

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 171



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**Above seen the Shippingnews editor with the project team and ships crew of Fairstar's FJORD after loading the HBD-topside for the Halfdan Field in Singapore
Photo : 4Winds Global Media ©**

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The TSHD **QUEEN OF THE NETHERLANDS** seen operating off Singapore Photo : Piet Sinke ©

FSL secures release of Verona 1

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First Ship Lease Trust has secured the release of one of its two vessels under arrest. The product tanker Verona 1 was released yesterday in Shimotsu, Japan after a security deposit of \$1.6m was posted with a Japanese court. The Verona 1 along with sistership Nika 1 were arrested for unpaid bunker bills by lessee Groda Shipping and Transportation, which reneged on its long term charters on the vessels in May. FSL Trust is putting the Verona 1 under commercial management of United Product Tankers to trade on the spot market. Technical management of the vessel will be undertaken by Prisco Singapore. The trust is also seeking the release of Nika 1 from the Chinese courts and plans to deploy the vessel in a similar fashion as the Verona 1. It also in the process of renaming the vessels, FSL Hamburg and FSL Singapore, and reflagging them to the Singapore Registry. **Source : Seatrade Asia**



The **TOISA PROTEUS** seen anchored off Singapore - **Photo : Piet Sinke ©**

Tanker caught illegally siphoning oil

Papua New Guinean authorities have seized a foreign ship carrying millions of dollars of oil stolen from abandoned fuel tanks on the island of Bougainville. The Marshall Islands-registered tanker was stopped by customs and police officers north of Bougainville on Monday. On board they found millions of dollars worth of heavy fuel oil siphoned from oil tanks on the island's east coast. The tanks used to be part of the Panguna copper mine that was abandoned in the late 1980s when a civil war broke out.

Customs commissioner Gary Juffa says the tanker did not have permission to siphon the oil or take it out of PNG. "We have to demonstrate to foreign interests, foreign elements, that this is a sovereign nation, we have laws and they must comply with our laws," he said. The crew has been charged with various offences including possessing pornography **Source: ABC News**



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Shipping Lines Press for Armed Guards On Board

With piracy incidents increasing and spreading across a wider area beyond the Internationally Recommended Transit Corridor (IRTC), shipping lines have intensified pressure on the International Maritime Organisation (IMO) and the flag states over the deployment of armed guards.

According to a senior industry official, no UAE flagged vessels are carrying arms on board. "This is at the discretion of the flag states. According to my knowledge, no UAE-flagged vessel is currently being permitted to carry arms or armed guards," Capt Farhad Patel, Assistant General Manager, Sharaf Shipping, told Emirates Business. He said that while shipping lines tend to opt for armed guards as a result of increased piracy-related incidents, many others prefer to follow the convoy. "At Sharaf we have no armed guards on any of our vessels," he added.

According to recent reports, German Shipowners' Association VDR, has dropped its 'no armed guards' policy after the latest pirate attacks on German vessels in the Gulf of Aden "We have indeed made a paradigm shift in that we are now recommending the deployment of German navy servicemen or federal police on board the ships during Gulf of Aden transits," a report in Fairplay said quoting VDR spokesman Max Johns.

Captain Duncan McKelvie, Area Marine Representative of NYK Line, said: "The IMO still does not recommend the use of arms. While the success of forces has had an effect on reducing piracy along the IRTC, it has also resulted in displacing pirates into a wider area making it harder for the forces to track them. This has resulted in added concern for the industry." The US is one of the flag states that encourages its vessels to have arms on board. In a recent statement, US Admiral Mark Fitzgerald said commercial ships in the Gulf of Aden and Indian Ocean should carry armed guards to help defend against Somali pirates.

Media reports quoted Fitzgerald as saying: "The area is enormous and we just do not have enough assets to cover every place in the Indian Ocean." According to McKelvie, the IRTC is now seen as much safer because of the security cover. He added that with the approach of the south-west monsoons, piracy incidents could dwindle dramatically. Any decision, he added, should be taken keeping in mind the interest of cargo owners, insurance companies and the best interest of the vessel crew.

Referring to the death of the captain of the Dubai-owned QSM Dubai, McKelvie said: "It is still not clear if the captain was killed by the pirates or the Puntland forces while trying to rescue the ship. It is an example of dangers involved in keeping arms on board," he said. Following a proposal from IMO Secretary-General Efthimios E Mitropoulos, the IMO Council recently unanimously approved that next year's World Maritime Day (WMD) theme should be "Piracy: Orchestrating the response".

