

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 176



**Number 176 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 25-06-2010**

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**Above seen the 1944 built Turkish Navy A 589 Işin  
(ex-Safeguard, ARS 25 - U.S. Diver-class salvage ship).**

**The ARS was leased 28-9-1979 from the US and purchased 6-8-1987.**

**Photo : Henk Kouwenhoven ©**

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## EVENTS, INCIDENTS & OPERATIONS



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The **NEFTEGAZ 66** seen arriving in Vlissingen

**Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)**

## Cyprus detains ship with military cargo

Cyprus has detained a vessel loaded with unspecified military cargo reportedly meant for Sudan and Singapore.

The ship named "**Santiago**", carrying the flag of Antigua and Barbuda, was detained when it anchored off Cyprus' southern port of Limassol, requesting permission to enter for refuelling.

"The material aboard the ship is considered prohibited and the ship is not allowed to leave Cyprus. By prohibited material, we mean either explosives or other military material," Minister of Commerce, Industry and Tourism Antonis Paschalides was quoted as saying by Xinhua Tuesday.

The ship had sailed from Norway and had passed through German and Spanish waters, Paschalides said. Police spokesman Michalis Katsounotos earlier said the ship was being inspected by Cyprus Port and Marine Police, in cooperation with the Cyprus Ports Authority to ascertain whether its cargo comes under an arms embargo by the UN and the European Union.

The captain of the ship said Sudan and Singapore were the destinations of the cargo, Katsounotos said. Both the officials, however, denied media reports that the ship had been detained on information given by US authorities.

Source : The Siasat Daily



The TSHD **RIJNDELTA** seen operating in Rotterdam-Botlek - Photo : Kees van Beveren ©

## Maersk to rush laid-up ships into empty container runs

After the GFC-induced slowdown, shipping lines are finding that empty containers are in short supply in Asia, forcing Maersk to deploy some of its laid-up tonnage on empty repositioning runs. With the Christmas peak season fast

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approaching, the shipping line is repositioning empty containers to Asia in order to avoid shortages. Production of new containers, halted during the financial downturn, is also to be expedited. All this action doesn't come cheap, however. Maersk has announced it will charge an unprecedented peak service surcharge of USD 750 / 1,000 / 1,200 per 20'/40'/40' HC container on the Asia to Northern Europe runs from 15 July, and USD 600/800/1,000 to Southern Europe.

Head of network and product Lars Reno Jakobsen said: "We are experiencing a demand surge in most trades, which is a development that is both unprecedented and unexpected by us and our customers. "For example, the Asia-Europe trade is growing by 23%, compared with the market's single-digit expectation just six months ago. "Therefore, we already see a very tight equipment situation. And we expect an even more pronounced and serious shortage of containers in the coming months, as we enter the peak season." **Source: Transport & Logistics News**

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## China says "concerned" about South Korea-U.S. drill

China said on Tuesday it was concerned about reports that a U.S. aircraft carrier may join a military exercise with South Korea amid a tense standoff with North Korea over the sinking of a warship from the South. The South Korean corvette the **Cheonan** was sunk off the peninsula's west coast in March, killing 46 sailors. South Korea has blamed the North for sinking the Cheonan with a torpedo fired from a submarine, a charge the North denies.

The United States and South Korea have since said they will hold a joint anti-submarine drill. Some news reports, including one in the Washington Post newspaper, have said Pentagon officials are considering sending an aircraft carrier to take part in the exercise in the Yellow Sea off South Korea's western coast. Seoul says an international inquiry showed there was no doubt North Korea sank the **Cheonan** but Beijing, North Korea's only real ally and benefactor, has reacted much more cautiously. Chinese Foreign Ministry spokesman Qin Gang said he had seen the



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reports about the U.S. aircraft carrier joining the drill. "We're extremely concerned about these reports and will closely follow developments," he told a news conference.

He said China was worried the show of naval force could unsettle the region. "Under current circumstances, all the parties concerned should exercise calm and restraint and do nothing to escalate tensions and harm the interests of countries in this region," Qin said.

North Korea said the planned exercises were part of a "dangerous scheme to disturb the peace," the state news agency KCNA quoted a major daily as saying on Tuesday. "The situation of the Korean Peninsula is now at the crucial phase in which an all-out war may break out any moment. Therefore, the reckless joint military exercises projected under such a situation cannot be construed otherwise than a scenario to ignite another Korean war."

