts signed. Getting the dredging done is essential to two overdue terminal expansion projects - China Shipping and TraPac - that are currently under way north of the Vincent Thomas Bridge.

The ports don't want to risk endangering work on those projects in exchange for a promise of new jobs that may or may not be fulfilled.

The dredging plan calls for the ship slips at the former Southwest Marine site to be filled with both contaminated and uncontaminated spoils dredged from the channel and capped. Gambol says it needs a portion of one of those slips as part of its new shipyard. The company has come up with a vertical containment plan that provides a space for the contaminated materials and also leaves enough water area free for shipyard work.

The situation came to a head last summer and the port agreed - in order to head off litigation - to a Memorandum of Understanding that called for the two parties to collaborate in order to find a way for both plans to work.

**Source : The Cunningham Report**

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## DP World to roll out phase I of Kochi terminal by June

DP World, the world's third-largest container terminal operator, will complete the first phase of the Rs 3,000-crore Vallarpadam terminal project in Kochi by June and is expected to commission it by this year-end. When the International Container Transshipment Terminal (ICTT) is up and running, containerised trade from south India will no longer have to use international transshipment ports like Colombo and Singapore, bringing down cost and time for shipping lines as well as exporters and importers. "DP World is targeting end June for completion of phase 1, while operations will commence by year end. The first phase of the project has seen an investment of Rs 1,250 crore," industry sources told ET. The project was earlier scheduled to be commercially operational by the first week of April, but has been delayed. The Vallarpadam terminal is a public-private partnership project being developed by DP World, along with the Cochin Port Trust. "The Cochin Port Trust has invested over Rs 1,500 crore on road, rail connectivity and dredging of the channel," sources said.



The **TIGER BRIDGE** seen moored in the port of Colombo - Photo : Richard van der Werf ©

The first phase has a quay length of 600 metres and a design capacity of 1 million TEUs. In the second phase, DP World will develop a further 300 metres of quay length with a capacity of 1.5 million TEUs, while in the final phase, the terminal will have a capacity of 3 million TEUs. According to Frost & Sullivan, container capacity handled for



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international and domestic traffic stood at 9.1 million twenty-foot equivalent units (TEU) in 2008 and is expected to reach 21 million TEUs in 2014. One of ICTT's main advantage is a growing immediate hinterland. South India's container market accounts for close to 2 million TEUs. The absence of a hub port in India has resulted in a significant share of containers leaving an Indian port going through a feeder, with transshipment and mainline movement causing additional delay. "This results in a 40-50 hours delay as containers are transshipped through ports such as Colombo, Singapore (east), Dubai and Salalah (west)," said the Frost & Sullivan report. According to Mantrana Maritime Advisory director Anand Sharma, the commissioning of the terminal will allow importers and exporters in south India to receive direct calls, which will reduce their logistics cost and time.

"It will also generate opportunities for coastal feeder movement of containers, as Vallarpadam will be an alternative transshipment hub for Indian cargo. In fact, some of the east-bound feeder service from eastern India to Singapore could also get diverted to Vallarpadam," he added. Cochin is an all-weather port, with minimal tidal variations. The new terminal will allow the handling of mega container ships like the **Emma Maersk** which has capacity of over 12,500 TEUs and deadweight of over 150,000 mt. Larger vessels bring about economies of scale, and lower cost of operations for the shipping lines, which translates into lower freight rates. Once the cargo finds its way directly to India via road, or rail, it will reduce freight rates, time to take goods to the market, besides bringing down shipping lines' operational costs.

## Port of Vanino builds up its harbor crane fleet, to boost output

The port of Vanino (Khabarovsk Territory) has acquired a new Mantsinen RCT-90 crane. The handling equipment was delivered under a 2009 contract with the Mantsinen Group Ltd. Oy, a Finnish manufacturer. Crawler mobile harbor crane will be operated at the third facility complex for handling bulk cargoes, in particular, for offloading coal at the warehouse from the rail cars. The new state-of-the-art equipment will boost loading operations at the port, the PV press service said.

The RTC-90 crane is the fifth crane by Mantsinen added to the Port of Vanino's cranes fleet. The machine's max. horizontal reach is 25 m and its lifting capacity is some 16 ton / 10m.

