

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 110



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

Navingo Maritime & Offshore Career Event 2010
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The BOURBON PEARL seen departing from Rotterdam
Photo : Jan Oosterboer ©

IN MEMORIAM

Just before finalising / closing this newsletter I received the very sad news from Iskes Tugs in IJmuiden that



CAPT. NORMAN RADEMAKERS

Passed away last Sunday April 18th, due to a heart failure

Norman was only 37 years old !

Norm, his wife and other colleagues of Iskes Tugs were on "motorbike weekend" to Germany, suddenly during the trip his colleagues did see that the motorbike of Norman started being out of control after which they fell with the bike, his colleagues started direct reanimation and Norman was transported to a hospital, but it appeared it was too late

On behalf of all the readers of the newsclippings worldwide, I wish Norman's wife, other family members, relatives and all his colleagues with Iskes all the strength they need to cope with this very unexpected loss

******* NORMAN REST IN PIECE *******

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KOTUG's latest fleet addition **RT PETER** seen in action in Rotterdam prior departure to Bremerhaven

Photo : Leen van der Meijden ©

Yemeni fishing vessel feared hijacked by Somali pirates

A Yemeni fishing vessel with five fishermen onboard has been missing off the coast of the southern Yemeni province of Taiz for one week amid fears that the boat might have been captured by Somalia pirates, local sources reported.

They said the boat owner reported the incident to the Yemeni coastguard after he lost contact with the crew members.

Search operations are in full swing in an attempt to find the vessel, according to the sources. Security sources didn't rule out the boat was hijacked by Somali pirates operating offshore Yemen. A statement from the Yemeni interior ministry said that the boat with four crewmen was reported missing several days ago.

Coastguard forces are still searching for the vessel and crew members, the statement said. Last week, a Yemeni fishing boat with three fishermen onboard was seized by Somalia pirates in the Gulf of Aden.

According to Yemeni media sources, the pirates led the fishermen with their boat to an undisclosed location.

Yemeni fishermen have long been complaining of recurrent pirate attacks in the Yemeni territorial waters. Piracy has been growing in the Red Sea and the Gulf of Aden due to the anarchy and chaos overwhelming Somalia since the collapse of President Siad Barre's regime in 1991. **Source : paltelegraph.com**



Above seen the **TAKLIFT 7** upending 1 of the 51 monopiles off Barrow (United Kingdom)

Photo : Arie Terpstra ©

Spanish warship destroys pirate mother ship

Last Thursday the Spanish Navy frigate **ESPS VICTORIA (F82)** tracked, boarded and destroyed a pirate mother ship operated by a group of Somali pirates. The incident took place just off the Somali coast and demonstrated EU NAVFOR's more robust aggressive strategy of stopping the pirates before they can reach the commercial shipping lanes.

On Thursday morning a helicopter from the **ESPS Victoria** detected a whaler with three suspected pirates on board. The Spanish ship called on the whaler to stop but got no response, after which warning shots were fired and a boarding party went on board the whaler.

The pirate boat was found to possess large amounts of fuel and ammunition. The three men on board claimed they were fishermen but a search disclosed no fishing equipment on board. The decision was then taken to dispose of the whaler and the three men were taken ashore before the whaler was destroyed.

Victoria is taking part with the EU NAVFOR (European Union Naval Forces) forces operating in the area of the Horn of Africa, with the intention of escorting and protecting ships engaged with food and humanitarian aid. The EU NAVFOR forces have also taken on the duty of providing protection for other vulnerable ships in the region.

ESPS **Victoria F82** is a modified Perry class frigate. **Source : ports.co.za**



The brandnew **COSCO JAPAN** seen moored during her maiden voyage in Felixstowe - **Photo : Derek Sands ©**

Britain working on Spanish hub for stranded nationals

London and Madrid are working on ideas to fly Britons stranded by the volcanic ash cloud to a Spanish hub and then sailing them back home, officials said. Prime Minister Gordon Brown and his Spanish counterpart Jose Luis Rodriguez Zapatero held telephone talks after top British ministers and scientists met to discuss the crisis at Downing Street, Brown's office said. The premiers reached a deal to allow flights bound for Britain from outside Europe to land in Spain, Spanish radio reported. British airspace is closed until 1800 GMT Monday at the earliest.

A Downing Street spokesman said: "They agreed that the UK and Spain would work together to look at how the capacity in Spain which remains open to flights can be used to help get British people stranded abroad back to the UK. "Prime Minister Zapatero said that he would help in any way he can." Following their meeting, British ministers said everything was being done to try to help stranded nationals. Travel association ABTA said roughly 150,000 people had not been able to return home due to the airspace closure. Options include the possibility of deploying Royal Navy vessels to collect passengers, said security minister Alan West, a former head of the navy. "As far as the Royal Navy goes obviously we are finding exactly what ships are available, what would be able to move, what's the best port to go to," he said. Peter Mandelson, Brown's de facto deputy, added: "We need to look at every single logistical option for getting our people back home."