In presenting the proposal, the Secretary-General said that piracy continues to be an endemic problem for the international community, not only around the Horn of Africa, but in other parts of the world as well, despite the many

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and varied efforts to contain, if not eradicate, it. These efforts notwithstanding, he added, much work remains to be done if the ultimate goal of consigning piracy to the realms of history is to be achieved. The Secretary-General identified five objectives that the IMO and the international maritime community should pursue in promoting the 2011 WMD theme.

These include securing the release of hostages by calling the world's attention to the "unacceptable plight of all those being held by pirates"; strengthening the protection of persons, ships and cargoes by constantly improving guidance to the industry; promoting even greater levels of support from navies; and providing care for those attacked or hijacked by pirates. The objectives also focus on ensuring compliance with adopted measures by making certain that merchant vessels are aware of how to access the available naval protection.

They also seek to ensure that vessels implement the recommended preventative, evasive and defensive measures effectively; promote co-operation between and among states, regions and organisations in reducing the risk of attacks on innocent ships through information-sharing; co-ordination of military and civil efforts, and of regional initiatives such as the Djibouti Code of Conduct; and building up states' capacity to act against those committing acts of piracy.

Source : AllAfrica

Officials link Staten Island Ferry crash to defective propulsion system

A defective propulsion system was likely to blame for last month's crash of the [Andrew J. Barberi](#) ferryboat that sent three dozen people to the hospital. The National Transportation Safety Board said today that the propulsion unit wasn't properly responding to commands from the wheelhouse on the boat's Staten Island end.



Pilot-house video reviewed by the NTSB shows the Barberi's voyage from Whitehall was uneventful in the moments before the ferry struck slip No. 5 of the St. George Ferry Terminal at 9:19 a.m.

The slip No. 5 deckhand told investigators he noticed the speed of the ferry was faster than usual as it made its approach.

Meanwhile, the chief engineer, who was on duty in the engine control room became aware of the problem when he heard the engine audible pitch increase. He looked at the

pilot-house close-circuit television and noticed the vessel was in the slip and moving too fast. He instructed the crew to brace for impact. Passengers — 244 were aboard along with 18 crew members and two city police officers — were jostled in their seats or seen falling to the deck in the video reviewed by the NTSB.

Some passengers credited the drizzly day with keeping injuries to a minimum: Because of the weather, many stayed inside instead of standing outside as the ferry neared St. George.

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Defective parts have since been replaced and were working properly after dockside testing. Multiple sea trials have been conducted under Coast Guard and American Bureau of Shipping oversight, the NTSB said.

The NTSB has yet to issue a formal finding on what caused the accident. The investigation is ongoing and could take over a year to complete. Last month's accident was the latest in a long string of mishaps involving the Barberi since its arrival in 1981. Its engine died during its maiden voyage, leaving the \$16.5 million boat to drift near Governors Island, where it ran aground before power was restored. The Barberi also was plagued by a series of propulsion problems, and was delivered two years late.

In one of the worst mass transit disasters in history, the boat crashed into a maintenance pier near the St. George Ferry Terminal on Oct. 15, 2003, leaving 11 dead and scores injured and leading to hundreds of lawsuits against the city. Assistant Capt. Richard Smith, who was at the controls, blacked out. Smith said he was extremely fatigued and on painkillers. Capt. Michael Gansas was in the other pilothouse at the opposite end of the boat.

Smith, a Westerleigh resident, and Patrick Ryan, director of ferry operations when the crash occurred, each pleaded guilty to federal counts of seaman's manslaughter and received jail time. Gansas was fired by the city in November 2003.

The newest additions to the ferry fleet have also been plagued by repeated mechanical problems. Even before it left its Wisconsin shipyard in 2005, the \$40 million Spirit of America had propulsion problems, delaying its arrival by several weeks. The Department of Transportation signed off on that new boat only after negotiating extended warranties for its generators and drive system components, after problems had cropped up with its sister boats, the **Marchi** and the **Guy V. Molinari**.

A year later, the **Marchi** and **Molinari** were both tied up for several weeks while technicians reprogrammed the propulsion systems to fix a voltage problem. At one juncture, during a spate of shutdowns of the system that powered ventilation, lights and running water, the city rented large generators and installed them on the boats' car decks. That problem has been corrected. Cracked walls and windows and loose decking and screws also were repaired.

Officials have said it wasn't a mistake to accept delivery of the Molinari-class vessels, and that problems are common in brand-new ships, especially custom-made commuter ferryboats like these. Still, the Advance's exposure of the persistent mechanical failures aboard the boats led the City Council to hold a hearing last fall.