Port of Vanino is the largest stevedoring company in the Khabarovsk Territory. Through the Port of Vanino commodities are shipped to the Russian North-East regions and exported to Japan, South Korea, China, Australia, USA and other countries in Asia Pacific. Throughput of the seaport in 2009 totaled 6 million tons of commodities, a year-over-year 9.4 percent drop. **Source : PortNews**



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## STX Pan Ocean suffers huge reverse

STX Pan Ocean plunged into the red for 2009 as the collapse of the dry bulk market took its toll on its results. The South Korean shipowner and operator lost \$61.6m last year compared to a \$494m net profit in 2008. STX Pan Ocean's revenues dropped a huge 60% to \$3.6bn last year compared to \$9.29bn in 2008. The company blamed the loss last year on the decrease in cargo volume and freight rates due to recession in the shipping market. **Source : Seatrade Asia**

## Luxurious liner docks at Port Klang for a quick stop

GRANDIOSE, fabulous, impressive — those are the words that come to mind when taking in the **Queen Mary 2** (QM2), a trans-Atlantic ocean liner belonging to the Cunard Line. **QM2** anchored at Port Klang last week as part of her 2010 World Cruise that would cover 36 countries spanning four continents in 101 days.

Port Klang was **QM2's** second port of call in Malaysia after making her maiden call at Penang the day before.

QM2 set sail on her third World Voyage on Jan 4, continuing the line's rich tradition of offering the most spectacular and historic world-class journeys, with a completely new Eastbound-Westbound route. The voyage featured 19 maiden calls at destinations like Cairo, Mumbai, Phuket, Shanghai, Nagasaki, Adelaide, Perth and Cape Town.

During her construction period in 2003, QM2 was the largest passenger ship ever built, with a 151,400 gross tonnage (GT). She is now ranked the third largest worldwide. Touted as the "grandest, most magnificent ocean liner ever built," **QM2's** construction cost was estimated at US\$800mil.

At 1,132ft (345m) in length and 236.2ft (72m) in height from keel to funnel, QM2 will stretch more than three football fields in length and is only 36m (117ft) shorter than the height of the Empire State Building (380m or 1,248ft).

According to QM2 social hostess Freida Singleton, the QM2 can accommodate some 2,600 guests and 1,270 crew members. "Though her cruise speed is 28.5 knots, she can travel up to a maximum speed of 29.8 knots," she said.

QM2 boasts a host of facilities, including 10 dining outlets, five swimming pools, a bookstore, an art gallery, a health club, a casino, a disco, a theatre, a ballroom and Illuminations — the only Planetarium at sea.

Among the interesting activities guests can enjoy are indulging in a glass of bubbly at the Veuve Clicquot Champagne Bar, enjoying a variety of constellation shows, movies, documentaries and other programmes at Illuminations, burying themselves in more than 8,000 books in the library, watching musical performances and Shakespearean plays at the Royal Court Theatre, savouring afternoon tea or taking ballroom dance classes in the Queens Room, capturing snapshots and having them developed at the onboard photo lab, shopping at the bookstore that specialises in nautical literature, checking out boutiques like Harrods, H. Stern's, Chopard and Hermes, or working up a sweat at the fitness centre, basketball court or golf simulator.

The passengers' dining arrangements onboard are dictated by which "class" of accommodation they choose to travel in. Besides the Princess and Queen Grill Restaurants and private outdoor area that are open to selected "classes", the other public areas can be used by all passengers. The dining options include: English pub fare at the Golden Lion Pub, Sir Samuel's coffee and wine bar, delectable Mediterranean cuisine at Todd English, burgers and casual items at Boardwalk Cafe, and fine dining meals at Britannia Restaurant.

While Kings Court offers breakfast, lunch and late-night buffets, it is transformed into four intimate dining venues at night. Lotus features multinational Asian cuisines, the Carvery has British-style carved roasts, La Piazza is all about authentic Italian cuisine, and the Chef's Galley is where guests can enjoy an interactive experience with the chefs.

Musicians Dame Shirley Bassey and Ruben Stoddard have travelled on **QM2**, while famous personalities who have visited the ship include **Queen Elizabeth II**, New York City mayor Michael Bloomberg, Senator Hillary Clinton, property tycoon Donald Trump, musicians Jon Bon Jovi, Jay-Z, Harry Connick Jr and Beyonce Knowles, as well as journalists Barbara Walters and Katie Couric. Cunard Line was the first to offer scheduled travel between the UK and the US in 1840.