Spanish public radio RNE, citing government sources, said the deal would allow passengers bound for Britain from Asia, Latin America and North America to fly to Spain and from there travel either overland or by ferry. Spain stepped in because some Spanish airports are not affected by the ash cloud from Iceland. "Spain is offering the use of some Spanish airports as a intercontinental platform," Spanish Transport Minister Jose Blanco told reporters. But much of the rest of Europe remained a virtual no-fly zone on Sunday, with about 30 countries closing or restricting airspace amid safety fears over the sulfurous dust coming from an Icelandic volcano.



Pirates hit fourth ship off south Malaysia

A Malaysian-registered tanker had become the fourth vessel to be hit by pirates off southern Johor this year. On April 17, at 0600 hrs, six pirates armed with swords and knives boarded the Malaysian-registered tanker, **Semua Gembira**, while it was at anchor off Tanjung Ayam in southern Malaysia. "The robbers tied up the greaser in the engine room, and stole the ship engine parts," anti-piracy centre ReCAAP said in a report. It is the fourth such incident in the area since January this year, and the third to take place under the cover of darkness of a Saturday. "Ship masters and crew are advised to maintain vigilance at all times when anchored in the area," the report said. **Source : Seatrade Asia**



The **INDEPENDENCE OF THE SEAS** seen moored last weekend in Ponta Delgada, São Miguel Island in Azores .

Photo : Miguel Nória ©

UK may use navy to bring home stranded citizens

Britain said on Sunday it was considering using the Royal Navy and requisitioning merchant ships to ferry home citizens stranded abroad by the closure of much of European airspace because of volcanic ash. The response to the crisis is threatening to become a domestic political issue ahead of a general election on May 6 and with the ruling Labour Party trailing in opinion polls.

Business minister Peter Mandelson said the government was also investigating the possibility of using Spanish airports not covered by the air traffic ban as a hub for citizens stuck further south or in north America. We need to look at every single logistical option for getting our people back home," Mandelson said after an emergency meeting of ministers and officials chaired by Prime Minister Gordon Brown. "That's what we are going to do, either from outside Europe back onto the continent (of Europe), over the Channel, either from Spanish or French ports. We have got to look at commercial as well as Royal Navy amphibious capacity to help us in this task." Brown later discussed the options with Spanish prime minister Jose Luis Rodriguez Zapatero. "Prime Minister Zapatero said that he would help in any way he can," a spokeswoman for Brown said.

Ministers will meet Brown at another contingency meeting at 0730 GMT on Monday to decide whether to put the plans into action. Ash from an Icelandic volcano has closed much of northern European airspace since Wednesday because of its potential danger to airliners. Many British families had been trying to get home from foreign holidays in time for the return to school on Monday after the Easter break.



Above seen the **MAIDEN CASTLE** (ex Wijsmullers **TITAN**) in Portland (UK)
Photo : Wesley Vercruysse ©

Australia extends vessel tracking along the Great Barrier Reef

Effective July 2011 all vessels voyaging along the Great Barrier Reef's southern fringes will be tracked, a move announced over the weekend in response to the grounding of the coal carrier **Shen Neng 1**. Federal Transport Minister Anthony Albanese announced that ships in the southern part of the reef marine park would have to regularly report their location and route to authorities. This would be backed up by radio and satellite tracking of ships to improve safety and further protect one of the country's most precious environmental assets, he said.

The new rules effectively extend requirements that apply to ships in the northern part of the reef park to a large area that runs roughly from Mackay to Bundaberg and extends more than 100 kilometres east of the Queensland coastline.
Source : Seatrade Asia

Malta joins EU NAVFOR to combat pirates raids

Malta, who already has an officer working in the Operational HQ at Northwood, will increase her contribution in the fight against piracy off Somalia with the provision of a Vessel Protection Detachment (VPD) from April to July, 2010, EU NAVFOR Somalia press release said.

The 12-man VPD will be embarked onboard Her Netherlands Majesty's ship "**Johan de Witt**" during its four months in the EU NAVFOR mission. This is Malta's first military deployment into the operational theatre under the EU Common Security Defence Policy (CSDP). The Maltese detachment has been sourced from a Special Duties Company of the Armed Forces of Malta (AFM).

Malta recently signed a Memorandum of Understanding with the Netherlands whereby it has been agreed that the VPD will provide close protection to ships assigned and they will also contribute, as necessary, to Key Leadership Engagement, Capacity Building and Security Tasks undertaken by "**Johan de Witt**". **Source: eunavfor**



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VLCC rates seen to rise in second half of 2010

Supertanker shipping rates may rise in the second half of this year as stronger oil demand boosts shipments, analysts at Jefferies & Co. said. Rates for very-large crude carriers, or VLCCs, will average US\$40,000 a day in the third quarter and US\$55,000 in the fourth, up from an estimated US\$36,000 this quarter, analysts led by Douglas Mavrinas said today.

