

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 118



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Iskes latest fleet addition **GINGER** seen operating in the port of IJmuiden
Photo : Marcel Coster ©

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The **AMADO DANIEL** seen fitting out – Photo : Dick Buitenhuis ©

Oil Rig Ship Rates Jump Sevenfold on 'Mass Panic' Over Volcano

Iceland's Eyjafjallajökull volcano has driven rates for ships used to move oil rigs in the North Sea up sevenfold as drillers turned to the vessels to transport workers after helicopters were grounded by the spewing ash. Day-rates for so-called anchor-handling ships rose as high as 35,000 pounds (\$54,000) this week, from as little as 5,000 pounds in February, Steve Brackenridge, a director at Westshore Shipbrokers A/S in Kristiansand, Norway, said by phone today. "There's been a mass panic from the offshore operators to at least cover themselves with vessels that can do personnel transfer in case this problem doesn't resolve itself," he said. "If you can't get crew changed offshore, it's a big problem."

About 81,000 flights were canceled after the volcano erupted on April 14, costing airlines \$1.7 billion, according to the International Air Transport Association. Deep Sea Supply Plc, an operator of the vessels whose biggest shareholder is Norway-born billionaire John Fredriksen, advanced 23 percent this week in Oslo trading. Siem Offshore Inc. gained 10 percent. The latest anchor-handling ships, which are powerful enough to maneuver rigs, have enough cabins for up to 40 people, and oil companies are hiring the vessels "on standby" in case the volcano continues to disrupt helicopters, Brackenridge said. There are about 30 to 35 of the vessels operating in the North Sea, he said. As well as supplying goods, fuel and water to the offshore oil industry, the vessels also have winches on board and open sterns to allow them to move rigs, he said. "These ships have been operating below operating expenses for almost a year," said Petter Narvestad, an analyst at Fondsinans ASA in Oslo who recommends buying shares in Deep Sea Supply and Siem. "Now they are suddenly back in style." **Source: Bloomberg**



The **HELLESPONT CENTURION** seen in the Kiel canal – **Photo : Michael Brakhage ©**

Piracy prompts Japan to open army base abroad

Djibouti base will boost global efforts to curb hijackings

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Japan is opening its first overseas army base in Djibouti, a small African state strategically located at the southern end of the Red Sea on the Gulf of Aden, to counter rising piracy in the region. The US\$40 million base expected to be completed by early next year will strengthen international efforts to curb hijackings and vessel attacks by hordes of gunmen from the lawless Somalia.

The Djibouti base breaks new ground for Japan, which has had no standing army since World War II and cannot wage war. It, however, has armed forces - the Japan Self-Defence Forces - which were formed at the end of US occupation in 1952.

'This will be the only Japanese base outside our country and the first in Africa,' Keizo Kitagawa, Japan's navy force captain and coordinator of the deployment, said recently. 'We are deploying here to fight piracy and for our self-defence. Japan is a maritime nation and the increase in piracy in the Gulf of Aden through which 20,000 vessels sail every year is worrying,' Mr Kitagawa said.

He explained that 10 per cent of the Gulf of Aden's traffic comes from Japan and 90 per cent of Japanese exports depend on the crucial sea lane that was almost overrun by the marauding pirates two years ago.

'A camp will be built to house our personnel and material. Currently we are stationed at the American base,' Mr Kitagawa said. Since 2008, an international flotilla of warships has been patrolling the Gulf of Aden in a bid to stop the hijackings. 'The safety of the seas is therefore essential for Japan... the stability of this region will benefit Japan,' Mr Kitagawa added.

In recent years Somali pirates have attacked or hijacked Japanese vessels traversing the key route. In 2008, pirates armed with rocket-propelled grenades attacked the **Takayama**, a 150,000-tonne oil tanker, but it was rescued by the German navy. The previous year, chemical tanker **Golden Nori** was captured by the ransom-hunting pirates who freed it six weeks later. In February, the **MV Apl Finland** was saved by the Turkish navy from pirates who tried to clamber aboard.

Japan's decision was prompted by pressure from the country's maritime industry. 'We sent military teams to Yemen, Oman, Kenya and Djibouti. In April 2009, we chose Djibouti,' Mr Kitagawa said. The Red Sea state, which is home to the largest overseas French military base and the only US army base in Africa, was picked for its suitable air and sea ports as well as political stability, the official said.

Last April, Japan's defence ministry announced it was sending two destroyers and surveillance planes to boost the anti-piracy mission in the Gulf of Aden. The presence of the international navies has forced the Somali pirates to venture southwards in the less-patrolled Indian Ocean.

Meanwhile, a 10-nation board approved on Friday US\$2.1 million in UN funding for five projects to help Somalia and neighbouring countries prosecute suspected pirates.

'Piracy off Somalia is a menace to the region and the world,' said UN Under-Secretary-General for Political Affairs Lynn Pascoe, chair of the board overseeing a new trust fund. 'Prosecuting suspected pirates is an important piece of the international strategy to combat the problem.'

An international armada of warships has patrolled an area in the north of Somalia in the Gulf of Aden for more than a year in a bid to curb piracy. But countries that have captured pirates have often struggled to bring them to justice due to legal technicalities. Four of the projects in line for the funding are designed to support institutions in the Seychelles, which along with Kenya serves as a regional centre to prosecute pirates, as well as in Somalia's semi-autonomous Puntland state and its breakaway region of Somaliland.