China has resisted calls from Seoul, Washington and Tokyo to join in condemning Pyongyang over the **Cheonan** sinking, instead saying it needed to assess the competing claims. Qin repeated that position on Tuesday. Beijing has also been irked by U.S. navy ships engaging in surveillance in waters close to China's southern coast.



The **BEVER** seen outward bound from Rotterdam – Photo : Jan Simons ©

## Ship in port for repairs after grounding

A full laden log ship which ran aground as it left the Port of Tauranga on Monday night is likely to stay in port for several days while damage is repaired. The Korean-owned **Hanjin Bombay** was stuck on rocks just outside the entrance to Tauranga Harbour late on Monday night, apparently after it lost power. Engineers restored power and with the aid of Port of Tauranga tugs the ship was floated off the rocks after two hours and was taken out to sea where it was anchored about 1.5km off the port entrance. It returned to port yesterday and a diver found hull damage, said marine surveyor Mike Austin. The ship would need temporary repairs before it could sail and that would probably involve welding steel plates over the damage but did not mean the ship's log cargo would need to be unloaded.

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The repairs could be done under water, Mr Austin said. It was uncertain how long the vessel would need to remain in Tauranga. Maritime New Zealand, which was also investigating the grounding, said it had no report of any oil or fuel leaked from the ship during the grounding. **Source : Nzherald**



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## Japan considering refueling foreign ships in antipiracy operations



The Japanese government is considering employing Maritime Self-Defense Force tankers to refuel foreign vessels engaged in antipiracy operations in waters off Somalia, government sources said Tuesday. Naoto Kan, who replaced Yukio Hatoyama as prime minister early this month, is hoping to reveal the new international contribution during his planned talks with U.S. President Barack Obama in Canada on Sunday, they said.

There is a need for Japan's assistance in refueling foreign vessels engaged in antipiracy operations, but Japan will have to enact a new law for such assistance, the sources said. The government is expected to submit a related bill to the Diet during its extraordinary session expected later this year.

Under the antipiracy law that took effect last year, Japan has dispatched MSDF destroyers to the region to escort merchant ships. But the law does not contain a provision for refueling assistance by MSDF tankers. When Japan ended its refueling assistance for foreign warships engaged in antiterrorism operations in the Indian Ocean late last year, Defense Minister Toshimi Kitazawa proposed that MSDF tankers be used to refuel foreign vessels involved in antipiracy operations off Somalia. But the proposal was not implemented.

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The sources said Chief Cabinet Secretary Yoshito Sengoku proposed the refueling assistance when he discussed new international contributions with Foreign Minister Katsuya Okada and Defense Minister Kitazawa on Tuesday morning.

Sengoku also proposed that the Ground Self Defense Force dispatch a helicopter squadron for U.N. peacekeeping operations in Sudan, but Kitazawa was cautious about that proposal, they said.



The Hoek van Holland KNRM lifeboat **JEANINE PARQUI** seen from the **NORWEGIAN EPIC**  
Photo : Rob de Visser ©

## Federal court overturns President Obama's drilling ban

Martin L. C. Feldman, a judge of the U.S. New Orleans District Court on Tuesday blocked a six-month moratorium on deep-water drilling projects that the Obama administration imposed after the massive oil spill in the Gulf of Mexico, the New York Times reports.

The judge issued a preliminary injunction against the enforcement of a late May order halting all exploratory drilling projects and suspending new permits, as the Obama administration had failed to justify the need for such "a blanket, generic, indeed punitive, moratorium" on deep-water oil and gas drilling.

The judge said the lengthy ban was "invalid" and could not be justified, as the negative impact on local businesses was simply too great. President Obama administration officials said they would issue within days a new order imposing a moratorium on deep-water drilling that would contain additional information showing why it was necessary.

The ruling on Tuesday was the result of a lawsuit filed this month by a coalition of businesses that provide services and equipment to offshore drilling platforms. The coalition asked the judge to block the moratorium, arguing that there was no evidence that existing projects were unsafe. The state of Louisiana filed a brief supporting the lawsuit, arguing that the suspension would cause irrevocable harm to its economy. **Source: nytimes**



## Transporting million dollar yachts on MV Deltagracht



The yachts, some of them worth several million dollars were loaded **Sevenstar** style in the port of Florida's Palm Beach, making use of the ship's 120 ton cranes.