"With the global economy continuing to recover, global oil demand continues to improve and is expected to improve further with global oil demand," the analysts said in a report to clients. "Our forecast is based on virtually zero oil demand growth" in the U.S. and other members of the Organization of Economic Cooperation and Development, they said. The forecast may move higher should OECD oil demand begin to pick up. VLCC rates rose 1.3 percent to US\$43,130 a day on April 9, according to the London-based Baltic Exchange. The rates averaged US\$36,620 a day in the first quarter and US\$37,270 a day so far this quarter. Global oil demand is expected to rise 1.8 percent to 86.6 million barrels a day in 2010 from last year, according to the International Energy Agency. VLCCs, which are primarily

used to move crude oil on long-distance voyages such as from the Middle East to Japan, can haul 2 million-barrel cargoes. **Source: bloomberg**




The **OOCL SOUTHAMPTON** seen approaching Rotterdam-Europoort

Photo : Harry van den Berg ©

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Irish sailor booted out of navy after texting ship location

An Irish sailor who texted his girlfriend the location of his ship has been given a three-month jail sentence and discharged from the Republic of Ireland's Defence Forces. Able Seaman Eoin Gray (24) had pleaded guilty to disclosing information without authority about the operation of state ships at sea between December 4 and 14, 2008.

The Dublin native had on several occasions contacted a colleague in the Fisheries Monitoring Centre about the status and location of his ship, the '**LE Orla**'.

He wished to do so to see if he would be free to go home at the weekend and texted his girlfriend the information.

But yesterday, military judge Colonel Anthony McCourt told Gray he would no longer be trusted in the eyes of his superiors and had no future in the Naval Service. Judge McCourt said the serious breach of discipline could have merited 12 months in prison and a discharge from the Defence Forces.

The sentence, imposed during a court martial hearing at McKee Barracks in Dublin, came in spite of pleas by Gray's counsel for a lenient sentence. Ross Maguire pointed out that the charge of disclosing information had been one of five laid against his client.

Gray initially pleaded not guilty to all charges, but when he changed his plea for the charge of disclosure, the remaining four were dropped. They included charges relating to the importation of cocaine, possession of cocaine and possession of eight counterfeit hair straighteners. He argued that his client's decision to text his girlfriend about the location of his ship was serious, but it was a private matter and there was nothing sinister in his doing so.

Gray had been recommended to carry out a chefs course at the school of catering in October 2009 by the Naval Service and was due to qualify as a chef. And a character reference from Paul Logan, of the Defence Forces catering service college, described him as an "excellent student" and "no trouble".

"I would ask the court to be as lenient as it can be as this is at the very low end of the type of offence that comes before the court," Mr Maguire said. But Judge McCourt insisted the charge was serious and the Navy could not operate effectively if information was being disclosed.

Gray could not have been unaware of the sensitive nature of the information as he had two-and-a-half years of experience at sea, he argued. "You have demonstrated that you cannot be trusted with information of a sensitive nature," Judge McCourt said.

The court noted Gray's age, the fact his two-year-old child was dependent on him and that this was his first offence.

Judge McCourt said there was no evidence that the information disclosed did adversely impact on naval operations, but the offence was serious enough to warrant a custodial sentence of three months and discharge from the force.

Gray was taken to the Curragh Military Prison, where he will serve out his sentence. He was previously fined €50 and given a 15-day shore leave stop on May 28, 2007, after he took absence without leave for five hours.

Source : belfasttelegraph.co.uk

New ship christened in Pascagoula

Northrop Grumman christened the new Navy destroyer the **William P. Lawrence** on Saturday.

Lawrence was the first naval aviator to fly at twice the speed of sound in a naval aircraft.

"He was a man of absolute honor and integrity. He was brilliant. He was a great athlete. He had it all," said special guest speaker and former presidential candidate Ross Perot. "But he was not impressed by all of that. He was very modest, very humble, and spent all of his time typically reaching out to others and helping them."

The Commanding Officer calls the destroyer the most capable war ship ever put to sea. It was built at Northrop Grumman's Pascagoula location. Source : fox10tv.com



www.mammoetsalvage.com

A Lot Of Warship For The Money

Bangladesh is buying two the Chinese Jiangwei II (053H3) frigates.

The export versions are called the F-22. The 342 foot long Jiangwei II displaces 2,500 tons, and carries an eight cell short range (8.6 kilometers) surface-to-air missile system, two, four cell anti-ship missile systems (200 kilometers range C-803s), one four cell launcher for rocket launched anti-submarine torpedoes, a 76.2mm gun, two 30mm anti-missiles auto-cannon, and a helicopter.