Meanwhile, the UN Security Council was expected to approve this week a Russian draft resolution urging a stronger UN mechanism to ensure effective legal action against pirates caught off Somalia's shores. The text would direct UN chief Ban Ki-moon 'within three months to prepare a report outlining various options of a stronger international legal system' to deal with the pirates. **Source : AFP**

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POSH-Semco's **SALVIGOUR** arrived with the loaded **L'AVENIR** in Rotterdam from China
Photo top : **Nico Ouwehand** © – Photo below : **Jan Simons** ©



Verklaar elkaar de liefde op volle zee met MSC Cruises

Wat is er nu romantischer dan elkaar op volle zee de liefde te verklaren? MSC Cruises maakt het voor koppels die in het huwelijksbootje willen stappen mogelijk dit aan boord van één van de wunderschone cruiseschepen van het bedrijf te doen. MSC Cruises biedt geliefden verschillende pakketten aan die het mogelijk maken om op vrijwel elke gewenste locatie ter wereld symbolisch in het echt te treden. Met recht mag gesteld worden dat MSC Cruises haar beste beentje voorzet voor koppels die elkaar de liefde willen verklaren aan boord van één van de cruiseschepen. Koppels die kiezen voor één van de huwelijkspakketten van MSC Cruises – het Silver-, Golden- of Platinum-pakket – wordt de gelegenheid geboden gebruik te maken van een speciale incheckbalie. Eenmaal aan boord staat hen een prachtig gedecoreerde hut te wachten waarin romantische muziek te horen is.



De **COSTA LUMINOSA** afgemeerd in Dubai – **Photo : Adri van de Wege** ©

Tijdens de ceremonie zijn officieren aanwezig, krijgen de geliefden namens MSC Cruises een bruidsboekje aangeboden en zijn zij gedurende een symbolische huwelijksceremonie het stralende middelpunt. Na afloop van de plechtigheid staat er een smakelijke bruidstaart klaar en kunnen de geliefden zich te goed doen aan een fles Asti Spumante. Het bruidspaar hoeft niet te vrezen dat iemand de ceremonie moet missen. Een professionele fotograaf legt alle belevenissen op de gevoelige plaat vast. Als aandenken van deze fantastische honeymoon worden de foto's door MSC Cruises als aandenken aangeboden. Wilt u meer weten over de verschillende bruidspakketten van MSC Cruises?

Surf dan nu naar de website van MSC Cruises: www.msccruises.nl

An advertisement for AVRA TOWAGE BV. It features a photograph of a blue and white tugboat on the water. The text 'Simply reliable' is at the top. The AVRA logo is on the right, with 'TOWAGE BV' below it. Contact information for Avra Towage BV is listed at the bottom right, including the address, email, and phone number. The website 'www.avra.nl' is at the bottom center.

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The **BBC GREENLAND**, piloted by newsclippings contributor **Marijn van Hoorn**, seen passing Spijkenisse
Photo : Lia Mets ©

Baltic Dry Index outlook uncertain

The Baltic Dry Index (BDI) is expected to fluctuate between 2,500 points and 3,500 points in the current quarter due to the recent 90% increase in iron ore price that may affect demand of the main cargo carried by dry bulk ships.

Last month, Vale of Brazil and Australia's BHP Billiton and Rio Tinto, the world's three largest iron ore producers, have changed the iron ore annual pricing system to a quarterly system effective April 1.

The new quarterly price is based on the previous quarter's average spot price. The BDI, a measure of shipping costs for commodities, was quite stable last week at 2,998 points on April 20. It peaked at 3,009 on April 21 and slid to 3,006 on April 22.

OSK Research analyst Ng Sem Guan told StarBiz the outlook of the BDI, or the dry bulk market, would be uncertain due to the current development of iron ore price. Iron ore is the main commodity carried by dry bulk vessels alongside coal, various types of grains, cement and chemicals.

"Buyers of iron ore are expected to acquire the commodity only when necessary," said Ng. "The China Iron and Steel Association has attempted to boycott the producers, accusing them of dictating the iron ore price, but I do not think that will happen as two-thirds of the country's iron ore is imported.

"Thus, demand for iron ore is expected to be choppy going forward and that will have an impact on the dry bulk sector," he added. Going forward, beyond the first half of this year, Ng expected conditions to be uncertain with new dry bulk vessels joining the global fleet. On demand and supply balance, Malaysian Bulk Carriers Bhd (Maybulk), the country's major dry-bulk shipping company, said a few weeks ago at a press conference that there was no serious overcapacity situation as most vessels were held up by port congestion in Australia and China.

Maybulk also reiterated the fact that the outlook in the second half of this year remained unclear due to looming overcapacity and the effect of the pulling back of stimulus packages by some governments. Goldman Sachs Global Investment Research said its stance on dry bulk segment was "attractive" based on demand of iron ore and coal. "It is forecast that iron ore and coal (that are carried by sea) demand will grow by 10.4% and 8.2% respectively this year.

"These two major bulk commodities comprise more than two-thirds of the demand pie and invariably determine the overall health of the freight market. "Meanwhile, we think supply growth will continue to fall short of scheduled deliveries in 2010, as it did last year. "The probability of slippage increasing looks high to us, as many new orders scheduled for delivery did not secure funding two to three years ago at the point of order and, in this tight credit environment, are unlikely to obtain the financing, in our view.

"We have upgraded our BDI forecast by 22% to 3,603 from 2,958 points for 2010 and now assume a BDI of 3,648 points for 2011, up 38% from our previous estimate of 2,637 points. "The increase stems from a positive 1.0% and 0.9% supply and demand imbalance," he said. **Source : The Star**

USS FARRAGUT ESCORTING QUEEN MARY 2



The US destroyer **DDG 99 FARRAGUT** seen pulling alongside the **QUEEN MARY II** as escort, earlier this year when the passengerliner was passing the pirate infested waters near the horn of Africa.

Photo's : Frits van Hintum ©

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The **TOISA SONATA** seen in Esbjerg – **Photo : Helen Hoogendijk ©**



Zeiljacht op Noordzee in ernstige problemen.

Maandagavond 26 april 2010 21.10 uur. De pagers van de vrijwillige KNRM redders melden dat er een jacht met stuurproblemen midden op de Noordzee drijft in de nabijheid van de Euro 0 boei (zowat halverwege met Engeland). Om 22.30 uur langsij het noodlijdende zeilschip "**Sea Hawk**" met een lengte van 10 meter. Het zeiljacht op sleep genomen naar de Berghaven waar om 05.00 uur werd aangemeerd.

