

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 143



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Van Oord's latest, the JAN BLANKEN, above seen moored in Cape Town, The JAN BLANKEN is 1 out of a series of 4 self-propelled split barges, named after famous Dutch maritime engineers (Jan Blanken, Jan Leeghwater, Pieter Caland and Cornelis Lely), which are built at a yard in Dalian, China. Each one has a hopper capacity of 2850 m3.

Photo : Aad Noorland ©

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Fewer accidents in the wake of the crisis

In 2009, 52 seamen lost their lives in EU waters, which is less than the 82 deaths in both 2007 and 2008 as well as from the 76 deaths in 2006. 33 per cent of the deaths occurred on general cargo vessels and 31 per cent on fishing vessels, EMSA states in their annual Maritime Accident Review, where the organisation also says there is a strong correlation between the number of accidents and the economic downturn starting at the end of 2008.

626 vessels were involved in 540 accidents during 2009, down from 754 vessels in 670 accidents in 2008 and 762 vessels in 715 accidents in 2007. Still, the 2009 figures are 17 per cent higher than in 2006. The Cleanseanet satellite surveillance system reported 2,107 potential oil slick detections in 2009 out of which 194 were confirmed. In 2008, the corresponding numbers were 3,296 detected and 232 confirmed. EMSA says: Confirmed illegal discharges occurred several times a week, with almost certainly many more unconfirmed.

The most significant oil spills in 2009 were the **Full City**, 200 to 300 tons of bunker oil, the **MSC Shenzhen** that spilled 280 tons of oil, when it ruptured a bunker tank while entering a dry dock in Algeciras, and the Russian aircraft carrier **Admiral Kuznetsov** that spilled some 400 to 500 tons during a bunker operation off Ireland. At the same time it is important to remember that 20,644 merchant vessels called European ports in 2009 and that these ships were involved in 593,207 port movements. **Source : ShipGaz**

Peru Declares Emergency at Port Callao

The government of Peru declared a 60-day emergency in an effort to end a dock strike at Callao, the country's largest port. Declaration of a state of emergency will allow the armed forces and police to intervene and restore operation in the port on the central coast of Peru. The government said the army and navy would support and secure the port of Callao.

The strike has already cost millions in lost trade, according to local news reports. Peru's economy depends heavily on raw material exports. The port of Callao handles approximately \$100 million worth of goods in a typical day. Most

exports go to the U.S., China and Europe. As many as 30 ships have rerouted to neighboring ports to avoid protestors at Callao. **Source: Journal of Commerce**

See the movie about the new super ferry STENA HOLLANDICA at :



Photo : Cees de Bijl ©

http://www.youtube.com/watch?v=3iIbsHDdsq0&feature=player_embedded

Tropical Cyclone Laila Keeps India Port Shut, Set for Landfall

A port on India's east coast, which handles iron ore and coal shipments, remained shut yesterday as tropical cyclone Laila headed for landfall after disrupting crude oil output in the Bay of Bengal. The cyclone, with winds of up to 120 kilometers (75 miles) per hour, was about 50 kilometers due east of Ongole, a town north of Chennai, as of 11:30 a.m. local time, according to the India Meteorological Department. Loading and unloading of cargo has been halted at Gangavaram, the closest major port, Anil Panjwani, head of marine operations at the port, said by telephone today. "Operations have been suspended," said Panjwani. "But it has affected only one ship, which is waiting outside until the weather settles." The vessel is carrying about 30,000 metric tons of coal for partial discharge, he said.

Reliance Industries Ltd. stopped crude oil output May 18 at the KG-D6 field in the Bay of Bengal for as long as 48 hours, according to a person with direct knowledge of the matter who asked not to be identified because he wasn't authorized to speak to the media. Spokesman Manoj Warriar was unable to provide an update when contacted by telephone today. Six people died in rain-related incidents in Chennai and across the state of Tamil Nadu, the Times of India reported, including a woman struck by lightning and a man washed away by waves. Hundreds of fishing boats were damaged, according to the newspaper.

Some coastal areas may see waves as high as two meters (6.6 feet), while some places may face 25 centimeters (10 inches) or more of rainfall in the next 36 hours, according to a weather office statement at 1:30 p.m. local time.

Source: Bloomberg



The TSHD **GATEWAY** seen picking up the discharge hose to pump her load of sand to the beach near Breskens
Photo : Henk de Winde ©

Somali pirates should be tried by Dutch court

Dutch marines boarded a hijacked German commercial ship 500 nautical miles off the Somali coast in April and arrested the 10 suspected pirates after an exchange of gunfire between the Dutch frigate, the pirates, marines and a boarding helicopter.