Newsclippings contributor **Els Kroon** boarded Spliethoff's **Deltagracht** to witness the latest loading of 30 yachts under **Sevenstar's** umbrella.



A highly specialized team, led by Sevenstar's loading master **David van Rensburg** from Namibia and the vessel's Dutch captain **Ruud Verschoor** managed to precisely fill every square meter of the deck space in just three days.



On Friday the vessel left the port, carrying 30 yachts, 600 tons in weight, worth over 60 million dollar, heading south to the Panama Canal. Two yachts will be unloaded in Papeete, Tahiti, the other yacht's destination is Newcastle, Australia.





Text / photo's : Els Kroon ©

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## **Rear Admiral Jan Thörnqvist: "EU NAVFOR's new tactic has been successful"**

EU NAVFOR's tactic has turned out successful as the Atlanta operations are disrupting more suspected pirates near the coast, before they put on the high seas and conduct hijackings, EU NAVFOR press service reported quoting Force Commander Rear Admiral Jan Thörnqvist.

In mid-April, Admiral Jan Thörnqvist took command over the EU fleet off Somalia and became the first Swedish Force Commander to lead an EU-mission. Besides combating pirates' attacks on merchant ships the, the EU Task Force under Swedish leadership has conducted so far eight escorts for the UN agency World Food Programme (WFP) and 13 escorts of the African Union's peacekeeping operation in Somalia (AMISOM).

"It is important that we solve our main tasks, to escort WFP ships with humanitarian aid to Somalia's 1.6 million internally displaced persons and to escort the AMISOM transports", Jan Thörnqvist said.

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The THSD **VLAANDEREN XX** seen getting ready for departure from Abu Dhabi with destination Europe,  
The only thing what was not changed was her name from **VLAANDEREN XX** into **ALCATRAZ XX**

**Photo's : Crew Vlaanderen XX ©**

**It is a shame that this kind of measures have to be taken just to navigate over the free oceans and the whole world watching this**



The Swedish admiral and his multinational Force Headquarters, FHQ, have seen both successes and tough challenges. The fact that the new more proactive EU NAVFOR-tactics are successful is proven by statistics; In the first two months, the force managed to disrupt or prevent piracy at about 15 times and a dozen pirate ships, with equipment and weapons, were destroyed or seized by the EU NAVFOR.

A tough challenge in the first period of 2010 has been that the pirates are further out in the Indian Ocean, sometimes closer to India than Somalia.

One example is the hijacking April 18, as far as 1200 nautical mil east of the coast of Somalia. Compared to the same period

a year ago, data suggest two things: the total number of pirate attacks have increased by 150 percent, but the number of completed hijackings dropped by 25 percent.



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"Pirates recruit more young men who are sent further out on the high seas. Their plan is apparently to make a large number of attacks over a larger area, but we are often able to disrupt them before they complete a hijack," says Admiral Thörnqvist.

Now in June and July, the monsoon is increasing and it becomes more difficult for pirates to operate east of Somalia, in the Indian Ocean and for some time the focus moves north, to the more sheltered Gulf of Aden. **Source :**  
**PortNews**

## CASUALTY REPORTING



The fishing vessel **Mattanja** encountered problems with her gearbox west of den Helder, Iskes tug **POLLUX** collected the ill fated vessel and towed her to IJmuiden

**Photo : Marcel Coster ©**



## NAVY NEWS



The World Wide support ship **SD VICTORIA** makes her way towards Devonport Naval Base, **SD Victoria** will be used on worldwide training operations with a multitude of possible tasks.

Photo : Ian Denton ©

## The Saint Petersburg submarine sea trials begin in the Baltic Sea

The submarine "**Saint Petersburg**" that recently has joined the Russian Navy, will undergo sea trials in the Baltic Sea. The team of Rubin Design Bureau and Admiralty Shipyards experts will participate in the state testing of the warship. Within a month they will be carrying out tests of operation systems, facilities, equipment, the Admiralty Shipyard press release said.