De KNRM reddingboot **Jeanine Parqui** was om 22.30 uur ter plaatse in de positie 51°59.30 Noord en 003°20.8 Oost. Direct 2 opstappers overgezet op het voor anker liggend zeilschip en bemanning te schouwen. Het 10 meter lange zeiljacht met 2 (Poolse) opvarenden aan boord waren stuurloos doordat de helmstok was afgebroken, ook de motor weigerde dienst. De zeilers hadden via de marifoon een Pan Pan bericht verstuurd die werd geraillieerd via omliggende schepen naar de Kustwacht. De zeilers waren niet de eigenaars en hadden bitter weinig kennis van zeilen.

Het duurde enige tijd voordat alles duidelijker was en er een sleepverbinding was gemaakt. Nadat dit alles in orde was heeft het Kustwachtvaartuig heeft met zijn rubberboot de zeilers en opstappers weer aan boord van de reddingboot gebracht en rond middernacht is de colonne richting kust gevaren. Net voor de Berghaven de opstappers met de rubberboot aan boord van het zeiljacht gebracht waarna ieder om 04.00 uur aanmeerde.

PLEASE CHECK OUT THE FOLLOWING LINK :

<http://www.youtube.com/watch?v=WOyErQhegVo>

A VERY NICE 8 MINUTES VIDEO (WITH MUSIC) MADE IN ROTTERDAM EUROPOORT BY **FRED VLOO** WHICH SHOWS ALL THE ACTIVITIES OF SHIPMOVEMENTS, TUGS IN ACTION ETC

NAVY NEWS

Marinefregat Tromp vrijdag terug uit Somalië

Het marinefregat **Hr. Ms. Tromp** keert op Koninginnedag terug van een piratenmissie voor de kust van Somalië. In de afgelopen maanden wist het schip 83 piraten te ontwapenen, tien piraten te arresteren en dertien zogenoemde skiffs te vernietigen. Dat maakte het ministerie van Defensie maandag bekend.

Bij aankomst in Den Helder komende vrijdag zal demissionair minister van Defensie Eimert van Middelkoop het schip welkom heten. Aan de commandant, kapitein-ter-zee Hans Lodder, en zijn bemanning zal de medaille voor vredesoperaties worden uitgereikt. De **Tromp** heeft meegedaan aan de antipiraterijmissie Atalanta van de EU. Het schip werd onlangs afgelost door het amfibisch transportschip de **Johan de Witt**. De Nederlandse marine blijft de komende twaalf maanden intensief bezig met de bestrijding van piraten voor de kust van Somalië.

JOHN L. HALL VISITS SEVASTOPOL



The guided-missile frigate **USS John L. Hall (FFG 32)** arrived in the port of Sevastopol (Ukraine) with in the background seen the 1968 built **KASHIN (project 61) class** destroyer **810 SMETLIVY** ("Intelligent") of the Russian Navy, The **John L. Hall**, homeported in Mayport, Fla., is on a scheduled deployment in the U.S. 6th Fleet area of responsibility. That not everybody was happy with the visit of the frigate to the port shows the photo below

Photo's : Doede Span ©



Last Operational WWII LST Ship at Port of Indiana

The last operational World War II tank-landing ship, the **USS LST-325**, was scheduled to refuel at the Port of Indiana-Mount Vernon during the weekend of April 16 on a visit to the city's riverfront. This LST – which stands for Landing Ship, Tanks – is one of only two such ships preserved in the U.S. and the only one capable of sailing on its own. It was added to the National Register of Historic Places in 2009. "This is the last LST out of 1,051 – all built for World War II service," said Terry Tull, a member of the **LST-325** Memorial board of directors and a crew member of six years. "These are the ships Winston Churchill was waiting for the U.S. to build so we could do the invasion on D-Day."

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The ships were made during World War II to carry large amounts of battle-ready vehicles, cargo and troops. LSTs were unique because they could land and unload on shores with no docks. According to Tull, the **LST-325** was built at the Philadelphia Navy Yard and first launched in 1942, a time when many workers at the shipyards were women. During the war, the ship made 44 trips across the English Channel and was part of the backup force on D-Day, unloading troops and vehicles at Omaha Beach in Normandy, France, on June 7, 1944.

The **LST-325** was taken out of service after World War II, but was recommissioned in 1951. For 10 years it was used by Military Sea Transport Service in arctic operations for building radar outposts along the coasts of Canada and Greenland. The ship was transferred to Greece in 1964, where it served in the Greek Navy until 1999. The Greek Navy had plans to scrap the **LST-325** when USS Ship Memorial Inc. acquired it in 2000 and sailed it 6,500 miles back to the U.S. After LST-325 was restored and configured to how it was during the war, it found a homeport in Evansville, Ind., the city that produced 167 LSTs during World War II – more than any other inland shipyard. The **LST-325 Memorial**, which features a \$3m dock facility, opened in 2005. The ship is open for tours at the memorial site and makes trips to others cities, including Pittsburgh this August. **Source : MarineLink**

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The ongoing scrapping of the **WAKER** seen in 's Gravendeel - **Photo : Marijn van Hoorn ©**

Karachi Shipyard starts work on tugs and dredge tender

The Chairperson of Karachi Port Trust (KPT) Mrs Nasreen Haque recently performed the keel-laying of two pusher tugs and a dredge tender during a ceremony held at Karachi Shipyard and Engineering Works (KS&EW) on April 23rd 2010.

Karachi Shipyard is at present constructing two pusher tugs for KPT; the yard is also constructing a dredge tender for KPT, which has a length of 19.11m, breadth of 8.46m, displacement of 125 tonnes and draught of 1.70m

Source : [Dredging News Online](#)

India gives preference to domestic shipbuilders

The Indian government will be giving preference to ships built and registered in India for moving cargo imported by domestic entities. Presently, only locally-registered vessels that bear the Indian tricolour have the right of refusal to match the lowest rate quotes by a foreign flagship for cargo transportation, says a report in Livemint. In addition, all Indian-flagged vessels are not necessarily Indian-made vessels.