Germany has since requested the extradition of the pirates, intending to file criminal charges against them. The court in Amsterdam will rule on the extradition request on June 4. "The problem is it is not sure why the Germans claim they have the power to judge these people," lawyer Michiel Balemans representing the suspects told reporters outside the court.

"The Dutch authorities arrested the people and that's the first step of the prosecution ... and there is no reason for Germany to take over the prosecution." Balemans had told the court the German extradition request was unclear and contradictory, pointing to confusion over which flag the ship was flying under when it was hijacked.

Separately, a Dutch court in Rotterdam will start Tuesday proceedings against a group of Somalis accused of trying to hijack a ship from the Dutch Antilles in January 2009. In that incident, the Turkish crew fired signal flares at the Somali boat, ripping it to shreds. Danish marines then rescued the Somalis and handed them over to Dutch authorities.

In December, experts at a conference in The Hague said efforts to establish an international court to prosecute Somali pirates face complex laws governing the seas and national sovereignty as well as the lack of an effective police force.

Dutch Foreign Minister Maxime Verhagen has called for a regional court in Africa to be set up to try Somali pirates.

Source : Reuters



Seen on 15/5/10 the **MSC VOLANT** leading the tanker **CHEM SEA** towards Eastham Locks from Stanlow Tanker Berths on the Manchester Ship Canal. **Photo : Iain Forsyth ©**

Man killed as crane cradle collapses at Harwich port

Essex Police and the Health and Safety Executive are holding a joint investigation, A man was killed and another seriously injured when a cradle carried by a crane collapsed at a port in Essex.

Ambulance and fire crews were called to the scene at Parkeston Quay in Harwich just before 0800 BST after reports that a crane had collapsed.

The two men were trapped in the cradle between cargo and the crane, killing one of them. The second man was flown to Addenbrooke's Hospital in Cambridge. It is thought the cargo contained turbine propellers. A spokesman for the East of England Ambulance Service said the injured man had "significant" chest and abdominal injuries.

Essex Police said a joint investigation with the Health and Safety Executive was under way. **Source : BBC**





Fairmount Expedition seen connecting to **SSDR Ocean Baroness** prior departure.

Photo taken from **Fairmount Glacier** who will be the second towing tug.

Photo : Fairmount Marine B.V.

Far East seafarers join anti-piracy campaign

Russian Far East seafarers have been the first to start the anti-piracy campaign, signing a global e-petition to persuade all governments to end the increasing problem of Somalia-based piracy, ITAR-TASS reports.

The unprecedented global campaign launched by the International Transport Workers' Federation, as well as by scores of maritime unions and the world's leading shipping companies, intended to deliver at least half a million signatures to governments by IMO World Maritime Day, September 23, 2010.

According to ISF President, Spyros M Polemis 90% of world trade is carried by sea and governments have a duty to extend the naval protection being provided, which is currently inadequate, and regain control of the Indian Ocean from a handful of criminals, where over 1800 sailors have been kidnapped in the last two years and the largest number of merchant vessels.

Alexei Cherepanov, a pump man from the tanker "**Baribal**" (Marshall Islands flag), was the first who has signed the e-petition to ITF, whose member is the Russian Seafarers Trade Union (RSTU). The RSTU's FE regional organization is campaigning in Nakhodka to collect signatures on the anti-piracy petition. **Source : PortNews**

UNION FIGHTER CRISTENED IN ROTTERDAM



Mrs Klaver christened Friday in Rotterdam-Waalhaven in front of the Smit office the latest fleet addition for the URS from Antwerp, the **UNION FIGHTER**, the AHT is the second unit out of a series 4, her sister are named **UNION WRESTLER**, **UNION BOXER**, and **UNION WARRIOR**,



The 40,5 mtr AHTugs are built at the Spanish shipyard Astilleros Armon and powered by 2 x ABC four-stroke engines, type V12 MDZC; totalling app. 2 x 2650kW @ 1000 RPM for an output of 85 tons BP

Photo's :

**Jan Oosterboer
Frans de Lijster**

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The **INGA H** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)



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NAVY NEWS

Nieuw stationsschip in Caraïbisch Gebied

Hr.Ms. **Van Amstel (F831)**, het nieuwe stationsschip dat de gelederen van de Koninklijke Marine in het Caraïbisch Gebied komt versterken, passeert maandagochtend om 09.00 uur de havenhoofden van Willemstad. Dit gebeurt onder het afgeven van de gebruikelijke ceremoniële saluutschoten aan de koninkrijksvlag en de Gouverneur van de Nederlandse Antillen. Dit saluut wordt vanaf Fort Krommelijn beantwoord.