Top speed is 50 kilometers an hour, crew size is 170 sailors, and each ship will cost about \$200 million. Bangladesh is expected to get a large discount, in order to improve diplomatic relations with China. The F-22 has proved to be a popular export item, as it provides a lot of warship for the money. **Source : strategypage.com**



The US coast guard cutter **WMEC 621 VALIANT** arrived in Willemstad – Curacao
Photo : Kees Bustra - community.webshots.com/user/cornelis224 (c)

China may develop full-fledged blue water Navy

Chinese military war games in South China Sea this weekend deploying naval warships in an "unprecedented scale" showed Beijing's capability to emerge as a full-fledged blue water Navy, military analysts said. "People's Liberation Army's Navy warships are this weekend exercising southeast of Japan's strategic offshore islands - part of a recent series of Chinese naval war games in East Asia unprecedented in their reach and scope," Hong Kong-based South China Morning Post reported.

"After two decades of double-digit annual increases in military spending, the PLA is rapidly proving it is capable of things once seen as only theoretically possible as it strives to develop a full blue water Navy," it said. Chinese and India naval forces were regarded as the two emerging blue water navies of the region. PLA is numerically strong in terms of fleet and forces but unlike its Indian counterpart yet to acquire aircraft carriers.

PLA's East Sea Fleet flotilla of crack Sovremenny class destroyers, frigates and submarines which are taking part in the games steamed through the so-called first island chain - the US-dominated stronghold that links Japan to Taiwan and Philippines and practised anti-submarine manoeuvres.

The ships moved out through the Miyako Strait just days after a North Sea Fleet flotilla sailed in the other direction on its return from a "confrontation exercise" deep in the disputed South China Sea, the Post said. That flotilla, which comprised destroyers, frigates and auxiliary ships and had air cover, sailed some 19 days and covered 6,000 nautical miles. It included psychological tests for crew exposed to tough conditions. The ships traversed the Bashi Strait between the Philippines and Taiwan.

Recently, naval aviators have been running extensive long-range exercises with command planes, bombers and attack aircraft from several different bases in the Nanjing and Guangzhou military regions.

The manoeuvres have featured stealth and night flying, radar-jamming electronic warfare and multiple mid-air refuelling, as well as simulated bombing raids in the South China Sea, the report said. Gary Li, a PLA specialist at the London-based Institute of International and Strategic Studies, said the games are highly significant as they shows a great deal about China's capabilities and emerging strategies.

"We've seen annual exercises at this time, but nothing at all like this... We are seeing greatly improved co-ordination and communication and a great deal of flexibility," he said. "It must send a very clear message to the region that it should be prepared to see a China unafraid to really test its reach and move into new areas," the Post quoted him as saying.

Japanese officials were quick to express concern after spotting two submarines and eight ships steaming 140 kilometres southwest of Okinawa last weekend. "Such a situation has not happened before and we will investigate this, including whether (China has) any intentions against our country," said Japanese Defence Minister Toshimi Kitazawa.

Other Japanese defence officials acknowledged that China had not violated international law with its movements - a fact highlighted in a brief statement from the Ministry of National Defence in Beijing early this week.

It said a naval flotilla in the East China Sea and waters southeast of Japan's Miyako Island was on routine training. "Other parties should not speculate (about) the flotilla's intentions since training in international waters is an international practice," the People's Daily reported the statement as saying. The extensive operations in the area of the disputed Spratly and Paracel islands in the South China Sea have alarmed Vietnam.

The North Sea Fleet ships stopped at a Chinese base and early warning radar station at Fiery Cross reef, the site of an earlier sea battle between Chinese and Vietnamese ships. Vietnam, like China, claims all the islands as its own. Malaysia, Brunei and the Philippines claim parts of the Spratlys chain.

The exercises lit up radars in the region as US, Japanese, Taiwanese and Vietnamese forces are closely observing the war games. "We've never seen anything on this scale before – they are finally showing us they can put it all together. These types of manoeuvres require extensive command and control capabilities, linking various assets in conflict situations - it is all about communication and flexibility," the Post quoted an unnamed Asian defence attaché who is monitoring the games as saying. **Source : zeenews**

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The **GUNNAR THORSON** seen moored in Hamburg - **Photo : Capt. Hans Schaefer ©**

Yangzijiang Shipbuilding seeks stake in Singapore's PPL Shipyard

China's Yangzijiang Shipbuilding (Holdings) Limited plans to take a stake in Singapore's PPL Shipyard, an 85 percent-owned subsidiary of Sembcorp Marine. On April 15, Yangzijiang Shipbuilding entered into a placement agreement with a Middle East investor relating to the placement of 83,555,000 new ordinary shares at the issue price of S\$1.295 per

new share, raising US\$ 77,655,000. Yangzijiang has entered into a joint investment agreement with the Middle East investor and Mediterranean Success Group (which is wholly owned by Yangzijiang Non-Executive Director, Mr. Yu Kebing) to acquire PPL Holdings Pte Ltd. -- which is owned by Baker Technology Ltd. and which controls the 15 percent of PPL Shipyard that is not owned by Sembcorp Marine. On completion of the acquisition, Yangzijiang, the investor and MSG would have stakes in PPL Holdings of 50.1 percent, 45 percent and 4.9 percent respectively.