And following the Barberi crash last month, Rep. Michael McMahon, vice chairman of the House Maritime and Coast Guard Subcommittee, called for a meeting to look into the safety of the ferry.



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Singapore Bagger Race



Verleden week zaterdag is de eerste bagger zeilrace in Singapore gehouden. Met de organisatie van de race hebben de initiatiefnemers **Boskalis International** en **IHC Merwede Singapore** een Nederlandse traditie naar Singapore gebracht. Doel van het evenement is om met branche genoten in de regio op sportieve en informele wijze samen te komen. De hoop is dat de **Singapore Bagger Race** een terugkerend evenement zal worden welke op de bagger jaarkalender kan worden bijgeschreven.

Links : **Michiel Verzijden**, winnaar van de **Singapore Bagger Race 2010**.



Rechts : De Nederlandse Ambassadeur in Singapore, zijne excellentie **dhr. Jansing**, vereerde het evenement met zijn aanwezigheid en nam deel aan een niet competitief onderdeel.



De festiviteiten werden gezegend met geweldig weer en jong en oud hebben met veel plezier deelgenomen aan de verschillende activiteiten. Naast het officiële gedeelte, de zeilrace, werden diverse andere manieren geboden om het water op te gaan. De dag werd afgesloten met een barbecue en live muziek.



NAVY NEWS



The Singapore Police Coast Guard cutter **PH 54 TIGER SHARK** seen patrolling the Eastern Anchorage
Photo : Piet Sinke ©

Steward smuggled cocaine aboard Royal Navy ship

A steward working aboard a Royal Navy destroyer has been sentenced to 7 1/2 years in prison for using the warship to smuggle cocaine. Prosecutors told Portsmouth Crown Court on Friday that Angolan-born Teresa Matos used her job aboard the **HMS Manchester** to try to sneak 8 kilograms (about 18 pounds) of cocaine into the U.K.

The 37-year-old picked up the drugs while the ship was docked in the Colombian port city of Cartagena in July. At the time, the ship was carrying members of Britain's Serious and Organized Crime Agency, which fights drug trafficking.

The cocaine was found hidden in the lining of Matos' clothes in her locker aboard the destroyer when it arrived in the southern England port city of Plymouth the following month. Source : **Taiwan News**

Steel-cutting already way on fifth Astute submarine

WORK has already started on a £1bn Barrow submarine that is to be the subject of a new defence spending review.

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Prime Minister David Cameron revealed on Wednesday that a £300m order placed by Labour for work to start on a fifth Astute class sub, and for some items for a sixth, will be part of the Con/ Lib government's Strategic Defence and Security Review.

Mr Cameron, who visited Barrow shipyard during the general election campaign, was answering a question from Labour MP for Barrow and Furness, John Woodcock, during Prime Minister's Questions. The government is looking to save hundreds of millions of pounds because of the huge national debt.

But any cuts to the Astute submarine programme would be a major blow to Barrow and its future workflow. The defence review decision has set new alarm bells ringing in Barrow.

The BAE workforce, local politicians and the Keep Our Future Afloat Campaign are counting on orders being placed for all seven Astute class submarines and then follow-on orders for Trident successor subs to replace the Vanguard class in the 2020s.

Steel-cutting is already under way at Barrow for the fifth Astute class nuclear-powered submarine, Agamemnon.

The May edition of the BAE Submarine Solutions newspaper, Signature, trumpeted the April contract by the last government.

It said: "Work is under way on critical areas of the fifth Astute class submarine. Manufacturing work has begun on the main machine raft and the top half gear casing, and fabrication is due to begin shortly on the unit 5 reactor area and the reactor tunnel. These all lie in the critical path of the boat's build programme."

BAE has completed acquisition of all the steel needed to build the main pressure hull of the 7,400 tonne submarine and it has also procured the nuclear steam-raising plant for the boat.

Signature said: "The contract for initial construction work to begin has also signalled the start of combat system procurement work to ensure the equipment is ready to join Boat 5 on the build line."

BAE said, with the bulk of steel fabrication work on the fourth Astute sub, Audacious due to be completed in the New Assembly Shop towards the end of this year, "the manufacturing team will be able to focus on boat five".

BAE has also started procurement work on the long-lead items for boat six, Anson, "including pressure hull steel, bulkhead penetrations, and main turbines and condensers".