De belangrijkste taken van het stationsschip bestaan uit maritieme presentie en het uitvoeren van counterdrugoperaties. Het schip wordt hiertoe ingezet voor zowel de Commandant der Zeemacht in het Caraïbisch Gebied als de Kustwacht voor de Nederlandse Antillen en Aruba. Voor counterdrugtaken buiten de territoriale wateren, krijgt de **Van Amstel** een 'Law Enforcement Detachment' (LEDET) van de 'US Coast Guard' aan boord. Bovendien is het fregat uitgerust met een Westland Lynx helikopter. De **Van Amstel** blijft tot eind augustus in het Caribische Gebied.

US 7th Fleet Controls Tomahawk Launch from 5,000 Miles Away

Los Angeles-class attack submarine **USS Cheyenne (SSN-773)** in conjunction with Commander, U.S. 7th Fleet and members of Naval Special Warfare Group (NSWG) 3 successfully fired a Block IV-E Tomahawk Land Attack Missile May 5. The missile launch took place off the southern coast of California into China Lake Test Range and marks the first time a forward-deployed operational command acted as the Tomahawk strike coordinator and primary missile controller for an operational test launch.

"The Navy's ability to conduct strike operations on re-locatable targets is currently very challenging," said Master Chief Fire Controlman (SW) David Brewer, U.S. 7th Fleet Tomahawk strike coordinator. "By proving an operational commander's ability to use the Tactical Tomahawk Command and Control System's ability to receive real-time targeting coordinates and applying them to a tactical Tomahawk missile in flight will significantly improve the Navy's ability to shape the battlefield and project power from the sea, particularly when naval surface strike is the only fires option available to the commander." "I am proud of the work we have accomplished during this exercise," he said.

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"With this being the staff's first time providing real time operations in flight, the job by the entire team was exceptional. The training value gained from a live firing event has no substitute, and will absolutely improve C7F's ability to conduct actual launch operations when required.

NSWG-3 provided updated target data used by 7th Fleet to modify the missile's flight path, resulting in a destroyed target. The test launch demonstrated a complex strike capability and was a tremendous success for all involved.

"Teamwork is critical in naval fires," Brewer said. "This test launch is the ultimate use of different operational assets we provided during this exercise to achieve common goal." This test continues the Navy's formal government testing of the Tactical Tomahawk Weapons Systems from surface/sub-surface launch platforms.

The Tomahawk missile is ship- and submarine-launched and was first employed operationally during Desert Storm. Since then, the missile has been heralded for its accuracy and lethality in numerous operations. The tactical Tomahawk boasts several enhancements as demonstrated today, which increase warfighter effectiveness and responsiveness, while significantly reducing acquisition and life cycle costs. **Source : Defence Talk**



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The French navy tug **A 664 Malabar**, seen just before leaving Brest for mission "North East Atlantic Fisheries Commission".

Photo : Jacques Carney ©

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SOCAR: Azerbaijan Shipyard Construction To Begin This Year

The State Oil Company of Azerbaijan, or SOCAR, and its partners will begin construction of a new shipyard near the country's capital Baku this year, the company said Wednesday. The project is expected to cost between \$300 million and \$350 million, with construction expected to be complete in 2013, according to a SOCAR presentation at the Global Refining Summit.

The shipyard will be located 40 kilometers south of Baku and will have the capacity to build Panamax tankers, which can carry around 500,000 barrels of crude oil. The yard would also be built to repair up to 80 types of vessels a year. SOCAR's partners in the project include Singapore rig builder Keppel Corp. Ltd. (KPELY, BN4.SG) and Azerbaijan Investment Company (AIC). Keppel Corp. will have a 10% stake in the shipyard, while SOCAR and AIC will take 65% and 25% stakes, respectively, Keppel said in March. Keppel will be responsible for the yard's management and operation and will have the option to acquire an additional 10% stake in the next three years. SOCAR and Azerbaijan's Caspian Shipping Company, or CASPAR, are likely to be the shipyard's main customers, according to the presentation.