Yangzijiang has issued a binding letter of offer to Baker to acquire the entire issued and paid-up share capital of PPL Holding. It says that if the offer is accepted and the deal is completed, PPL Shipyard's key managers -- Benety Chang and Anthony Sabastian Aurol -- have undertaken to continue in their key executive positions until December 31, 2013.

Yangzijiang says its post-acquisition involvement in PPL Shipyard's business for the design and construction of offshore drilling rigs would add to, and further strengthen its capabilities in this area and further its development and competency strategies. **Source : MarineLog**



The **STENA TRADER** seen in drydock at Keppel-Verolme in Rotterdam-Botlek - **Photo : Cees de Jong ©**

Fire drill at HSL

Hindustan Shipyard Limited on Saturday conducted an impressive mock drill to test its preparedness for fire fighting and rescue operations. This was done as part of the Fire Services Week celebrations in the presence of Chairman and Managing Director Cmde. Naresh Kumar.

The fire wing personnel gave live demonstrations like oil fire, LPG gas cylinder fire, acetylene gas cylinder fire and electrical fire and later extinguished the flames and put out the smoke by adopting smothering methods.

During the drill, a dummy victim was rescued from the top portion of the ship compartment and immediately sent to HSL dispensary for first aid with the help of an ambulance. Mr. Naresh Kumar in his address explained the importance of fire pre-cautionary measures and its significance on-board the vessels under construction and repair. He advised the HSL employees and contractors to be very careful while attending welding and gas cutting works on-board the vessels at the workshops. In the event of fire mishaps, the officers, supervisors, workmen and contractors should not wait till fire service personnel reach the accident spot and launch work on their own to control the fire at its incipient stage as demonstrated during the fire-fighting classes conducted from time to time.

He also instructed the fire service crew to be alert and adopt latest techniques in fighting the fire. Threatening to take action against those who smoke at work, he complimented the fire service department for its performance.

HSL (finance) Rakesh Mahajanji, Senior General Manager R.B. Rao and others attended. **Source : The Hindu**

General Dynamics NASSCO begins construction of the USNS Medgar Evers

General Dynamics NASSCO, a wholly owned subsidiary of General Dynamics , last Saturday April 17th began construction of the future **USNS Medgar Evers**, the thirteenth ship of the U.S. Navy's T-AKE program. The **Medgar Evers** is named in honor of the U.S. Army veteran and civil rights pioneer from Mississippi. The ship is scheduled to be delivered to the Navy in the second quarter of 2012. When it joins the fleet, the **Medgar Evers** will be used primarily to stage U.S. Marine Corps equipment abroad by the Navy's Military Sealift Command. **Source : PR Newswire**

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The Port Authority says the construction work in Hambantota Harbour is being conducted as scheduled.

The Port Authority says the construction work in Hambantota Harbour is being conducted as scheduled. Chairman of the Authority Dr. Priyath Banduwickrema says the target is to operate the first vessel into the harbour in November this year. The government of China has granted a sum of over 42 billion rupees for the Hambantota harbour project. This is the first harbour constructed in land with thousand metres long breakwater. The project also consists of Dockyard and factory complex. The Port Authority will develop the new harbour as a port which provides industrial services to international vessels. The Hambantota new harbour complex is significant since it is situated close to an international sea route. **Source : slbc.lk**



The **TAURUS** seen arriving with the **ENSCO 102** in Rotterdam
Photo : Wim Kosten – www.maritimephoto.com (c)

Indian government urges private sector funding for up to 50 new dredgers

India's Shipping Minister Shahjahan Khan says the Indian government is encouraging private sector to provide funding to acquire up to 50 more dredgers to maintain the navigability of rivers and keep them pollution-free.

"The process of purchasing four dredgers is underway while the government has a plan to acquire 17 more river-dredgers to strengthen its drive to save the rivers around the capital, the minister told Star Online. **Source :**

Dredging News Online

Wan Hai Joins India-Far East Service

Wan Hai Lines will join the India-Far East Express Service operated by a consortium of Shipping Corp. of India, Pacific International Lines and "K" Line. Effective April 30, the Taiwan-based carrier will become a vessel provider on the weekly service, phasing in two vessels. The new INDFOX1 will operate with five vessels of 4,000 20-foot equivalent units capacity, compared with the current five 3,000-TEU vessels. The three original consortium members will contribute one vessel each.