Its fleet, which includes **QM2**, **Queen Victoria** and the soon-to-join **Queen Elizabeth**, offer Mediterranean, Northern Europe, Transatlantic, The Americas and Caribbean voyages, with the Cunard hallmarks of White Star Service, gourmet dining and world-class entertainment. For the World Cruise, it was revealed that it would cost a person approximately US\$20,000 for the cheapest accommodation (a windowless cabin) and about US\$100,000 for the most expensive option (the Queens' suite). For more information, visit [www.cunard.com](http://www.cunard.com) **Source : The Star**

## **Hutchison Port Holdings fires Amsterdam port management**

**Hutchison Port Holdings**, the port arm of tycoon Li Ka-Shing's Hutchison Whampoa group, has fired 11 of its 12-strong **Amsterdam Container Terminal** management team.

Those getting the chop include long term chief executive **Pieter Bas Bredius**. While a spokesman for Hong Kong-based Hutchison declined to comment to Cargonews Asia this morning, the Dutch press reported that only the operations manager was being retained to enable the terminal to quickly restart should a customer be found.

The **NYK PROCYON** seen at the Amsterdam Container Terminal.  
**Photo : Joop Marechal (c)**

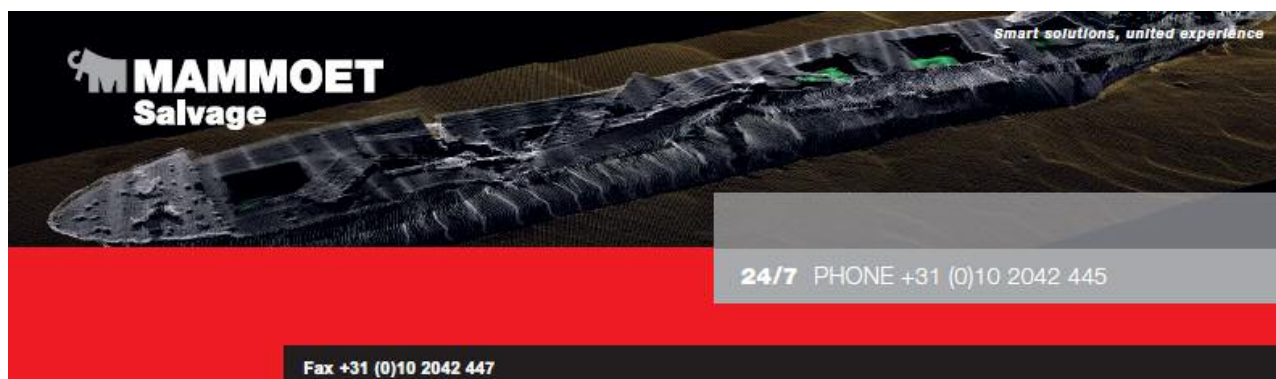


carrier NYK Line was the only customer of the terminal. NYK acquired the 10-year-old ACT, formerly known as Ceres Paragon, when the carrier took over the US Ceres terminals group in 2002.

It called at Amsterdam as a member of the Grand Alliance. NYK subsequently offloaded the terminal to Hutchison following a share swap deal in December 2008 through which HPH became the majority shareholder of Ceres Container Terminals Europe (CTE). At the time, HPH boss John Meredith said the investment in CTE would help strengthen HPH's presence in northern Europe through the addition of extra container-handling capacity. He said CTE's strategic location allowed it to attract deepsea, feeder and inland traffic.

But even the global might of Hutch, the world's biggest terminal operator, was not enough to attract new customers. The ultra modern Ceres Paragon was opened in 2001 amid great fanfare. It has the capacity to handle one million TEUs, but that figure has never been reached. Two of three deep sea container services at ACT were terminated last year, halving the port's throughput to 200,000 TEUs in 2009. Since opening, the Amsterdam city council has poured in investment funding of around US\$175 million. **Source: cargonewsasia**





[www.mammoetsalvage.com](http://www.mammoetsalvage.com)

## Eight cruise ships to visit Solomons in 2010

EIGHT tourist boats will visit the Solomon Islands this year according to a tentative schedule released by a local cruise ship agent. Destination Solomons, which organised tours for cruise ships in the country last week, revealed this.