Source: Dow Jones



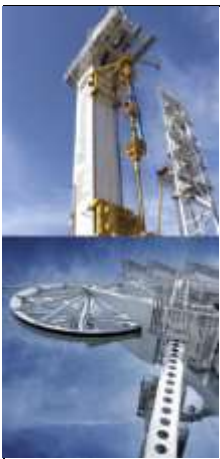
The **NORMAN WIND** seen leaving the drydock at Damen shiprepair in Schiedam

Photo : Jan Simons ©

Hyundai Mipo Dockyard Wins Shipbuilding Orders over \$1.2 Billion in 2010

South Korea's Hyundai Mipo Dockyard Co., one of leading shipbuilders in the sectors of medium-sized conventional ships and specialized vessels, is found to have been awarded shipbuilding orders over \$1.2 billion in 2010. Hyundai Mipo announced Thursday that its shipbuilding orders exceeded \$ 1.25 billion by receiving a total of 40 vessel orders including 29 bulk carriers and six units of product and chemical tankers from ship owners in Greece, Germany and Japan.

Thanks to such outstanding performances, the company achieved 54% of the goal that it initially planned for this year. The remaining ship orders stand at 228 units worth \$11.1 billion, the amount of ships which the company can work on for the next three years. Hyundai Mipo Dockyard attributed the recent surge of shipbuilding orders to the increase in bulk cargo volumes fueled by the price hike of iron ore and the rise of shipbuilding orders for medium-sized bulk carriers. **Source: Maeil Business Newspaper**



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Pella Shipyard's Q1 revenue slumps 4 times, to RUB147.9m

Revenue of Leningrad Shipyard "Pella" ("Pella" OJSC) for the first quarter has dropped from the last year's first quarter 4 times, to 147.93 million rubles, the Company's financial statement said.

An earlier report said that the Pella's Q1 net profit fell by 36.9%, to 60.355 million rubles.

In 2009 the company posted an income of 471.818 million rubles, 9.24 times higher as compared with 2008. FY revenues totaled 2,100,748,000 rubles, a 2.9 times as much rise year-over-year.

Leningrad Oblast-based Pella Shipbuilding Plant was founded in 1950. In 1992 the public company became a private entity. The Pella Holding comprises the head office and a number of its subsidiaries. **Source : PortNews**

Davie Yards Obtains a Second Extension of CCAA Stay Order

Davie Yards announced that it has obtained an order from the Quebec Superior Court extending the stay of proceedings ordered by the Court to September 15, 2010, in accordance with the terms of the written order to be

issued by the Court, the whole pursuant to the Companies' Creditors Arrangement Act The extension will allow Davie to continue its restructuring efforts, to negotiate with potential investors, and to develop and eventually submit a plan of arrangement to its creditors under CCAA.

As a preventive measure and in order to comply with statutory requirements, Davie has also sent today a notice to the Quebec Minister of Employment and Social Solidarity to inform that the layoffs made earlier this year may exceed a period of six months.

ROUTE, PORTS & SERVICES



The **OZDEN-S** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

STENA TRAVELLER EN TRADER VERKOCHT

Afgelopen najaar werd duidelijk dat de **Stena Traveller** & **Trader** in de huidige markt geen optie meer waren om, na de oplevering van de nieuwe Samsung schepen voor Hoek van Holland – Killingholme, te worden ingezet op Rotterdam – Harwich. Hierop is besloten bij Stena om te bezien of deze schepen te zijner tijd op andere Stena Line routes zouden kunnen worden ingezet of dat er eventueel afzet mogelijkheden zouden zijn in de wereldwijde RoRo-markt. Dit alles onder de voorwaarde dat de **Traveller** & **Trader** pas beschikbaar zouden zijn na de introductie van de nieuwe Samsung schepen.

De afzetmogelijkheid op de wereldwijde RoRo-markt is onderzocht door Stena RoRo en onverwacht is het een en ander in een stroomversnelling terecht gekomen en heeft men een gegadigde gevonden. Dit heeft er in geresulteerd dat er afgelopen vrijdag een contract is ondertekend met **Marine Atlantic** in **Canada** voor de overname van deze schepen. Dit contract is uitermate interessant voor de Stena groep en daarom hebben we moeten accepteren dat de schepen op korte termijn bij ons zullen moeten vertrekken nl. naar verwachting de **Traveller** op **1 oktober 2010** en de **Trader** op **1 december 2010**.

Voor de periode tussen het vertrek van de **Traveller** & **Trader** en het in dienst komen van de Samsung schepen, naar verwachting medio februari en medio oktober 2011, zal vervangende tonnage worden ingezet. Over de vervangende

tonnage is op dit moment nog niets concreets te melden maar gedacht wordt aan een time charter (incl bemanning) van ± 3 maanden en een bareboat charter (excl bemanning) van ± 13 maanden. Wat helaas echter wel duidelijk is, is dat Stena met de vervangende tonnage capaciteit zullen moeten inleveren in een momenteel aantrekkende vrachtmarkt.