The existing vessel sharing agreement includes two vessels each by SCI and PIL, and one by "K" Line. The upgraded service will increase weekly capacity on the route by about 25 percent, and also enhance port coverage with additional calls at Port Kelang and Hong Kong on the eastbound leg. The revised rotation will be Pusan, Shanghai, Ningbo, Hong Kong, Singapore, Port Kelang, Colombo, Nhava Sheva (Jawaharlal Nehru), Colombo, Port Kelang, Singapore, Hong Kong, and back to Pusan. **Source: Journal of Commerce**



Above seen the TSHD "**Rotterdam**" operating at the "Khalifa Project" as seen from the passing "**Alpha B**". The "**Alpha B**" is on its way to a lay-by berth so we like to welcome the "**Rotterdam**" as a worthy replacement of us!

Photo : The last Crew of the Alpha B ©

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The **BELUGA FAIRY** seen in Port Phillip Bay off Sorrento bound for Melbourne 16-4-2010.

Photo : Andrew Mackinnon ©

APM Terminals look for opportunities

The "new normal" creates opportunities if you know where to look, says a senior executive , Worldcargonews reported.

APM Terminals' COO Richard Mitchell was speaking on 12 April at the opening session of the 12th Annual Global Liner Conference in London about the container port industry and opportunities in 2010. "The port industry and liner industry are closely intertwined and facing extraordinary times. In the good old days, markets were growing 10-15% every year. Last year, we witnessed the first ever decline in global container port volumes – estimated at 10%," said Mitchell.

"Volumes were hit in the developed world and in Eastern Europe, while Africa, the Indian Subcontinent and the Middle East fared best. Now – in the new normal – markets will grow slower. The opportunities are different now, there's more uncertainty and slower growth in mature markets compared to emerging markets. "Emerging markets offer higher growth opportunities than developed markets in 2010 since their decline in 2009 was not as severe – and they're expected to recover faster. It's also important to note – emerging markets have the highest levels of potential growth as the wealth of individuals improves in emerging nations over time." **Source: worldcargonews**



Apparently the former Hurtigruten **Narvik** (1982) **GANN** has been chartered for a round trip between Stavanger and Newcastle to move stranded air travellers! - **Photo : Kevin Blair (c)**

Ban on heavy fuel could mean fewer large-ship cruises in Antarctica

Is it the end of any Antarctica cruising for large cruise ships? The International Maritime Organization has announced a ban on the carrying of heavy fuel for ships sailing in Antarctica. The ban takes effect Aug. 1, 2011.

Princess, Holland America and Celebrity are three operators who have sailed in Antarctic waters, but they do not deploy smaller boats ashore as often as do smaller cruise ships, which are built for the region.

The ban, as I understand it, will not allow the ships to carry heavy fuel. This means they could not switch to lighter fuels, then back to the heavier fuels, once out of the protected waters, thus making the journey to Antarctica extremely expensive.

Will ships like **Star Princess**, **Veendam** and **Infinity**, all scheduled to sail Antarctica waters this winter season, do so again in 2012? Cruise operators, represented by the International Association of Antarctica Tourism Operators, support the principles behind the ban, said Steve Wellmeier, IAATO's executive director. "Largely, it will be the large,

cruise-only vessels that are affected, rather than the smaller expedition ships that most people think of as Antarctic cruising."

Source : edmontonjournal

Indian government asks all 12 major ports to install radioactive detectors

The government has asked all 12 major state-owned ports to install advanced radioactive material detectors to prevent hazardous materials from being shipped into the country. "The Shipping Ministry has issued letters to all major ports to immediately assess the requirement for the number of radioactive material detectors at each major port and get it installed. Six major ports are likely to be equipped with it in six months, while the remaining will have it by March, 2012," a senior Shipping Ministry official said. "Unfortunately, barring two scanners at Jawaharlal Nehru Port Trust (JNPT), all ports lack scanners, which makes it extremely difficult to check the container traffic. The Home Ministry had also reviewed the situation, while we are in touch with the Bhabha Atomic Research Centre too," the official said. All ports have been asked to make budgetary provisions for procuring the radiation detectors. The ministry has asked the ECIL to make a demonstration of the equipment soon, the official said.

A prototype of the gadget has already been installed at the Nava Sheva port in Mumbai and once installed, the detectors will play a pivotal role in security, as they will scan cargo stacked within steel containers. Asked about the cost of the gadgets, the official said a primary detector can cost anything between Rs 40 lakh and Rs 50 lakh, adding that apart from these, there were handheld secondary and tertiary gadgets for radiation detection. The total cost of installing the detectors, he said, would be estimated after the ports conducted their own assessment, which was likely to be done soon. The Electronics Corporation of India (ECIL) was about to make a presentation of its own before the ministry soon, he added. A lot of container traffic, sources said, goes unexamined at major ports -- Mumbai, Jawaharlal Nehru Port Trust, Kolkata (with Haldia), Chennai, Visakhapatnam, Cochin, Paradip, New Mangalore, Marmagao, Ennore, Tuticorin and Kandla. These ports handled 560.68 million tonnes of cargo in the just-concluded fiscal, including 102 MT of iron ore. The cargo handled in 2008-09 was 530.35 MT. **Source: PTI**



The **FRONTIER** departed from Hamburg – **Photo : Capt. Hans Schaefer ©**

New Philippine operator takes over port

New Philippine port operator Manila North Harbour Port, Inc. (MNHPI) took over operations of Manila North Harbour on Sunday evening. Service providers at the port remain concerned about a rise in service and bunkering fees planned by the new port operator. A 5% fee on ancillary services including bunkering services for ships at the harbour may be

applied by private operator MNHPI, a move that would impact shipping operation costs and subsequently freight and passenger fares.