The **OCEANIC DISCOVERER** – Photo : Ross Walker ©

The first boat arrived last Saturday to kick off this year's cruise ship visit into the country. The second will visit the country next week. According to the schedule not all the boats will visit Honiara. Some of the boats will visit places like Tikopia, Anuta, Nende, Santa Ana, Renbel, Central Province, Arnavon Island of Isabel, Kolombangara, Kennedy Island and Ghizo. Most of the boats are cruise ships carrying around 100 passengers who are part of the Pacific tours to visit the second world sites and who are interested in diving, bird watching and other recreational activities. The last boat named **Oceanic Discoverer** will visit the country in December passing through from Gizo and ending its visit in Temotu. **Source : Solomon Star**

## Fredriksen cuts stake in TUI

John Fredriksen, the Norwegian shipping billionaire, cut his stake in TUI, the biggest shareholder of German ocean container carrier Hapag-Lloyd, to 15.7 percent from around 19 percent. At the same time, Fredriksen, a vocal critic of TUI's management of Hapag-Lloyd, has acquired convertible bonds in the company.

The convertible bonds "suit our needs better", Fredriksen's aide Tor Olav Troim told Reuters on the sidelines of TUI's annual shareholders meeting in Hanover today, February 17. Fredriksen wants to play a "constructive" role at TUI, Troim said. TUI, which owns just over 43 percent of Hapag-Lloyd, on Feb. 17 urged shareholders to reject a motion by Fredriksen calling for an audit of the financial aid it has given to the carrier. TUI, which has a \$3.4 billion exposure to Hapag-Lloyd in shares and loans, has said it wants eventually to cut its ties with the world's sixth largest ocean carrier.

**Source: joc.com**

## **Dublin Port dispute resolved**

The Dublin Port dispute has been resolved by negotiation, the parties involved announced. The long running dispute ended this morning when SIPTU officials signed a negotiated agreement, the terms of which had been voted for by workers at the port.

The settlement between Marine Terminals Limited and SIPTU makes reference to the Irish Labour Court's Recommendation of 12th October 2009, and the Arbitrator's Findings issued on 5th January 2010, sets out agreements on arbitration and problem solving, and commits both parties to building skills and co-operation for the future running of the port.

SIPTU's Divisional Organiser, Christy McQuillan, commented: "Our members have been through a very difficult experience regarding their welfare and that of their families over a protracted period. The important thing is that hands-on jobs at Dublin Port have been protected and the company has an opportunity to grow and develop the business which will hopefully lead to the creation of further jobs."

He continued: "The Agreement also ensures that workers in the company will have union representation and will have access to all the industrial relations procedures of the State. The Agreement provides for a comprehensive training programme for the workers returning to work and they will be multi-skilled in all the work disciplines at MTL. Great credit is due to the commitment of the International Transport Workers Federation (ITF) in bringing this settlement about while the solidarity of the communities played its own part during the dispute. The termination of the dispute is within the spirit and intent of the Labour Court recommendation of October 2009."

An MTL spokesman said: "Dublin's economic prosperity depends to a large degree on the smooth operation of a modern and efficient port. Today's agreement marks a major step forward in ensuring our customers continue to receive the high level of service they are accustomed to. We are grateful to the ITF for their efforts and look forward to working in partnership with SIPTU to deliver on both the spirit and letter of the agreement."

Norrie McVicar, Britain and Ireland Co-ordinator of the ITF, which has brokered the agreement, stated: "It is no secret that this dispute has been a long and acrimonious one. Well, from today that can change. By talking and thanks to the commitment shown by both sides, we can all go forward together and build a healthy and profitable port operation that benefits everyone involved as well as the city and nation that it serves." **Source : ITF**



The Bulker **ECOSAND G.O.** seen approaching Gladstone Port (Australia)

**Photo : Patrick de Jong ©**

## DryShips Announces Fleet Update

DryShips Inc., a global provider of marine transportation services for drybulk cargoes and off-shore contract drilling oil services, announced the following sale and purchase developments:

- The Company sold the 70,349 DWT Panamax bulker M.V. **Iguana** (built in 1996) for a price of \$23.4 million resulting in a book loss of \$2.3 million. Delivery of the vessel took place on 19 January 2010
- The Company sold the 71,862 DWT Panamax bulker M.V. **Delray** (built in 1994) for a price of \$20.1 million resulting in a book gain of \$11.5 million. Delivery of the vessel took place on 5 February 2010.
- The loan amount for the two above-mentioned vessels will remain available to the Company for replacement vessels.
- The Company has placed an order for two (2) 76,000 dwt Panamax dry bulk vessels, with a top quality Chinese shipyard, for a price of \$32.25 million each. Delivery of the two vessels is expected to take place in Q4 2011 and Q1 of 2012, respectively