Navios Maritime Holdings Inc. Announces Agreement to Sell the Navios Pollux for \$110.0 Million to Navios Maritime Partners L.P.

Navios Maritime Holdings Inc. a global, vertically integrated seaborne shipping and logistics company, announced today that it has agreed to sell the **Navios Pollux**, a 2009 South Korean-built Capesize vessel with a capacity of 180,727 dwt to Navios Maritime Partners L.P. for \$110.0 million in cash.

Navios Holdings intends to use the proceeds from the sale of this vessel for operating purposes, such as repayment of indebtedness or reinvestment in vessels.



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Japan opens competition to revive nation's weakened ports

THE Port of Tokyo, Japan's biggest container port, is competing with other Japanese cities to win state funding in a government run competition designed to revitalise the nation's floundering port industry and take on the world's busiest harbours. The Port of Tokyo has joined forces with Kawasaki and Yokohama for its presentation to the committee that will select up to two groups to develop. Nagoya-Yokkaichi, Osaka-Kobe and ports are also making bids in northern Kyushu, Bloomberg reports.

It said the government set up the competition as Japanese ports have lost traffic to Chinese, South Korean and Singaporean terminals that have lower costs. Japan's ports have also suffered from exporters such as Sony Corp. and Mitsubishi Heavy Industries Ltd shifting production to China. "Japanese ports are losing market share," said Takashi Nagayasu, parliamentary secretary for land, infrastructure and transport and a member of the selection committee. "That's hurting Japanese business, so we have to fix it."

The winning ports will be selected in June, said Transport Minister Seiji Maehara. The main selection criteria will include costs, location and security. The government has not yet revealed how much funding will be made available. "Japan's port business is a long way behind other Asia countries," said Mr Maehara. "The selection process should stimulate ports to improve efficiency and attract private money." Singapore, the world's busiest container port, handled 25.9 million TEU in 2009, compared to the Port of Tokyo's 3.4 million TEU, while the Port of Yokohama, Japan's number two port, handled 2.8 million containers. "It's not that Japan's ports are bad, it's that they're expensive," said Edwin Merner, president of Atlantis Investment Research Corp in Tokyo. **Source : Schednet**



Bluewaters **HAEVENE BRIM** - Photo : Jaap Been ©

Danaos Corporation Adds Two More Newly Built Vessels to Its Fleet

Danaos Corporation a leading international owner of containerships, announced that on May 17, 2010 and May 19, 2010, it took delivery of two newly built containerships, the **CMA CGM NERVAL** and the **YM MANDATE**, expanding its operational fleet to a total of 44 containerships aggregating 190,229 TEU.

The **CMA CGM NERVAL**, built at Sungdong Shipbuilding & Marine Engineering and the **YM MANDATE**, built at Hanjin Heavy Industries & Construction Co. have both a carrying capacity of 6,500 TEU, are 300 meters long, 40 meters wide and have a speed of 25,60 knots.

The **CMA CGM NERVAL** has commenced its 12-year time charter at a fixed charter rate immediately upon delivery as has the **YM MANDATE** which commenced its 18-year bareboat charter at a fixed charter rate immediately upon delivery.

NOVELTY IN SMALL SCALE LNG BY ANTHONY VEDER

For the first time ever a small LNG tanker has loaded at a large import terminal



Dutch gas shipping specialist **Anthony Veder** successfully loaded its new LNG tanker at the Fluxys terminal in Zeebrugge Wednesday May 19th – representing the first time such an export operation into a small LNG carrier has been carried out in the world.

Large LNG terminals have not designed for smaller ships but **Anthony Veder** came up with a unique design which means that this smaller vessel can load at these large-scale terminals. In addition, the large terminals have designed for import not export, making the recent operation a true first.

The **Anthony Veder** vessel, the **Coral Methane**, has a capacity of 7,500 m³ and is unique in that it can also transport other gases as well, such as liquefied petroleum gas (LPG) and petrochemical gases. Anthony Veder is a specialist in small-scale LNG distribution and the company is certain that the demand for small scale natural gas will continue as an alternative energy source. Anthony Veder Managing Director, Jan Valkier, says: "The smaller-scale LNG market has a great future because many remote areas are making a transition to LNG for their electricity production and because of the upcoming demand for using LNG used as a marine fuel." "There is also increasing interest from LNG producers and terminal operators in smaller-scale LNG opportunities. With this first loading we have proven our concept to load at large import terminals", he adds.

Fluxys sees the development of this business as a new opportunity to expand its current service offering at the LNG terminal and to enhance the utilisation flexibility of the facility. The cargo loaded was sold by Distrigas to Gasnor and is destined for the Norwegian market. Currently, Anthony Veder is working on the development of its small-scale LNG fleet, deploying vessels ranging between 5,000-35,000 cbm. The Dutch company is also investigating logistics solutions for LNG transport for islands and remote areas worldwide.