"They (MNHPI) will impose the fee because they are a private company," a source from bunker supplier Petrotrade Philippines, Inc. told Bunkerworld.

"Fortunately most of our international bunker deliveries are made in the South Harbour, so the fee at North Harbour would have little impact on our business," he said. "MNHPI is expected to impose the fee in May or June," he added. MNHPI is 65% owned by Romero Group's Harbour Center Port Terminal Inc. and 35% by Metro Pacific Investments Corp. Philippine bunker suppliers and shipping firms have lobbied against the hike of the service fee, with support from the Philippine Liner Shipping Association (PLSA). The association has filed a legal case against the Philippine Ports Authority (PPA), its board members and MNHPI at the Supreme Court, asking for a temporary restraining order to prevent the Romero Group from operating the port. The liner group is asking the High Court to nullify the contract due to several provisions that will drive up the cost of business at Manila North Harbour.

PLSA, one of the biggest groups of vessels operating in Manila North Harbour, said they allowed MNHPI to handle their cargo at the moment, but under protest, so as not to disrupt its service to the public. PLSA has threatened to hold a shipping holiday sometime this week if its concerns were not addressed by PPA and MNHPI.

The PPA is currently assisting the new operator to avoid disruptions to its services to the public, and to ensure the smooth flow of cargo handling operations in the country's largest domestic port. "As the operator has just taken over the port, we are still waiting for new developments and do not know whether the 5% fee will eventually be imposed," Fil R Santos, general manager of Marine Fuels Philippines, Inc., told Bunkerworld. **Source: Portworld**



The newbuilding tug "KALAY" for Lobito (Angola) as mentioned in the newsclippings last week.

Photo : Reinier Kadijk ©

ICTSI offers to operate Peruvian port

Philippine-based port operator International Container Terminal Services Inc (ICTSI) announced that it is looking to operate and manage the Peruvian port of Muelle Norte, which is located on Peru's Callao region, reported Philippines News Agency. The country's premier terminal operator made this statement shortly after it submitted an intent to manage the said facility to the Peruvian port officials. If successful, ICTSI will invest in and manage the port while Peru's national port operator Enapu will operate the facility. ICTSI is the third private port operator to offer to modernise Muelle Norte, after DP World, which offered a US\$1.3 billion initiative in 2008 and APM Terminals, which

offered \$1.9 billion last February. Should ICTSI be awarded the contract, the terminal operator will add Muelle Norte to its stable of ports in the Americas, which comprises Tecon Suape in Brazil, Port of Guayaquil in Ecuador, the Port of Buenaventura in Columbia, and Tecplata in Argentina.

Last year, ICTSI's American operations were relatively flat, with its facilities handling 876,200 TEUs from 884,596 TEUs in 2008 due primarily to the contraction in volume at Tecon Suape. Volume at CGSA in Ecuador, however, increased six percent due to growth related to the containerisation of banana exports. The share of the container volume from the Americas slightly grew from 24 percent in 2008 to 25 percent in 2009. **Source: cargonewsasia**

Cargotec bags €15m order from Korean yards

Cargotec has been contracted to supply equipment to six vessels under construction at Daewoo Shipbuilding & Marine Engineering and Hyundai Mipo Dockyard shipyards. The orders will see MacGregor cargo access equipment installed onboard four deepsea RoRo vessels and two pure car truck carriers (pictured).

Cargotec signed a contract with DSME for the design and delivery of key components for four deepsea RoRo vessels for an Italian owner. The contract comprises one jumbo quarter ramp, one stern door, two ramp covers and several internal bulkhead doors. The jumbo quarter ramp is the biggest ever ordered from Cargotec. The delivery of the ships starts in 2011.

The other order for installation onboard the pure car truck carriers was received from Hyundai Mipo Dockyard for an Israeli owner. Cargotec will design and manufacture one quarter ramp, one side ramp, hoistable car decks including internal access ramps and several bulkhead doors for two 3,500 unit car carriers. The ships will be delivered in 2011.