The **Saint Petersburg** diesel-electric submarine of Project 677 (Lada) has a full-load displacement of 1,765 tons, LOA - 67 m, breadth - 7,1 m, maximum underwater and surface speed - 21 and 10 knots respectively. Maximum range - 650 miles. Endurance - 45 days. Maximum depth - 300 m. The submarine was built using the modern engineering achievements of the domestic shipbuilding. It has 130 samples of new technology. Among the latest developments - small size, low noise radio electronic weapon systems with minimal power consumption, state-of-the-art equipment and new precision-guided weapons.

The **Saint Petersburg** is the first in a series of Russian diesel-electric submarines of the fourth generation. Currently, the Admiralty Shipyards has been building ships of Project 677 Kronstadt and Sevastopol. The warships are designed to hunt and destroy hostile submarines, surface ships, for protection of naval bases, onshore and offshore communications, and reconnaissance.

Admiralty Shipyards OJSC founded in 1704 specializes in building of submarines. The company is part of the Western Center of Shipbuilding of the state-owned United Shipbuilding Corporation. The shipyard has built over 300 submarines (41 nuclear-powered), 68 deep and underwater vessels. **Source : PortNews**



The Dutch **F 831 Van Amstel** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

## **Dutch Submarine to Eavesdrop on Somali Pirates**



Photo : Bert Bolhuis ©

The Netherlands will commit a submarine to the battle against piracy in the Gulf of Aden and the Indian Ocean near Somalia, Dutch Defense Minister Eimert Van Middelkoop told reporters Monday.

Answering a request from NATO, the submarine will use sophisticated eavesdropping equipment to gather information about pirate activities to supplement intelligence gathered by helicopters and planes patrolling the area.



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"There is a need for sophisticated intelligence capacity. It will make the difference in the fighting of piracy." Van Middelkoop told Dutch media aboard of **Hr.MS. Johan de Witt** just off the coast of Somalia.

The submarine mission will operate from the end of September through to the end of November. NATO will continue its anti-piracy mission until at least the end of 2012, and the European Union's mission runs out in December.

Somali pirates have been attacking ships in an ever-growing region stretching from the coast of Somalia now out to deep in the Indian Ocean. They presently hold 16 hijacked vessels ransom. Although many pirates have been arrested over the past few years, last week marked the first time a European court has made a conviction. On June 17, a Dutch court sentenced five Somali pirates to five years each in prison. **Source : theepochtimes**

## SHIPYARD NEWS

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The DAMEN built **SHAKER-ADB-ELWAHED** seen starting her yard trials earlier this week **Photo : Bert Bot ©**

## Chinese shipyard launches the 3rd cargo ship for United Cargo Fleet



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China Huaxia shipyard (Wuhan, Hubei Province, China) launched the third cargo carrier on June 16, being built for United Cargo Fleet, Marine Engineering Bureau reported. The UCF3 ship of RSD18 project series was designed by MEB. The building has been supervised by Nizhny Novgorod branch of the Russian Maritime Register of Shipping.

The vessels of RSD18 project were designed for transportation by river and sea of general, bulk, grain, timber and bulked cargoes, ISO containers, coal and dangerous goods of Classes 1, 2, 3, 4, 5, 6.1, 8, 9.

The vessel was designed for the requirements of the class of the Russian Maritime Register of Shipping KM LU1 II A3. LOA - 123.17 m, length between perpendiculars - 118.6 m, beam - 16,5 m, depth - 5,50 m. The RSD18 project ships: GT 4,240, NT 2,300, DWT 5,185t, at draught 4.20 m, and 3,930t at draught 3,60 m (river), 6,125dwt of a maximum draught - 4.67 m (sea).

The hull is designed for 24-year lifespan. The height of double bottom 1,000 mm, tanks width 1900 mm.