Anthony Veder operates a fleet of 20 gas tankers and employs around 400 people.

For more information: www.anthonyveder.com

or our specialist LNG website, <http://www.lng-shipping.com>

Otherwise please contact Anthony Veder at lng@anthonyveder.com

Boskalis to construct LNG port in Poland

Royal Boskalis Westminster NV has been awarded a contract for the construction of a new LNG port at Swinoujscie near Szczecin, Poland. The total contract value is approximately €170 million with Boskalis' share amounting approximately €75 million.

The contract was awarded by the Maritime Office of Poland and Boskalis will act as the lead contractor in a consortium including Hochtief Construction A.G. (Germany), Per Aarsleff A/S (Denmark) and Doraco (Poland). Work is set to commence mid 2010 and is due to be completed by the end of 2012.

To allow the port to accommodate large vessels, Boskalis will create a turning basin and deepen the access channel. A total of more than 8 million cubic metres of sand will be dredged. Furthermore, Boskalis will construct a 3.3km breakwater to protect the port.

The project will be executed with a combination of small to large sized trailer suction hopper dredgers, floating cranes and dry earth moving equipment. **Source : Dredging News Online**



The tug **ARGUS** seen with the **ISIS** in tow in Rotterdam – **Photo : Emile Ammerlaan ©**

Antwerp to Hold Summit, Targets Breakbulk Growth

Need to gain market share follows significant three-year decline. Antwerp –The port of Antwerp will hold a breakbulk “summit” next month aimed at boosting its presence in the general cargo sector following a significant decline in traffic in the past three years. Breakbulk is a key plank of Antwerp’s “Total Plan” strategy designed to boost its position in the Le Havre-Hamburg port range that will be discussed at a meeting on June 22.

The Antwerp Port Authority will meet with private port “stakeholders,” including stevedores, ships agents, freight forwarders and local shipowners, to launch an action plan following several months of studies.

The port had a “great recovery” in the first quarter, but this was driven mainly by containers, said Marc Van Peel, chairman of the board of the Antwerp Port Authority.

While container traffic surged 16 percent from the first quarter of 2009, conventional and breakbulk shipments slipped to 2.6 million tonnes from around three million tonnes a year ago. “The meeting next month will decide what can the port of Antwerp do to increase breakbulk,” Van Peel said. While containers are important, breakbulk is a major factor

in adding value, and creating jobs in the port, the city of Antwerp and the Flanders region, Van Peel told the BreakBulk Europe conference here. Next month's meeting has taken on added urgency as Antwerp will lose a 750,000 tonnes-a-year Brazilian wood contract to the Dutch port of Flushing at the end of May, equivalent to around 7 percent of its 10.5 million tonnes of breakbulk traffic in 2009. The port will decide on action next month to win back lost business and gain new contracts, according to Albert Pegg, senior advisor to the Port of Antwerp Authority. Winning more European first calls by carriers and exploiting the potential of Indian steel imports are among Antwerp's targets, Pegg said. Over 300 port authority and private sector executives are expected to attend the meeting next month. While Antwerp's breakbulk traffic has fallen in recent years – from 19.8 million tonnes in 2007 to 16.9 million tonnes in 2008 and 10.5 million tonnes last year – it has maintained its 35 percent-40 percent of the general cargo market in the Le Havre-Hamburg range, Pegg said. **Source: Journal of Commerce**



Nordic Tankers puts the Danish flag on two vessels

Nordic Tankers has decided to transfer two chemical tankers to Danish flag and hand in the notice to leave Torm's LR1 pool with their only vessel in the pool, the **Nordic Anne**. The announcement comes at the same time as the Indian conglomerate Siva Group has taken a share of 23.5 per cent of the shares in Nordic Tankers after an emission.

Nordic Tankers will transfer **Nordic Stockholm** and **Nordic Copenhagen** to Danish flag within the next couple of months. We want to send a clear signal to the market that we are a Danish company flying Danish flag, explains Tommy Thomsen, CEO of Nordic Tankers. The two tankers are presently sailing under the Norwegian flag and the Singapore flag respectively. Nordic Tankers have now joined the growing group of owners that has decided to leave Torm's LR1 pool. Nordic Tankers vessel in the pool is the Danish flagged **Nordic Anne**, which was delivered from China in April 2009 and is on 73,400 DWT.