George Economou, Chairman and Chief Executive Officer of the Company, commented: "We are pleased to announce the commencement of another round of fleet renewal and expansion. We have been patient for potential acquisition opportunities and finally were able to combine the sale of two 14- and 16-year-old ships with the purchase of newbuildings to replace them. With this transaction we are buying each new replacement ship year for an average price of \$0.7 million. This is lower than the low cycle per ship year price of \$0.8 million per year. In addition our banks continue to demonstrate strong support as the loan amounts for the two vessels sold are available to the company and can be applied to replacement vessels. We will continue to be patient with our investments as the market presents further opportunities."

DryShips Inc., based in Greece, is an owner and operator of drybulk carriers and offshore oil deep water drilling that operate worldwide. As of the day of this release, DryShips owns a fleet of 39 drybulk carriers (including newbuildings) comprising 7 Capesize, 30 Panamax and 2 Supramax, with a combined deadweight tonnage of over 3.5 million tons, 2 ultra deep water semisubmersible drilling rigs and 4 ultra deep water newbuilding drillships. **Source: DryShips Inc.**



The **GREEN CAPE** seen outward bound from Rotterdam – **Photo : Kees Torn ©**



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## Dredging of Karnaphuli "likely to begin this year"

After a lapse of over two decades capital dredging of the heavily silted areas of the River Karnaphuli is likely to begin this year, according to the Financial Express newspaper. Chittagong Port Authority (CPA) has finalised a Tk 3.76 billion project to dredge about 3km of the river stretching from Sadarghat Lighter Jetty toward some 500m upstream of the third Karnaphuli Bridge. The project would also cover construction of 2.5km channel on the east bank of the river, a river protection wall and 1,700m jetty for lighter vessels.

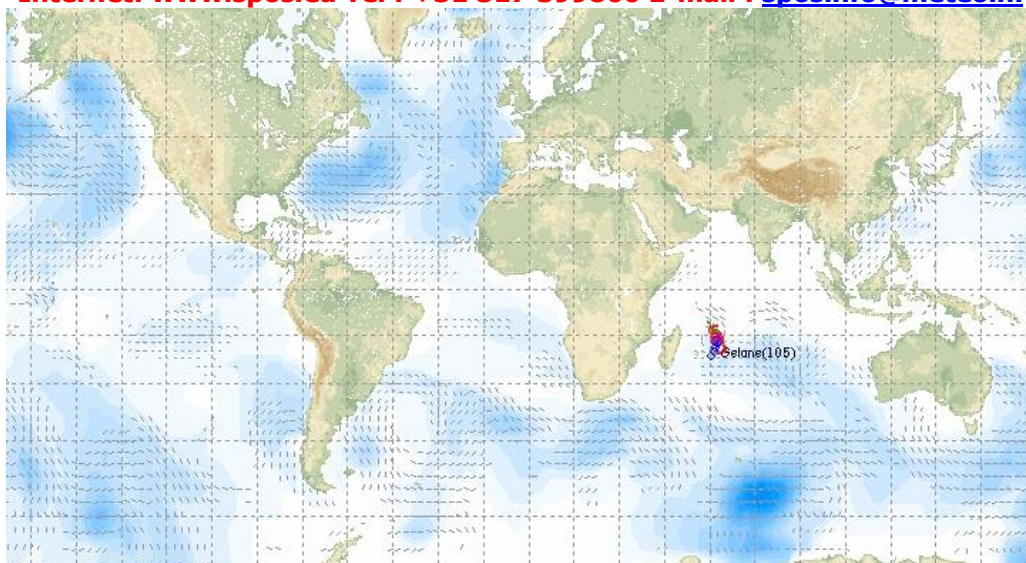
While visiting the port recently, Shipping Minister Shahjahan Khan reviewed the progress of the scheme and later informed journalists that a tender would be floated by March. **Source : Dredging News Online**

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

## .... PHOTO OF THE DAY ....



The 2006 built LNG fueled Norwegian ferry **BERGENSFJORD** is having a length of 129.8 mtr and a beam of 19.1 mtr and its propulsion is done by 4 Schottel Combi Drive type SCD 2020 units of 2750 kW, the maximum speed is 21 knots

**Photo : Jan de Bokx ©**

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