"It is proposed in the draft action plan, that to promote Indian shipbuilding sector, we may give the first right of refusal to Indian-built, Indian-flagged vessels and second right of refusal may be given to the other Indian-flagged vessels," says R.K. Sen, assistant director in the shipbuilding and repair division of the ministry of shipping.

The country's coastal trade will also be reserved for Indian-registered ships, with foreign ships only hired to operate in Indian waters when Indian ships are unavailable and with the regulator's approval. Leading private shipyards with vast shipbuilding capability like ABG Shipyard Ltd, Bharati Shipyard Ltd, Larsen and Toubro Shipbuilding Ltd and Pipavav Shipyard Ltd will benefit from this plan. The country currently has 27 shipyards, including state-run entities like Cochin Shipyard Ltd, Hindustan Shipyard Ltd and Hooghly Dock and Port Engineers Ltd. Source : [procurement-online](#)

Samsung Heavy Industries wins US\$500m order to build 9 tankers

Samsung Heavy Industries Co.(SHI) said Thursday that it has won a US\$500 million deal to build nine 115,000 ton oil tankers for a Greek shipping company by July 2012.

SHI also said it may receive an additional order from the shipping company to build 3 more vessels.

SHI has won deals valued at US\$2.5 billion so far this year, with its order backlog reaching US\$42 billion. SHI aims to win orders worth US\$80 billion for this year. Source: [Samsung Heavy Industries](#).

Operations at DDW SEA Graha yard remain suspended after riot

Operations Drydocks World Southeast Asia's Graha yard in Batam, Indonesia remain suspended following a riot by 5,000 workers on Thursday. Some 5,000 workers at the yard rioted after a 27-year Indian electrical supervisor allegedly called one of the Indonesian workers "stupid". "That was enough to set 5,000 people off into a riot," said Denis Welch, ceo of Drydocks World SEA. The workers set fire to yard's office building and burned down stores. Welch said he had met with the chief of police and government ministries in Jakarta. He said the first issue for the company

was to ensure their people are safe. This includes checks on buildings at the Graha yards before operations can restart. The company's other two Batam yards Pertama and Nanindah are beginning to restart operations. Drydocks World SEA employs 5,000 workers directly at its Batam yards and a further 15,000 subcontractors.

Source: [SeaTradeAsia-Online](#)

Shipbuilder Drydocks SE Asia sees flat sales

Ship and rig builder Drydocks World is aiming to generate \$800 million worth of sales from Southeast Asia this year, steady from 2009, signalling the offshore marine industry remains cautious after the financial crisis. Oil rig and shipbuilders such as Singapore's Keppel Corp. were hit last year by an absence of significant orders as plunging oil prices left major oil and gas explorers delaying or cancelling orders placed during previous boom years. Denis Welch, chief executive for Drydocks World Southeast Asia, said the firm's orderbook stood at \$1 billion, which is little changed from a year ago. He said limited bank financing after the financial crisis was a factor holding back new orders.

"If you look at the world's rigs and supply vessels, over half of them are over 20 years old and there has to be a replacement program that comes into effect," Welch told Reuters in an interview on Wednesday. "(Among) things that are holding us back now is bank financing," he said, from his office at Singapore's harborfront. He said the company, the shipyard business of conglomerate Dubai World, is close to securing two deals with a total value of more than \$150 million later this month, after signing a total of \$200 million in contracts during the first quarter of this year. The Southeast Asian unit gets contracts from other regions such as the Middle East and Europe. Some analysts have turned positive on the sector, as oil prices have moved above \$80 a barrel and there are hopes of big rig building contracts from Brazilian state energy firm Petrobras. Source: [Reuters](#)

Colonna's Shipyard Expands

Colonna's Shipyard, Inc. of Norfolk, Va. announced a major expansion, the new West Yard Marine Travelift Facility. Situated on approximately ten acres, this facility will accommodate the simultaneous repair of up to 15 vessels including tugs, barges, ferries, workboats, and yachts.

Featuring the world's largest mobile hoist, a US built 1000 metric ton Marine Travelift, the West Yard is designed as a rapid response facility providing immediate repair and a timely return to service. The Marine Travelift acquisition was partially enabled by a grant award from the Maritime Administration Assistance to Small Shipyards Program.

The West Yard Marine Travelift facility equips Colonna's Shipyard to respond immediately to vessel repairs on an emergent basis. It also allows longer term projects to remain efficiently drydocked. The Marine Travelift system is capable of lifting many other vessel types such as US Navy and USCG patrol craft, in addition to specialty vessels such as casino and dinner boats.

With two concrete slipway piers extending 325 ft into the river, lay berth accommodation is met with full utility service and crane service for side-to loading. The facility was designed for high level environmental compliance with features such as a multi-stage water treatment plant that recycles all process water and portable enclosure structures that provide weather protection and containment. Source : [colonnaship](#)

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Seaspan Accepts Delivery of Forty-Seventh Containership

Seaspan Corporation announced that it accepted delivery of an 8500 TEU containership named the **COSCO Philippines** from Hyundai Heavy Industries Co., Ltd. on April 23, 2010. This is Seaspan's fifth delivery in 2010, expanding the Company's operating fleet to 47 vessels.

The **COSCO Philippines** is on charter to COSCO Container Lines Co., Ltd. ("COSCON") of China under a twelve-year, fixed-rate time charter. The COSCO Philippines is the third of eight 8500 TEU sister ships and the fifth of a total of eighteen vessels to be chartered by Seaspan to COSCON.