The lead ship of the UCF-1 series was launched on Oct. 7, 2009, the second UCF-2 ship – on May 29, 2010. The keel laying of the 3rd and 4th ships (UCF3, UCF4) was on June 15, 2007. After their launch the UCF3 and UCF4 bulkers are reported to be docked for completion at the shipyard Hengyu (Ningbo, China), where another multi-purpose dry-cargo ship of project RSD18 is being built. United Cargo Fleet LLC was formed in 2005. UCF provides a full range of services for the construction, maintenance and servicing of merchant ships. The company works primarily with China shipbuilders. In 2008-2009, 12 vessels ordered by UCF were built at Chinese shipyards. The company projected annual portfolio of orders up to 20 vessels. **Source: Portnews**



The Damen built ASD 2009 tug **SD SUZANNE** seen moored last week at the **SEAWORK 2010 exhibition** which was held in Southampton, after the show the tug departed to Portsmouth to join the Serco fleet

**Photo : Michel Radjiman ©**

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The **UOS ENDEAVOUR** seen moored in Harlingen – Photo : Wibbo Hofman ©

## Port of Amsterdam connected to the Betuweroute

As of this week the Port of Amsterdam will be connected to the Betuweroute, a dedicated cargo rail track towards Germany and into Europe. This means the port has managed to efficiently expand its railway connections to the hinterland. This week the railway connection to the Betuweroute near Meteren/Geldermalsen, which is intended for the city of Amsterdam, has been taken into operation. It is a significant milestone in strengthening the position of the Amsterdam port in the European hinterland and indeed allows the city of Amsterdam to benefit from the rising interest in rail as a sustainable transport alternative. Cees Tommel and Sjoerd Sjoerdsma, managing directors at Keyrail, "Keyrail's volume strategy is this: we want as many trains as possible to be hitting the Betuweroute. The Amsterdam port being connected to this route is a wonderful contribution. Today the Betuweroute is serving both the Port of Rotterdam as well as the Port of Amsterdam."

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The opening of the arches near Meteren is a lovely example of Keyrail and Prorail working closely together. Both rail operators along with their contractors have invested great efforts to take this rail section into operation. Also, timetables have been tuned allowing goods trains to reach Germany without having to make a stop on the way.

Port of Amsterdam's president and CEO Dertje Meijer, "The Port of Amsterdam as a shareholder of Keyrail is delighted with the hinterland's improved accessibility by rail. With our bulk the Amsterdam port provides a large volume of cargo to Germany. Rail is a wonderful modality compared to road transport and a great supplement to inland navigation. The direct connection to the Betuweroute is a significant and strategic supplement to the exquisite accessibility of the Amsterdam port by means of inland navigation and road transport. But otherwise, the connection near Meteren does not stand alone. For instance, the Port of Amsterdam, with a view to the future, has been investing in a new rail connection to the Afrikahaven and in improving the harbour complex's connection to the Dutch railway network."

Amsterdam has a key role in meeting German buyers' need for pit coal. Closing mines in Germany means the manufacturing industry and the energy sector as well will be experiencing a rising need to import pit coal from overseas. Today Amsterdam, thanks to its good location and superb transshipment facilities, has built a prominent role in this.

Managing director Hans Fijlstra at Overslag Bedrijf Amsterdam (OBA) says the following, "Having our own connection to the Betuweroute means we can actually substantiate our competitive position, which has always been OBA's ambition." The first train using the arches near Meteren was a DB Schenker train destined for Plochingen in Germany. The train was pulled by two modern electrical locomotives able to serve on both the combined railway network and also on the Betuweroute. The train consisted of 48 four-axled freighters with a total weight of 4,400 tons. Coal trains are considered the heaviest trains in the Netherlands. Recently the number of trains using the Betuweroute has increased considerably. By the end of 2010 about 350 freighters will be hitting the Betuweroute on a weekly basis.

**Source: Port of Amsterdam**



The **MSC LOS ANGELES** seen moored in Cape Town – **Photo : Aad Noorland ©**

## Trans-Pacific Container Market Surging

The surge in imports from Asia that has caught carriers and their customers by surprise will continue at least into the autumn peak-shipping season, says a shipping executive. "Carriers are now seeing a strong peak-season surge that could last for some months," said Y.M. Kim, president and chief executive of Hanjin Shipping.

The Transpacific Stabilization Agreement, a research and discussion forum of 15 carriers in the eastbound Pacific, said containerized imports from Asia in the first quarter increased 13 percent compared to the first quarter of 2009.



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Imports continued to surge this spring, with TSA member lines reporting that in May their volume to the West Coast increased 24.1 percent and shipments to the East Coast increased 30.8 percent compared to May 2009. The summer-fall peak-shipping season is likewise projected to be especially busy. TSA quoted National Retail Federation projections that call for a 12.6 percent increase in retail import shipments during the period June to October, compared to the same period last year. June and September are projected to be especially busy, with volume increasing 15 percent each month compared to the same months in 2009, the NRF stated.