After an emission of shares the Indian Siva Group has announced that they now own 23.5 per cent of the shares in Nordic Tankers. Thereby Siva will be the second largest shareholder after Clipper Group. Rederiaktiebolaget Gotland also owns more than 10 per cent of the shares. Siva Group is already the owner of J. B. Ugland Shipping operating chemical tankers, but has earned most of its fortune by selling Indian produced computers on the Indian market. **Source : ShipGaz**

BAM says it will be "difficult" to sell its stake in Van Oord this year

Despite what it called "improved margins" and a 19 per cent increase in first quarter profits, Royal BAM group in The Netherlands says it will "not be easy" to sell its stake in Dutch dredging and marine contractor Van Oord this year, given the current market environment.

BAM posted a net profit of 9.9 million Euros, boosted by a doubling in finance income, and beat average analyst projections for a 3.7 million Euros loss. Revenues came in at the bottom of the range of analyst expectations, at 1.54 billion euros.

The company has been looking to sell its 21.5 per cent stake in Van Oord in order to pay down debt. **Source :** **Dredging News Online**



The **GEORG ESSBERGER** seen moored in the Mallegat (Dordrecht) - **Photo : Cees de Bijl ©**

Port officials call off mass protest

After threatening to paralyse the country's maritime trade by going on mass casual leave on May 21, the officers of all major ports have now decided to back down from the protest subsequent to the Shipping Ministry assuring to settle the matter "very soon". The pay revision for 64,000 employees, including 3,600 officers, of 12 major ports nationwide has been due since 2007, in spite of the fact that the pay revision settlement with five labour federations representing 60,000 Class-III and Class-IV employees was signed in January this year.

Consequently, in ports such as Haldia, many Group C and D staff are drawing a basis pay which is higher than the officers serving in the same facility, promoting All India Major Ports & Docks Officers' Federation to undertake protest action.

The minister of state for shipping Mukul Roy, however, has written to the federation to call off the protest adding that he has spoken to his senior minister seeking an early resolution of the issue. "I have come to know of a programme of taking mass casual leave by all the Port officers in all major ports, in connection with fixation of pay and allowances by the port trusts," Roy wrote. His letter further stated that the Union shipping minister GK Vasan has assured that "the matter will be settled very soon." "Under the circumstances, I would request you to kindly withdraw your programme of mass casual leave so that the ports can function normally," Roy's letter added. On its part, the federation said that it has unanimously decided to withdraw the mass casual leave programme on May 21. But whether the concerned ministry will now finally fast-track the pay revision process, which has been hanging fire for the last four months, is yet to be seen. It is another matter that Vasan's promise in February of appointing a chairman "very shortly" for the Kolkata Port Trust (KoPT), a position that has been vacant for almost a year, is yet to be fulfilled. **Source: Business Standard**



Fairstar Heavy Transport BV's **FJELL** seen outward bound Rotterdam

Photo : John v/d Linden ©

Svitzer orders ECO tugs from Klaipeda

Em Z Svitzer A/S has signed a contract with A P Møller-Mærsk owned Baltija Shipbuilding Yard in Klaipeda, Lithuania, for three special designed tugs called ECO tugs. The design will be based on the hull of the M-class (ten units built by Baltija), but instead of a traditional engine plant the new units will be fitted with diesel-electric propulsion.

After studies of the performance of its present tug fleet, Svitzer discovered that the tugs only use more than 80 per cent of the engine power during less than 15 per cent of the running time at sea. Therefore a diesel-electric plant is interesting in term of fuel consumption and emissions. Furthermore, the new tugs will be fitted with a number of new technologies to secure environmentally friendly operation in Scandinavia. The new ECO tugs will be one metre longer than the M-class units, giving more space for the crew's accommodation. **Source : ShipGaz**

Impose levy on cruise ship tourists visiting heritage sites

THE Penang Government should consider imposing a levy on tourists arriving on cruise ships to visit the heritage site in George Town, said Malaysian Association of Hotels (MAH) Penang Chapter president Marco Battistotti.

"The levy could be a funding mechanism for the state to maintain and refurbish the inner city's heritage buildings.

"We are expecting about 890,000 passengers to arrive on cruise ships this year and each of them will spend an average of USD\$85 (RM272) to USD\$150 (RM480) in George Town," he said. Battistotti added that a US\$1.50 (RM5) levy for a trip around the World Heritage Site would not be too much for these passengers.

"I am sure that they would not mind paying the levy in return for an exciting experience and knowledge about the culture and story behind the heritage site," he told newsmen at KDU College Penang yesterday.

Battistotti had earlier spoken about 'The roles of private sector/stakeholders in the conservation of Penang's heritage sites' during the Heritage Tourism Symposium 2010.