The Cross Sound ferry **SEAJET I** is having a service speed of 30 knots and 400 passengers capacity

Photo : Fred van der Spek ©

Batangas Port expects increased cargo volume

BATANGAS Port Phase 2 is expected to handle more cargoes in the next few months as Manila-based carriers are already in discussion for their temporary transfer to the facility that is geared to become an alternative port. An official of Asian Terminals Inc. (ATI) confirmed that there are current discussions between the company and the Manila-based domestic shipping lines for the said transfer of operations to Batangas and also ATI's facility in the Manila South Harbor, the country's second-largest container terminals. "There have been talks with other shipping lines but nothing has been done so far," Ernst Schulze, ATI executive vice president, said.

ATI's facility in Manila still has some spaces left for the shipping lines, but they have to line up in order for them to be accommodated. On the other hand, ATI's facility in Batangas, where the publicly listed company operates both terminals, has enough space to accommodate all of the affected carriers calling at the Manila North Harbor, the country's largest domestic terminal. According to Josefina Maitim, executive director of Philippine Shipping Lines Association (PLSA), the transfer of operation could also involve passengers, who are used to arrive in Manila. "They [the shipping lines] are thinking of hiring a bus to transport the passengers from Batangas to Manila," Maitim said, referring to Negros Navigation Co., the only member that still carries passengers.

Other PLSA members are Gothong Southern Shipping Lines, Lorenzo Shipping Corp., Moreta Shipping Lines Inc., NMC Container Lines, Oceanic Container Lines, Solid Shipping Lines and Sulpicio Lines Inc. At the moment, only a handful of carriers are calling at the P5.5-billion Batangas Port Phase 2 project, as shippers still prefer Manila to ship their goods. That may change since carriers in North Harbor are currently experiencing sluggish movement of cargo after the takeover of the new port operator, resulting in delays and losses on the part of carriers. Schulze said that aside from the volume from North Harbor carriers, they are also marketing the port services to those locators in the economic zones in Calabarzon, or Cavite, Laguna, Batangas, Rizal and Quezon provinces. "We are teaming with Peza [Philippine Economic Zone Authority], BOC [Bureau of Customs] and PPA [Philippine Ports Authority] to market Batangas Port," Schulze said.

Batangas Port's Phase 2 has a total of 128 hectares of land, but only 20 hectares will be operational. At the moment, there are about 50 hectares of idle land that is available for commercial use. Most of the cargoes being handled at the older port, the Phase 1, are bulk and some completely built unit of vehicles such as cars and trucks. During the press conference, held at the Manila Yacht Club on Roxas Boulevard in Manila, shipping companies urged the government to immediately intervene in the chaotic situation at the Manila North Harbor following the takeover of private consortium Manila North Harbour Port Inc., which resulted in the disruption of flow of goods and passengers passing through the country's busiest domestic seaport. **Source: Business Mirror**

Oceania to bring new ships to Alaska

Oceania Cruises has announced it will bring new ships to Alaska and will begin cruising the Inside Passage next year. "Our guests are always seeking destinations rich in history, culture, adventure and stunning scenery. The great state of Alaska delivers all of these points of interest and more," Chairman and CEO Frank Del Rio said in a statement Friday.

Company executives thanked Alaska's governor and the Legislature for recently approving legislation to reduce the state's passenger head tax. Cruise lines already doing business here had complained it was too high. Oceania Cruises advertises itself as a high-end cruise line. Its ship, the **Regatta**, will complete 10 Alaska voyages in 2011. The trips go on sale Wednesday and start at \$3,499 per person for double-occupancy bookings. Oceania has three ships that carry 684 passengers and 400 crew members. The majority of the itineraries will be 12-day, Vancouver-to-Anchorage voyages. Ships will stop in Sitka, Skagway, Juneau, Ketchikan, Kodiak, Homer and Hoonah. Disney Cruise Lines and Crystal Cruises already announced they would bring new ships to Alaska in 2011.

Oceania Cruises is owned by parent company Prestige Cruise Holdings. **Source : fresnobee**



The **STENA PARTNER** seen moored in Harwich – Photo : Krispen Atkinson ©

NovoShip's profit down 2.87 times, to \$75.5m for 2009

Net income of NovoShip (Novorossiysk Shipping Company, of SovComFlot) under IFRS dropped as much as 2.87 times year-over-year, to \$75.5 million in 2009, the NovoShip's statement said. The Company's revenues dipped 31.5% to \$513 million in 2009, and EBITDA was \$219.3 million vs \$367.7 million a year earlier. The Board of Directors of NovoShip has approved the 2009's performance results of the Company. NovoShip's fleet as of December 31, 2009 comprises 55 modern ships of total deadweight of 4.5 million tons, the book value of assets reached \$2.38 billion.

According to Sergei Frank, Chairman of the Board of Directors of Novoship, "the progressive realization of the development strategy of Sovcomflot Group's Novoship and the effect from the companies' merger provided the stable funding of the investments project to maintain a competitive level of wages and social security of the employees of the Group. "2009, the worst year for the industry over the past decade as analysts say, turned the test for the NovoShip's business model. The company has withstood the test and fulfilled completely its obligations and liabilities to stockholders and customers," Mr. Frank was quoted as saying. **Source : PortNews**

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The 'sister' hopperdredgers **Noon Island** and **Reem Island** of Great Lakes Dredge and Dock company. Spotted at the Great Lakes base at Diyar, Bahrain.

Photo : Rob Scheppink ©

SUBSEA 7 ANNOUNCES \$75M NORTH SEA CONTRACT

Subsea 7 Inc , one of the world's leading subsea engineering and construction companies, announced today that it has been awarded a contract in the UK sector of the North Sea valued in excess of US \$75 million.

The Subsea 7 work scope is to engineer, fabricate, install and commission a pipeline bundle* consisting of production, gas lift, methanol and heating pipelines and controls umbilical. Procurement, engineering and project management will commence immediately with offshore installation of the bundle scheduled for early 2011.

Further information regarding the contract award will be released at the earliest opportunity.