"Despite a pull-back in U.S. job creation and retail sales in May, the pipeline of Asian exports to the U.S. is filling rapidly and consumers are more optimistic over job security and household incomes going forward," said Eng Aik Meng, president of liner services at APL. Carriers nevertheless say their revenues are not high enough to pull them out of the abyss they were in last year when the trade collectively lost \$15 billion. "Carriers say the increases achieved in the current contract round still do not fully restore rates to the levels of late 2008," TSA said in its release.

TSA member lines intend to move forward with their previously-announced peak-season surcharges of \$400 per-40-foot container to take effect on Aug. 1. However, some lines are not waiting until August to increase their rates. They are negotiating immediate rate increases in confidential contract negotiations with customers. Some of the increases track the Drewry spot rate index for a cargo consolidator shipment from Hong Kong to Los Angeles. That rate last year hit a five-year high of \$2,607 per-FEU. **Source: Journal of Commerce**

# Jensen Maritime Completes Design Work for Corps of Engineer's Dredge Potter

**Jensen Maritime Consultants, Inc.**, a Crowley company, recently completed plans for modifications to the dredge **Potter**, which supports dredging efforts for the US Army Corps of Engineers (USACE), St. Louis District.



The design modifications included removing the existing upper deckhouse and pilothouse areas and replacing them with a new fully outfitted set and adding a new deckhouse in the aft end. Gulf Island Fabrication, Inc., Houma, La., was awarded the construction contract.

The 240-foot **Potter** was originally constructed in 1932 of all-riveted steel. Numerous repairs and modifications have been made to the vessel over the years, particularly to the hull structure. The vessel was re-powered in 2000 from steam to diesel-electric power. The vessel performs dredging missions along the Mississippi River and its tributaries, between Saverton Lock and Dam No. 22 on the Upper Mississippi River up to the Missouri River, Illinois River and Ohio River Lock and Dam No.

52. The vessel is also available to perform emergency dredging operations as far south as Helena, Ark.

*Jensen Maritime Consultants, Inc. is a naval architecture and marine engineering firm located in Seattle that offers a diverse range of services developed from experience around the world. Jensen, formerly B.F. Jensen & Associates, has been a recognized leader in the design of all types of vessels for over 40 years, including workboats and passenger and fishing vessels. The company's excellent reputation is built on a long history of successful designs and conversions with close attention to engineering basics. Jensen's international on-site consulting services can provide customers with assistance anywhere in the world.*



Eukor's **MORNING CONDUCTOR** seen passing the Singapore Straits Eastbound - Photo : Piet Sinke ©

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One of the Indonesian "inter island" ferries **DUMAI EXPRESS 3** seen departing from Sekupang Ferry terminal (Batam)

Photo : Piet Sinke ©

## Eagle Bulk Shipping Inc. Takes Delivery of Ibis Bulker

Eagle Bulk Shipping Inc. yesterday announced that it has taken delivery of the Ibis Bulker, a 58,000 dwt Supramax dry bulk vessel. The vessel has entered into a three year time charter at a base rate of \$17,650 per day. The charter also includes a 50% profit sharing on rates above \$20,000 per day. In aggregate, the Ibis will contribute approximately \$19 million in minimum contracted revenue. Eagle Bulk Shipping, Inc., headquartered in New York City, is a leading global owner of Supramax dry bulk vessels, which are dry bulk vessels that range in size from 50,000 to 60,000 deadweight tons, or dwt, and transport a broad range of major and minor bulk cargoes, including iron ore, coal, grain, cement and fertilizer, along worldwide shipping routes. **Source: Eagle Bulk Shipping Inc.**



The **LOUISE VAN DER WEES** seen at the Noordzee canal near Amsterdam – **Photo : Erwin Willemse ©**

## Cargo volumes at Jebel Ali port to return to normal

**Port has enough spare capacity to handle expected growth for the next five years**

Cargo volumes at Jebel Ali port will not exceed 14 million twenty-foot equivalent units (TEUs) for the next five years at DP World's flagship operations at Dubai Terminals, a top official said.