Speaking in Signature, the new boat five project manager at BAE, Mark Walker, who is also responsible for boat six, said: "Contract award for boat five and boat six is a result of the combined efforts of BAE Systems and the Ministry of Defence teams and is an achievement everyone should be proud of."

Although it is not commenting on the defence review, BAE must now be hoping the new government will heed the Defence Select Committee hearings of four years ago. The committee was warned by experts and the then shipyard boss, Murray Easton, that Britain could lose the skills and ability to make nuclear submarines if big gaps in orders were allowed to develop again.

Speaking at the time of the new contract award in April, shipyard managing director John Hudson said: "This announcement will help sustain key skills and capabilities throughout our workforce."

Although the Tories are excluding the Trident replacement – with its new submarines – from the defence review, Barrow has worries there too. One Tory plan would see the lives of existing Trident subs extended by at least five years, creating a big work gap for Barrow.

After touring the shipyard in April to see Astute submarines being built, Mr Cameron said: "I can't help being incredibly impressed by the scale and importance of what is being done, it's a great sight." Mr Woodcock said the Tories had created "damaging uncertainty" about the Astute programme. **Source : North West Evening Mail**

Malaysian submarine docks at Kochi port

The Royal Malaysian Navy's Scorpene submarine '**KD Tun Razak**' arrived June 18th on a four-day visit. This is the second of the two Scorpene submarines of the Malaysian Navy, naval sources here said. Source : [ptinews](#)

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Spanish yard to build advanced standby vessel for the Goliat field

Danish shipping company Esvagt has ordered a SX123 standby/rescue vessel from Astilleros Zamalona shipyard in Bilbao. The vessel will form part of the emergency preparedness in the Goliat field for operator Eni and will enter into a 10 year contract once it has been delivered.

"This contract with Esvagt is very good news. A customer comes back and orders a design that they have great faith in, and the vessel goes right into a 10 year contract with the oil company ENI after completion," said Tore Ulstein, managing director of Ulstein Design & Solutions. The emergency response vessel, which will have diesel-electric propulsion, will be optimized for cold weather and harsh weather conditions, and will be equipped with the latest oil spill equipment.

The ship differs from other safety standby ships because it can accommodate daughter craft/rescue boats on board through a special stern launch and recovery arrangement which will work even in adverse weather conditions, including waves of up to 10m.

As can be seen in the accompanying illustration, the vessel also has the ULSTEIN X-BOW, which, among other advantages, allows for a higher transit speed in rough weather, reduces fuel consumption, decreases spray, and reduces vibration levels. The ship will be designed to accommodate 370 survivors. The new standby/rescue vessel will be 80m long with a breadth of 17m and a speed of in excess of 16 knots in calm weather. Source : [Offshore Shipping Online](#)

STX France and Norwegian Cruise Line sign the delivery of Norwegian Epic

On June 17, 2010, Norwegian Cruise Line and STX France signed the delivery agreement of the cruise ship **Norwegian Epic**.

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The **NORWEGIAN EPIC** seen enroute Rotterdam – Photo : EAE van Egmond/P.Dekker RPA 15 ©

The vessel was ordered in September 2006, and the construction of the vessel started end 2007. **Norwegian Epic** represents the largest ship ever built in Saint-Nazaire shipyard.

Norwegian Cruise Line and STX France are very pleased of the achievement today. This key step is the beginning of a major launch programme that will start in Europe before the transatlantic crossing to New York.



With this delivery, Norwegian Cruise Line and STX France are most honoured of the excellent partnership between their teams during the whole building period of the ship.

Photo :
Jan Simons ©

Norwegian Epic left the Loire Estuary around 9.00 pm

yesterday for her European presentation in Rotterdam (Netherlands) to the European travel agents and media on June 19 - before her transatlantic crossing from Southampton to New York on June 24. The vessel will be christened in New York in front of her godmother, American singer Reba McEntire, on July 2.