*A pipeline bundle product integrates the required flow lines, water injection, gas lift and control systems necessary for a subsea development and assembles them within a steel carrier pipe. At each end of the pipeline, the structures, manifolds, incorporating equipment and valves, designed specifically to the requirements of the field, are attached. The fully tested system is then launched and transported to the location using the controlled depth tow method. Once installed no trenching or rock dumping is required.

Antwerp, Hamburg, Le Havre productivity slipping - Maersk COO

Morten Engelstoft, chief operating officer at Maersk Line, has accused the primary ports of France, Germany, and Belgium of being less productive than their European counterparts. To illustrate his assertion, Mr Engelstoft pointed to

the stark difference in productivity data between each of the three ports and that of Bremerhaven or Rotterdam, reports London's International Freighting Weekly. Mr Engelstoft singled out Hamburg, saying that the port would need to significantly reduce piloting charges if it wished to remain competitive. **Source: schednet**



Fairstar's **FJELL** seen moored alongside Heerema's **THIALF** – Photo : Volkmar de Vries ©

MOL adds Lagos call to its West Africa feeder from Tangier

JAPANESE carrier MOL has announced a revised rotation on its weekly ARN and ARS services at Tema and Apapa with a day fixed weekly departure/arrival from the Far East/Europe/US to Apapa and Tema, with the addition of a direct Lagos-Tin Can Island call, said a company statement.

The new ARS/ARN service will offer fixed weekly departure to Lagos-Tin Can Island, Dakar and Abidjan for transshipment from the Far East via Tangier.

ARN new rotation will start on May 22 with the 2,135-TEU **MOL Sassandra** to call at the following ports: Antwerp, Zeebrugge, Thamesport, Tangier, Dakar (Senegal), Tema (Ghana), Lagos Apapa (Nigeria), Lagos Tin Can Island (Nigeria), Abidjan (Ivory Coast), Vigo (Spain) and Antwerp. The carrier's JEX service will depart from Hong Kong to Europe on May 4 to connect with the ARN service from Antwerp deploying the 6,350-TEU MOL Prestige.

ARS inaugural sailing of its new rotation will deploy MOL Stability on June 5 with port calls: Tangier, Abidjan, Tema, Lagos-Apapa and Tangier. **Source : Schednet**



The **STAD AMSTERDAM** seen arriving in Cape Town – Photo : Aad Noorland ©

Wartsila posts Q1 operating profit down 28 percent to 94 million euros

Finnish engineering group Wartsila reported weaker-than-expected first-quarter earnings, hit by flaccid demand in its key shipping business, and reiterated that 2010 would be tough. Wartsila shares were down 3.7 percent at 37.29 euros by 1223 GMT, compared to 1.6 percent stronger European industrial goods and services index. The stock was previously at the same level in late-March. "First of all services sales were disappointing and then also the order intake outlook comments are not strong enough for the market to go up," said Handelsbanken analyst Tom Skogman. "I think there are still quite big worries for next year."

Wartsila is the world's top maker of medium-speed main engines, and trails Germany's MAN in low-speed main engines. The firm has been hit hard by the economic downturn and slow recovery, which has sapped demand for new vessels. Underlying operating profit fell 28 percent versus a year ago to 94 million euros (\$126 million), missing the average forecast of 98 million euros in a Reuters poll and at the low end of the forecasts. Sales slid 26 percent to 922 million euros, missing all forecasts in the poll, and were down in all three units -- ship power, power plants and services -- but the fall was sharpest in its smaller power plants unit. Wartsila rival ABB AG (ABB.VX: Quote, Profile, Research) reported on Thursday falling first-quarter profits, citing sluggish demand, and warned the demand in power sector was unlikely to pick up soon.

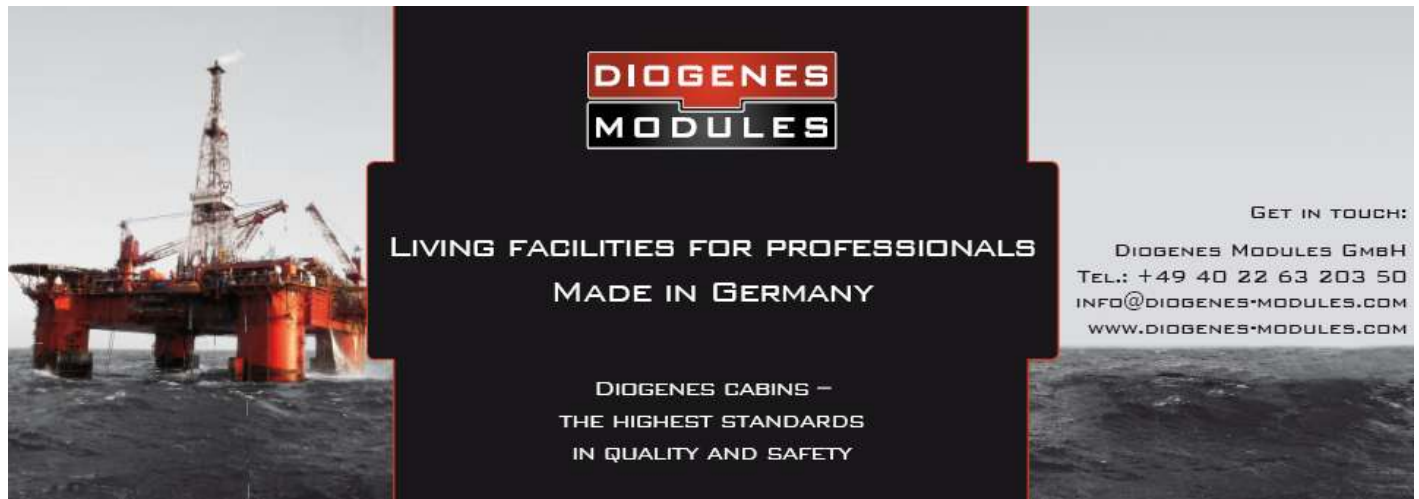
SHIPPING OUTLOOK TOUGH

While Wartsila said there was a gradual recovery visible in the power generation market, the outlook for ship engines and services was more challenging. "Despite many recent bulk carrier and some tanker orders, the market for merchant vessels is expected to remain slow for up to the end of 2011 ... recent orders can be seen as single orders placed as a result of attractive prices rather than any market trend," it said in a statement. The dry bulk shipping sector has been battered by the global economic slowdown, which has hurt demand for hiring vessels to transport commodities. Analysts say ship owners are pushing back delivery dates of their new ships beyond 2010 because of the low demand. Wartsila noted that market overcapacity and low investments from shipping companies had triggered more intense price competition. It said shipping order intake in 2010 should be "moderately better" than in 2009.