Themed 'Issues and prospects facing Penang's cultural heritage sites', the symposium was aimed at exchanging knowledge and ideas, and promoting in-depth discussion of critical issues and challenges faced in heritage tourism.

Battistotti said the suggestion of imposing the levy has to be fine-tuned and effort to define a more specific tour within George Town needed to be done.

Penang Heritage Trust president Khoo Salma Nasution, who spoke on 'George Town World Heritage Site: Potential for cultural and educational tourism', said Penang boasted of its living heritage, food, shop houses and town houses.

"But there is still a weak link between the heritage site and the tourists brought in by these cruise ships as we have not made much use of the potential available." **Source : The Star**



ZEUS and the newbuilding **COASTAL VANGUARD** (?) moored at Brunsbüttel/Kiel-Canal on May 20th, 2010.
Photo : Michael Brakhage ©

Cargotec stacking cranes go live at Hamburg's Burchardkai CT

CARGOTEC has delivered three of eight auto-stacking cranes to Hamburger Hafen und Logistik's Container Terminal Burchardkai (CTB) in Hamburg, the company has announced.

This was the first time, said Cargotec, that it has provided an automated control system of such complexity. The design consists of two inner cranes operating on the same rails. and one outer crane, working on its own rail, making it possible to pass the two inner cranes. The three-crane concept provides flexibility, and allows more independent and efficient work at peak times.

"By using intelligent crane selection when scheduling and routing crane assignments, container moves are optimised and maximum throughput is achieved," said Cargotec vice president Jorma Tirkkonen.



The two Svitzer tugs seen onboard SAL's **ANNEGRET** in the port of Newcastle (Australia)

Photo : Garry Luxton ©

Phu My Port has two new bulk warehouses

HCMC – Baria Serece Company and Bunge Vietnam Ltd. on Thursday inaugurated two new large warehouses for containing farm produce at Phu My Port along the Thi Vai River in Ba Ria-Vung Tau Province's Tan Thanh District.

Nguyen Thu Trang, deputy general director of Baria Serece Company as a major operator of the port, said the inauguration of the warehouses helped raise total containing capacity of the port's four warehouses up to 200,000 tons. The warehouses are used exclusively by Bunge Vietnam Limited to contain farm produce such as corn, wheat, soybean and others for cattle-feed production.

Baria Serece Company on Thursday morning also launched into operation its fourth shore crane which helps the port now be able to load 35,000 tons of commodities each day.

Trang said total investment capital for the two warehouses and the shore crane was US\$5.5 million.

She told the Daily that by the end of this year her company would upgrade the quay of Phu My Port to receive vessels of 80,000 gross registered tonnage compared to the current receiving capacity of 60,000 GRT.

"Besides, we will also build two new warehouses with containing capacity of 50,000 tons by 2011," she said. Phu My Port is located on the Thi Vai River in Ba Ria-Vung Tau Province some 70 kilometers from HCMC.

Source : The Saigon Times



The **REM MERMAID** seen in Ijmuiden – Photo : Cor van Niekerken ©

Indonesia: Recycling rigs for aquaculture

Indonesia and Australia have agreed to cooperate in developing tuna farming in Bali province, Indonesian Maritime Affairs and Fisheries Minister Fadel Muhammad said.

"Australia has agreed to provide US\$10 million in funds to develop tuna farming including offshore tuna farming in Indonesia," Fadel said after a meeting between the Indonesian Maritime Council and the House of Representatives' Commission IV in Jakarta on Monday. The project would be carried out in Bali, he said.

The Australian funds would also be used for marine researches in Indonesia. He said there had been proposal to take advantage of around 360 used oil rigs in Indonesian waters for fish farming.

"I think it is good idea to take advantage of the used oil rigs for deep sea fish farming or offshore ports. But we still have to study the possibility of using them," he said.

"The cost of dismantling the used oil rigs is large or about the same as the cost of producing new oil rigs. I will also report the possibility of using the used oil rigs for fish farming to the President," he said. Source : Antara News

OLDIE – FROM THE SHOEBOX



The cruise liner **AUGUSTUS** of Lloyd Triestino, departing from Montevideo (Uruguay) for Mediterranean area. Two real steam harbour tugs are assisting the vessel to set out to sea. It was on Saturday afternoon 4 December 1970 with a temperature of 35 degrees Celsius.

Photo : Capt. Frank Haalmeijer ©

.... PHOTO OF THE DAY



The **AEGEAN WIND** seen moored in Willemstad (Curacao) – Photo : Els Kroon ©

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