Key figures for **Norwegian Epic** (C33)

- Length : 330 meters
- Breadth : 41 meters
- Decks : 19
- Number of passenger cabins / passengers : 2114 / 5186 pax
- Number of crew cabins / crew members : 1404 / 1730 crew
- People onboard max. : 6430
- Propulsion : Diesel / Electric
- Total propulsive power : 2 x 24 MW - 137 revs/ min. about on 2 shaftlines
- Classification : DET NORSKE VERITAS
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Passing Maassluis enroute Rotterdam – Photo : Hans Bergman ©

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Drydocks World completes repairs to pirate-attack container ship

Drydocks World has completed a major repair job on 925 teu containership **Taipan** for its German owner Komrowski Befrachtungskontor KG (GmbH & Co) after the vessel extensively damaged by Somali pirates earlier this year. The work was carried out by Drydocks World's Afloat Repair Unit at Jebel Ali Port in Dubai in less than five weeks between 12 April and 15 May. It involved the meticulous repair of almost 300 bullet holes and cabling in 80 spots along the 140m length by process of fairing and building up, then grinding flush from both sides. Smashed tempered window glass was fully replaced, including 18 full panels in the wheelhouse. Bulkheads and parts of the ceiling and doors were

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renewed to high specifications. The vessel was rescued and secured by Dutch naval forces within three hours of its attack and seizure by Somali pirates recently, was also fitted with surrounding anti-piracy razor wire at the instruction of the owner. **Source : Seatrade Asia**



The **ARDENNE VENTURE** seen anchored off Singapore – **Photo : Piet Sinke ©**

Keel-laying of a lead tanker of 'Armada' series is held at VgSP

Volgograd Shipbuilding Plant (VgSZ) has laid the keel of the 7,000dwt head tanker. The ship is the fourth series of the Armada of RST22M project. The tankers designed by Marine Engineering Bureau (MEB) are being built for the Palmali Group. The contract for five oil tankers (plus five in the option) was signed on April 7, 2010, the MEB statement said.

The new series vessels is a continuation of the 005RST01 project, known as the "Armada" of the first series, previously designed by Marine Engineering Bureau for Civil Palmali and built at the shipyards SELAH and ADA in Tuzla (Turkey) in 2002-2006 and a modification of the second series of RST22 project tankers, built at Nizhny Novgorod plant Red Sormovo in 2008-2009. The new project, third series ships are already being built at the shipyard of Besiktas in Yalova (Turkey). The lead ship is expected to be launched in August 2010.

Ten Armada tankers of the 1st series and the first five tankers such as 'New Armada' of the 2nd series are successfully operated in the mixed "river-sea" transportation of crude oil, fuel oil, diesel fuel and other petroleum products and vegetable oils, as well as in the Caspian, Black, Mediterranean, the Baltic and North Seas, including winter sailing around Europe and in the Irish Sea. In comparison with the first Armada tanker series the new project have enhanced marine function, increased to 650 tons DWT capacity in marine conditions and increased capacity of the cargo tanks while maintaining the capacity in the river.

Volgograd Shipyard OJSC was founded in 1931 and currently specializes in building merchant fleet vessels: tankers and bulk carriers of various projects for the river, river / sea going and marine navigation conditions. In August 2009, the Marine, Oil and Gas Projects Group completed the sale of Volgograd Shipyard. The new owner of the shipyard is a group of investors represented by Russian Financial Corporation (RFC) of by Andrey Kiselev.

Palmali Group specializes in the transportation of cargo in the Mediterranean, Caspian and Black Seas. The shipping company is a major carrier of oil and petroleum products on the rivers of southern Russia. Palmali, until the end of this year, plans to acquire a 300,000DWT VLCC and Suezmax ship with 165,000DWT. **Source : PortNews**

FAIRSTAR'S FJORD LOADS 9600 MT MODULE IN SINGAPORE



Last Friday **Fairstar's** 19984 GRT **FJORD** loaded at the Sembawang shipyard in Singapore the 9600 MT topside for the Halfdan field, the topside was loaded in 10 hours by the longitudinal skidding method executed by **Mammoet**, the **FJORD** is built as the **Boa Barge 19**



in 1999 and was converted into a self propelled semi-submersible transport ship at the Malta Shipyards during 2007/2008 and commissioned March 20th 2008.



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Above and below (left) seen the forward manoeuvring console

The **FJORD** is having a length of 159.2 mtr and a beam at the main deck of 45.5 mtr and is owned by **Fairstar Heavy Transport NV** in Rotterdam.



The vessel with a bunker capacity of 3150 m³ Fuel oil and 185 m³ Gas oil is diesel electric driven, the power for the two Wartsila steerable thrusters of 4500 kW each is delivered by 3 Wartsila 8L32 diesels engines giving the vessel a sea speed of 11 knots, further more the vessel is equipped with 1500 kW bowthruster



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A large galley is installed as well a large accommodation for the crew and guest(s) onboard, everybody his/her own cabin with attached toilet and shower, and equipped with a stereo set, DVD player and television.