Wartsila estimated the cancellation risk in its orderbook was around 400 million euros (\$537.7 million), mainly linked to 2011 deliveries, with the total orderbook worth 4.3 billion at end-March. "I have ... spoken today about these first green sprouts, positive signs in shipbuilding and the ship power industry, which would indicate that we are say six to nine months behind some other industries" in recovering, Johansson told Reuters.

MORE JOB CUTS EXPECTED

In order to counter weak demand, Wartsila said in January it would move the majority of its propeller and auxiliary engine production to China, slashing some 1,400 jobs globally. On Friday Johansson added the company would review all staff functions during the spring and might announce new job cuts later this year. "When we have the level of the capacity reduction that we are addressing in the January programme, it should not be a surprise to anyone that we also need corresponding adjustments on the white collar side," Johansson said, declining to comment further. Wartsila repeated 2010 net sales would fall 10-20 percent versus last year, with its underlying operating profit margin at 9-10 percent. (\$1=.7439 euros) **Source: reuters**



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MacGregor anchor handling equipment for DOF ASA newbuilds

Two STX AH12 design anchor-handling tug supply (AHTS) vessels on order for DOF ASA at the STX Brazil Offshore shipyard will have MacGregor windlass-handling manipulator systems and offshore knuckle-jib cranes.



Cargotec received an order for two of its MacGregor windlass-handling manipulator systems and two large offshore knuckle-jib cranes for the ships this month. The anchor-handling equipment is scheduled for delivery in 2011.

"The systems will substantially enhance the speed and cost efficiency

of operations, while greatly improving personnel safety in hazardous offshore working conditions," says Øystein Bondevik, Cargotec's sales director for offshore load handling.

The MacGregor manipulator system is designed to perform remotely-controlled windlass replacement operations for anchor-handling winches while at sea. It can safely handle windlasses weighing up to 12.5 tonnes under various weather conditions. **Source : MarineLog**

Van Singapore naar Teus Vlot in Sliedrecht!



Na 14 jaar met veel plezier voor **IHC Merwede** te hebben gewerkt, is **Bert-Jan de Keijzer** overgestapt naar **Teus Vlot**. Op verschillende locaties in de wereld, waaronder Singapore, hield hij zich bezig met service en onderhoud van baggerinstallaties. Daarnaast heeft hij verschillende wereldwijde servicepunten opgezet. Uiteindelijk was hij technisch inhoudelijk verantwoordelijk voor de verschillende life cycle support producten die wereldwijd werden uitgevoerd. Hierbij was en is zijn slogan nog steeds: "hoe haalt u meer schip uit uw schip?"

Vanwaar deze opmerkelijke overstap?

"IHC is natuurlijk een prachtig bedrijf om voor te werken. Zowel technisch en organisatorisch komen er veel uitdagingen op je pad en je krijgt volop de gelegenheid om deze aan te pakken en in te vullen. Zo ben ik begonnen als tekenaar, maar omdat ik het niet kon laten de theorie in de praktijk te brengen, kwam ik al lerend snel verder." Het belang van de praktijk van alledag "Met andere woorden: als je zelf meewerkt aan de feitelijk bouw van de installatie die je hebt ontworpen, in de fabriek of op locatie, dan loop je wel eens tegen dingen aan waarvan je denkt

'welke halve zool heeft dat verzonnen?' Nou, dat ben je dan zelf geweest. De praktijk is echt de beste leermeester."

Pionieren

Bert-Jan is een echte pionier: altijd bezig met nieuwe ideeën en de uitvoering ervan. En dus ook met het motiveren van de mensen om hem heen. Want die zijn absoluut nodig om mee te denken én te doen. De ambities die **Teus Vlot** heeft als snelgroeiend en innovatief bedrijf passen goed bij wat Bert-Jan voor ogen heeft: "Namelijk wereldwijd uitgroeien tot een belangrijke, onafhankelijke dienstverlener in de maritieme industrie. Onze slogan hierbij is: 'groot worden door klein te blijven'. Met beide voeten op de grond (in de bagger) blijven staan, goed naar de klant luisteren en je gezonde verstand gebruiken."

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Rickmers Maritime cuts newbuilding obligations

Rickmers Maritime Trust has cut itself away from seven newbuildings it was due to acquire from its parent Rickmers Group. The Singapore-listed Trust has signed a terms sheet with Rickmers Group subsidiary Polaris Shipmanagement that discharges it from purchasing seven newbuildings worth \$917.8m. The trust had been struggling for over a year to finance the newbuildings which include a quartet of 13,100 teu boxships being built at Hyundai Heavy Industries for long term charter to Maersk. The trust will pay Polaris \$64m in compensation. The deal requires the approval of the trust's unitholders. **Source: seatradeasia-online**

Cruise ship arrives on maiden call



The 2,700-passenger cruise liner **Disney Magic** arrived at Grand Harbour on its maiden call. The liner is due to call at Grand Harbour eight times this year as part of Disney Cruise Line's return to Europe for a five-month season of Mediterranean and Northern European cruises.



Disney Magic has a classic ocean liner look on the outside, with a black hull, shining white top, and two red funnels, both adorned with Mickey heads. Most modern ships only have one funnel, and this one is no different - one of the funnels is a dummy and houses the teen centre.