Source: seatradeasia



The **FU NINGWAN** seen enroute Rotterdam

Photo : Frits Janse - <http://www.ships-photographs.tk> ©



Takoradi Port To Be Transformed

Mr Mike Hammah, Transport MinisterThe Ghana Ports and Harbours Authority (GPHA) has designed a master plan for the redevelopment and expansion of the Takoradi Port to transform it into a modern and vibrant one to meet the challenges of the emerging oil and gas industry. The Board of Directors and management of the GPHA has already discussed and approved the plan, which would be implemented in three phases. The first phase, involving a detailed engineering design, is estimated at US\$150 million, while the second phase will consist of marine works, with the third phase covering both marine and civil works.

The weakness of the Takoradi Port, which was constructed in 1928, include shallow berths, low operational productivity, land space limitation and imbalance of cargo. A stakeholders' forum on the proposed expansion of the port has been held in Takoradi. A presentation on the development proposals for the port was made for the public to make comments and ask questions on the project.

At the forum, the Minister of Transport, Mr Mike Hammah, said the ministry had a significant role to play in the successful exploitation of the oil and gas industry. He explained that it was for that reason that the ministry and other stakeholders held a major transport sector conference in Accra in July, last year, for all the agencies under the ministry to understand fully their respective roles in the oil and gas exploration to prepare them for the challenges ahead.

Mr Hammah said the Ministry of Transport was aware of the maritime demands of oil exploration and production, including the gas by-product, and was determined to meet those demands. He said the situation now, where services needed by oil companies were being provided by existing oil service facilities in Abidjan, could not be allowed to persist forever. The minister said the master plan for the expansion of the two main ports of Tema and Takoradi had been developed since 2001 and was expected to be implemented in phases but the current situation underscored the need for the ports, particularly that of Takoradi, to respond quickly to emerging demands.

The Director-General of the Ghana Ports and Harbours Authority, Mr N.P. Galley, said the Takoradi Harbour had seen only one major expansion in the 1950s since it was built in 1928. The Deputy Western Regional Minister, Ms Betty Busumtwi-Sam, said the expansion of the Takoradi Port was long overdue. She said it was important to expand the port because of its strategic location as far as the oil production was concerned. **Source : graphicghana**



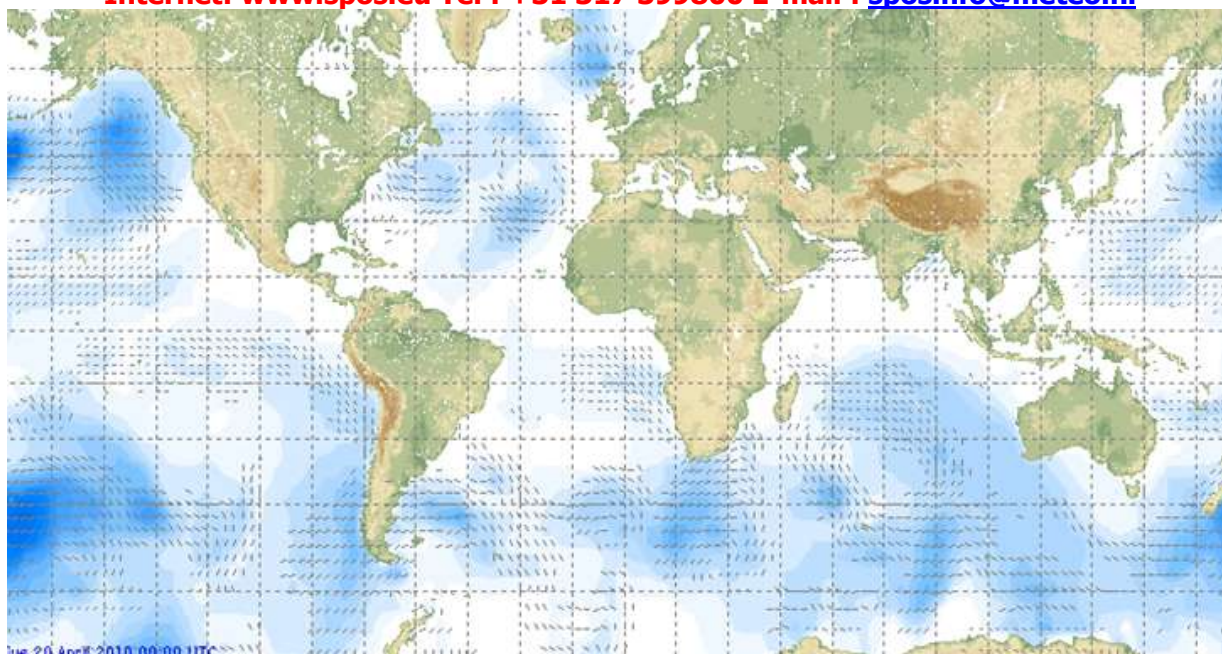
The **HONG EXPRESS** seen moored in Cape Town – Photo : Aad Noorland ©

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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



Above seen the **NORWEGIAN GEM**, **TSVLIRIS HELLAS** and the local pilot boat last weekend in Ponta Delgada, São Miguel Island in Azores.

Photo : Miguel Nória ©

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