Upon completion of the seafastening of the module and loading additional items such as the flareboom and the (connecting) bridge, the **FJORD** will depart from Singapore around July 6th for a 37 days voyage to the Northsea where Heerema's **THIALF** will be ready offshore Denmark to lift off the module and install on top of the already installed jacket.

Herewith I like to thank Fairstar's **Jack Geluk** for the invitation and **Capt Peter Kerkvliet** and crew for the hospitality onboard during my visit, thanks also for the lunch, and on behalf of all readers I like to wish the Master & crew a safe trip with this fine ship from Singapore to Denmark !

All photo's above : Piet Sinke ©



The **FJORD** seen after the loading – Photo : 4Winds Global Media ©



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Above seen the **Helga Spirit** in port of Gotenburg, Sweden, 19th June 2010

Photo : **Ronald de Bloeme** ©

Panama approves toll increases

Panama's Cabinet Council on Tuesday approved the Panama Canal Authority's proposed toll increases, which will result in tolls on container ships rising nearly 14 percent when they take effect Jan. 1, 2011. The new pricing structure raises tolls for all vessel segments, including container, dry bulk, liquid bulk, vehicle carriers, reefers, passenger, general cargo and others.

Instead of assessing a toll on the rated capacity of a container ship whether or not it is carrying loaded containers, the authority will assess a toll of \$74 per 20-foot equivalent container unit on a ship's rated capacity, plus a fee of \$8 per TEU on laden containers only. Under the plan, which was first proposed in April, a container ship carrying only empty containers will still pay \$74 per TEU on its capacity, but nothing on its empty containers. In the rare case when a container ship passes through the canal carrying no containers at all, the toll on its capacity will be reduced to \$64.50 per TEU. The increase will amount to about \$10 per loaded 20-foot container. The newly approved pricing structure includes one amendment to the original proposal, which delays the implementation of the reefer segment increase on the portion applicable to the PC/UMS tons, from January 2011 to April 2011. All other segment pricing modifications will go into effect as scheduled in January.

"During the past few months we have talked with industry representatives, shipping lines, including government representatives from countries that benefit from the Panama Canal. We have listened to their feedback and have made adjustments to our pricing structure accordingly," said Canal Administrator and CEO Alberto Aleman Zubieta.

"For instance, we selected the tolls implementation date of January 2011 to respond to industry requests of a moratorium on increases in 2010," Aleman said.

The canal authority officially announced its plans to restructure the Canal's pricing on April 27. After a 30-day public consultation period, the canal authority held a public hearing in Panama City, Panama, on June 1, allowing interested parties an opportunity to express their views on the proposal. The canal authority said that on the basis of discussions with industry representatives, shipping lines, and government representatives, as well as its own internal analysis, and in view of the world economic situation, it decided not to proceed with the scheduled May 1, 2010 toll increases and set Jan. 1, 2011 as the new date for implementing the tolls for all segments except reefers. **Source: [joc.com](#)**

Finnish Cargotec to supply EUR 20m equipment for bulk carriers

Finnish machinery supplier Cargotec Oyj said Thursday that it has won EUR-20 million (USD 24.7m) orders to supply MacGregor bulk-handling cranes and hatch covers for bulk carriers, to be built at Chinese shipyard Zhejiang Ouhua Shipbuilding Co Ltd. MacGregor is Cargotec's brand for marine cargo and offshore load-handling solutions.

Cargotec will deliver handling cranes and hatch covers for 17 Handysize newbuildings, with a capacity of 37,000 dead-weight tonnes (dwt).

Each vessel will be equipped with four cranes, to be manufactured at Cargotec partner plants in China, with a capacity of 30 tonnes safe working load (SWL) when handling general cargo and 24 tonnes SWL when grab handling. The hatch cover order for these ships covers design and key components for MacGregor 2 + 2 folding type hatch covers, with a total of 20 panels on each ship. Cargotech will also supply hatch covers for nine Kamsarmax ships with a capacity of 82,000 dwt. The delivery of the sets, comprising MacGregor rack-and-pinion side-rolling hatch covers, will start from mid-2011. **Source: [adpnews.info](#)**



The **DRIVE BONAVISTA** seen anchored off Singapore – **Photo : Piet Sinke ©**

UNION FIGHTER MEETS UNION MANTA



URS latest newbuilding the **UNION FIGHTER** had a rendezvous with the **UNION MANTA**,



the pick-up by FRC of spare navigational lights for the tow, and of course the passing over of the main bridle of the barge "**Sainty 8**" can be seen at the photos in a position approx. 200 NM North of Las Palmas.