Keeping with the Mickey theme, the lifeboats are yellow (rather than the standard orange), making the overall look very Disney - black, white, red, and yellow. The bow has intricate gold scroll-work much like classic tall ships of long ago. Mixed in with this elegant detail is Goofy, dangling from a rope and touching up the paint. (photo left)

All photo's : Gaetano Spiteri ©



Homeporting in Barcelona, the ship is cruising between Malta, Tunisia and Corsica, Naples, Civitavecchia, La Spezia and Villefranche. **Source : timesofmalta**

Cyprus-flagged fishing boats to start flying Russian flag this May

27 fishing boats built on a security of the Russian Govt. and currently registered in Cyprus, might start flying under the Russian flag this May, Andrew Krainiy, the head of RosRybolovstvo said in an interview with RIA Novosti.

According to Mr. Krainiy, the boats will be registered in the RosRybolovstvo after all debt issues are resolved with VneshEconBank and other necessary procedures are completed to turn over the ships to the Russian companies. News agencies had reported over situation with the Cyprus-flagged offshore fishing boats docked at Kamchatka and Sakhalin regional ports not allowed to catch fish products in the Russian territorial waters according to the new Russian legislation. The boats crews who had been waiting for almost a year staying without work began hunger strike. The things started moving when Vladimir had ordered to turn over the offshore vessels to Russian companies.

The vessels construction began back in 90-ies on a security of Russian Govt. and under a loan from KFW Bank, of Germany. In 2001 VneshEconBank acquired the debt from the Germany's bank, but since then neither Bering Trawler Ltd and Okhodsk Fishing (Cyprus) nor Kamchatka-Vostok, AKROS, the Russian companies who chartered the ships have transferred payments to VneshEconBank. **Source : PortNews**



The Split dredge barges **Itchen**, **Test** and **Avon** seen laid up in Abu Dhabi - **Photo : Clemens Smits ©**

DP World's Peru investment to reach \$735 mln by 2012-report

DP World will have invested 2.7 billion dirhams in developing a section of Callao, Peru's largest port, when completed in 2012, its chief executive said in remarks published on Saturday. The first phase of Callao's southern container terminal will be completed in May this year, while the third and last phase was expected to be finished in 2012, Mohammed Sharaf told the daily newspaper Al Bayan. DP World had made a 4.8 billion dirham offer for the

development of a container terminal in Callao's northern section, Sharaf said, according to Al Bayan. The Peruvian government was currently considering all offers for the project, he said.

DP World is one of the largest port operators in the world and is 77 percent owned by debt-laden conglomerate Dubai World. On March 25, the Dubai government unveiled a \$9.5 billion restructuring proposal for Dubai World that would give bank lenders their money back in five to eight years and repay two key bonds. The Dubai government had previously said DP World's assets were ring-fenced from any potential claims by creditors and the company was not part of the broader restructuring plan. A spokeswoman for DP World could not immediately be reached for comment.

Source: Reuters

OLDIE – FROM THE SHOEBOX



Bob Hollis was scanning a large collection of his slides from his cadet days at New Zealand Shipping Co., in the early 60's, above you see an interesting photo of the **Queen Mary** which was taken in Southampton from the NZSCo's cadet ship **Otaio** around 1967, when Bob was by then a Junior Engineer.

Photo : Bob Hollis ©

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via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

.... PHOTO OF THE DAY



CSD Ursa in the corner of the new cruise terminal in Falmouth, Jamaica.

Photo : Ursa-crew ©

BOEKBESPREKING

Door : Frank NEYTS

“Onze Kust Anders Bekeken”.

Bruggeling **Jan Seys**, doctor in de biologie en communicatie- en informatieverantwoordelijke bij het VLIZ (Vlaams Instituut voor de Zee) in Oostende, schreef een uniek boek over de Vlaamse kust. Samen met fotograaf **Misjel Decler** brengt hij met “**Onze kust anders bekeken**” een buitengewoon boek, niet alleen om te lezen maar ook om te bekijken. De zee fascineert, dat is het minste wat je kunt zeggen.... Iedereen heeft wel iets met dat zilte nat, met die eindeloze horizonten waarachter schepen traag lijken weg te kruipen, met het ontspannende gevoel bij een zeebriesje liggend in het warme zand, met de geur en het geweld van een ontzagwekkende storm. En geef toe, als je aan de zee denkt is een gevoel van vakantie, vrijheid of mysterie nooit ver weg. Toch is het beeld van de Vlaamse kust als louter vakantiebestemming of als havenbedrijf té eenzijdig. Voor wie goed toekijkt heeft deze kust immers zoveel meer in petto. In 27 krachtig geïllustreerde verhalen – te water, te land en vanuit de lucht – toont het de Belgische kust zoals je ze vast en zeker nooit eerder hebt bekeken!

In “**Onze kust anders bekeken**” dompelen zeewetenschapper **Jan Seys** en fotograaf **Misjel Decler** je onder in 27 mysteries van deze kust. Ze nemen je mee op evenveel verrassingstochten langs mosselkweekpercelen op zee, markante gebouwen op de zeedijk en nog zoveel meer. “**Onze kust anders bekeken**” is een ode aan de meer dan 1500 Belgische onderzoekers, ingenieurs, technici en educatoren die zich dag in dag uit professioneel inlaten met zee en kust. Zij zijn het die inhoudelijk voeding gaven aan de teksten uit dit boek, vanuit een begeestering en ervaring die tot ver buiten de lands- en zee grenzen worden gewaardeerd. Zij zijn het ook die, verbonden aan universiteiten, onderzoeksinstellingen, administraties en informatieknooppunten, het beleid en beheer van onze zee- en kustgebieden onderbouwen. Met hen lijkt een duurzame toekomst van de Belgische kust verzekerd.

“**Onze kust anders bekeken**” (ISBN 9789079669004) telt 192 pagina’s en kost 39.50 euro. Aankopen via de boekhandel. Een dikke aanrader!

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