Photo's : Robin Woestenburg – UNION FIGHTER ©

Philippines could become top reefer market - Maersk

The Philippines can become one of the world's top markets for refrigerated container services, given the potential of its agricultural sector and exporters' recent willingness to shift away from break bulk shipping, according to officials from AP Moller-Maersk Group, BusinessWorld reported.

This segment has so far been a bright spot for the Maersk Line's business in the country, as well as for the shipping industry in general which had been hit by the decline in global trade volumes last year.

"The Philippines could develop into the top three markets for reefer services," Thomas Eskesen, senior director of Maersk Line's reefer division said, referring to the country's expected share in the global volume of refrigerated cargo. "This could happen in the next one to five years," Eskesen said.

The firm has recently been approaching commercial banana farms in Mindanao to encourage them to tap this service and thus penetrate the US and Europe, aside from exporting to nearby Asian destinations, he said.

Philippine Ports Authority (PPA) general manager Oscar Sevilla, for his part, said that the company will be carrying the country's first pineapple and banana shipments to South Korea next month.

"Customers are now looking for modern containers. They're shifting from break bulk to containers," Eskesen added.

Source: [cargonewsasia](#)



The **AKADEMIK SHATSKIY** seen arriving in IJmuiden for crew change - Photo : Marcel Coster ©

Afspraken voor tweede mega-pier

Gedeputeerde David Dick (Arbeid en Economie, PAR) heeft deze week een vergadering voorgezeten om naar concrete afspraken toe te werken voor de constructie van een tweede mega-pier op Curaçao. Door gunstige ontwikkelingen op het gebied van cruisetourisme is er behoefte aan meer afmeerplaatsen voor cruiseschepen.

Dick zat om de tafel met vertegenwoordigers van het Curaçao's Toerismebureau, de dienst Ruimtelijke Ontwikkeling en Volkshuisvesting, de Kamer van Koophandel, Curaçao Ports Authority, de Downtown Management Organization,

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Sosiedat di Komersiantenan di Otrobanda, Curaçao Hospitality and Tourism Association en het Departement van Ontwikkelingssamenwerking (DOS). Tijdens deze bijeenkomst hebben de deelnemers elkaar gevonden over het proces dat moet worden gevolgd om de tweede mega-pier te realiseren.

Er moet nog worden nagegaan wat de beste locatie is voor deze pier. Ook moet er nog onderzoek worden gedaan naar financieringsvormen. Het Curaçaose Bestuurscollege (BC) heeft recent de beslissing genomen om de Europese Unie te benaderen voor de financiering van dit project. Een commissie die het BC nog moet instellen – en die nauw zal samenwerken met DOS – zal worden belast met het leiden van het proces om te komen tot genoemde afmeerfaciliteit.

Bron : Amigoe



The **SAIPEM 7000** seen in Stavanger last week, in the meantime the crane vessel arrived in Rotterdam

Photo : Alexander Pera ©

Irish port of Cork selects site for container terminal

According to Port of Cork chairman Dermot O'Mahoney a site adjacent to the existing ferry terminal at Ringaskiddy and already owned by the port was deemed the most suitable location for container traffic business, which is currently based at Tivoli further up Cork harbour. The identification of the Ringaskiddy site comes on foot of a review of the port's strategic development plan after An Bord Pleanála refused permission to the Port of Cork for the development of

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a container traffic terminal at another part of Ringaskiddy.

The Port of Cork had applied to the board under the Strategic Infrastructure Act for permission to develop the new terminal on a 37-hectare site at Oysterbank in Ringaskiddy in the lower harbour to replace the existing Tivoli terminal. However, following a 15-day-long oral hearing, the board ruled against the proposal in June 2008, arguing that the Ringaskiddy site was not adequately served by a road network capable of taking the extra traffic that would be generated by the container traffic business.

It was unclear yesterday how the Port of Cork proposed to address the issue of the road network in its latest proposal, which also involves the location of bulk operations at the deep-water berth in Ringaskiddy. The review also recommended the development of a bulk and general cargo site at the former IFI plant at Marino Point near Cobh on the other side of the harbour and pointed out that if acquired, the Marino Point site also had the potential to accommodate bulk liquids trade. Mr O'Mahoney said that the review had involved consultation with stakeholders around Cork harbour and it took account of tourism, environmental, infrastructural and leisure and amenity concerns before reaching its recommendations. A total of 13 potential port sites around Cork harbour had been identified but this was narrowed down to a shortlist of five, from which the locations at Ringaskiddy ferry terminal, the deep water berth and the Marino Point site had been identified for different cargo types. **Source: irishtimes**

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Above seen PLB **GSP Big Foot 1**, AHT's **GSP Vega** and **Amber II** and alongside **Big Foot GSP Phoenix** all working offshore on the Olympic pipeline project Black Sea.

Photo : Pieter C Holtes © taken from Djuba Beach

DP World's Mozambique port concession extended till 2033

Maputo is a gateway to southern Africa's vast economic hinterland



Djibouti port, one of the several ports in Africa owned by DP World. The operator aims to enhance its customers' supply chain efficiency by effectively managing container, bulk and other terminal cargo.

Image Credit: Reuters

Global marine terminal operator Dubai Ports World's concession for the port of Maputo, Mozambique, has been extended to 2033 with an option to extend for a further 10 years, the company said yesterday.

DP World holds the concession to operate the container terminal at the port, with DP World Maputo operating the terminal. Portos e Caminhos de Ferro de Mocambique

(CFM), the Mozambique Ports and Railway Authority, holds a 40 per cent share of the operating company. The concession was originally due to expire in 2018.

"Africa is a key focus of our business strategy for long-term growth as we look to emerging markets to underpin the recovery of global trade," DP World Chairman Sultan Ahmad Bin Sulayem said in a statement. "Efficient infrastructure both leads and drives economic sustainability. Mozambique has an exciting future and we are pleased to be part of it."

According to a Dubai-based economist, Mozambique's "strategic geographic location" makes it a natural regional transport and service hub connecting several countries in Southern Africa. Mozambique's geographic location, transit corridors, and ports are of strategic importance for world trade, he said.

Located on Africa's south eastern coast, DP World Maputo is a gateway to southern Africa's vast economic hinterland. The port plays a major role in linking regional production, mining and commercial hubs to the markets of South East Asia.

The port, which is almost entirely focused on origin and destination throughput, serves as the main shipping terminus for land-locked regions of southern Africa such as Gauteng Province, Swaziland, Botswana, Zimbabwe and Malawi. "We are committed to investing in growing DP World Maputo capacity over time in line with market demand. We have seen significant efficiency gains since we expanded our interest in the port in early 2008 and we look forward to being able to contribute even further to improving supply chain efficiency and supporting the expansion of Mozambique's economy," said DP World chief executive Mohammad Sharaf.

DP World is one of the largest marine terminal operators in the world, with 49 terminals and 12 new developments across 31 countries. The company aims to enhance customers' supply chain efficiency by effectively managing container, bulk and other terminal cargo **Source : GulfNews**



Above the “real” **NOORDHOEK SINGAPORE** seen moored in IJmuiden with in front the full operational scale model built by the Joris family

Photo : Stefaan Joris ©

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OLDIE – FROM THE SHOEBOX

Sunday, March 27, 1966 **Hans Meeuwisse** together with **Kees** and **Wim Muller** were returning with the old tug **HOLLAND** from the salvage attempt of an inland water barge loaded with iron. Which ship was broken and well grounded in Walsoorden and given the bad weather they had scheduled the efforts to stop the salvage temporarily. Sheerlegs had to be mobilised first. During the evening the weather deteriorated into Western Storm force 10 BF

During the same evening a couple of ships stranded in the area, including a coaster at Borsele and Swedish “kroontjes boat ” named the **BENARES** near Westkapelle. From the radio room in Terneuzen **Sleepdienst Muller** succeeded to get in contact via the VHF radio with the Captain of the **BERNARES** and after consultation with representatives of insurers, the salvage contract was awarded



The Swedish of 4800 gross registered tons **Benares**, on March 27, 1966 stranded due to a nearby Western Storm Westkapelle. The ship was loaded with cargo and sat across a breakwater. Attempts with the tug **SCALDIS** to refloat the **BENARES** failed. The ship was high and dry. As a result of the breakwater all the Double Bottom tanks were punctured and leaking. The Engine room remained remarkably dry and to prevent further movements towards the shore beach gear - salvage anchors were installed.

During low tide approx 3000 ton cargo was unloaded and transported via the road with trucks to Vlissingen and stored. Eventually the beach gear anchors were used in combination with several tugs and the **BENARES** was refloated on April 19th 1966 and safely redelivered in Vlissingen **Photo : Coll. Hans Meeuwisse (de oude Meeuw)**

.... PHOTO OF THE DAY

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Tidewater's **MIGHTY TIDE** seen moored in "*not so Mighty position*"
Photo : Capt. Jelle de Vries ©