"There is enough capacity for the next five years. We're not worried," Mohammad Al Mua'alem, senior vice president and managing director for the UAE, said in an interview with Gulf News. "Jebel Ali port currently has a capacity of 14 million TEUs, split between two terminals with Terminal 1 currently providing three million TEUs and the newly built Terminal 2 bringing an additional nine million TEUs.

"Growth will not return to pre-2008 levels of the boom time but it will go back to normal," he said. From 2001 to 2009, volumes were growing by 20 per cent a year and they were running out of capacity. In 2003, the ports operator built



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Terminal 2 for the expected growth over the next five years. Just at a time when the port might have been running short of capacity again, the global downturn in trade and volumes gave the company a breather. "Jebel Ali is well prepared in terms of facility and capacity. Right now, we don't need any substantial investment for a few years to come," he said.

Al Mua'alem added that local traders and businesses have seen positive results in the first quarter, when the operator's volumes in the UAE rose 1 per cent year on year. "In the second quarter, we hope there will be growth again. That is what we have heard from everyone, but it has to be watched with caution," he said. UAE volumes for the port operator fell 6 per cent to 11.1 million TEUs last year, while its consolidated volumes from over 50 international terminals declined 8 per cent. **Source : GulfNews**

## HEEREMA'S BALDER TOWED TO SAO TOME



Heerema's **BALDER** was towed by the Fairmount tugs **FAIRMOUNT SHERPA** and **FAIRMOUNT ALPINE** over the Atlantic Ocean towards Sao Tome for her next assignment



Sunset over Sao Tome seen from the **Balder** and the **Fairmount Sherpa** and the **Fairmount Alpine** on standby.  
**Photo's : Crew Balder ©**



The 62 mtr long **LADY CHRISTINA** seen passing Spijkenisse – **Photo : Lia Mets ©**

## Busan New Port opens major facilities

Busan New Port opened its major facilities including three container terminals, 11 berths and one multi-purpose industrial site on Tuesday, advancing its goal to grow into a regional shipping and logistics hub. The city, which has the nation's largest seaport, began constructing a new one in 1995 to cope with growing logistics demand and tougher global competition.

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Busan New Port is scheduled for completion by 2015 with 30 new berths. An initial six berths were opened in 2006, with 12 more this year. The port now can accommodate 18 vessels of up to 8,500 TEU anchored at the same time, said officials at the Ministry of Land, Transport and Maritime Affairs. The three new container terminals, each operated by Pusan Newport Co., Hanjin Shipping and Hyundai Merchant Marine Co. are capable of handling a maximum capacity of 3.5 million twenty-foot equivalent units per year. Each TEU equals a 20-foot equivalent unit container.

The new terminals have enhanced their productivity by installing state-of-the-art, 22-row twin lifts and a top notch IT system. The smart logistics service system will handle containers quickly and safely, officials said. Containers are transported by 2.92 kilometer-long railway directly connecting Busan New Port and Noksan Station outside of the port area for ground transportation. The government has allocated 11.8 trillion won for the project which broke ground in 1995. By the end of 2009, the government and the private sector have spent a total of 7.1 trillion won since 1995, the ministry said. The Busan New Port is one of the national priority projects designed to help the country become financial and logistic hub of Asia.

Upon completion, the new port will be capable of handling up to 10.85 million TEUs per year, officials said. "The completion of Busan New Port will enhance its image and brand value as the world-class logistic hub in the world," the ministry said. While Asian ports have been competing to meet the needs of growing trade with Europe and North America, Korea hopes the new port will help attract the greatest volume of cargo in the region. Busan Port ranks fifth in the world in terms of container cargo handling volume and serves as the hub port of Northeast Asia by connecting to neighboring ports via far reaching network of feeder services. New Busan Port is a part of Busan-Jinhae Free Economic Zone, one of the six business-friendly areas designated by the government to attract foreign investment. **Source: koreaherald.com**

## QUEEN MARY 2 VISITS STAVANGER



Last week the "**Queen Mary 2**" visited the port of Stavanger, along with the "**Costa Atlantica**", seen departing.  
Tight squeeze!

**Photo's : Anders Bohn Hansen ©**



The **BB COASTER** seen arriving in Rotterdam – Photo : Marjo de Krieger ©

## Belize Registry set for quality expansion through new law

Looking after a fleet of 1,200 vessels, IMMARB, the International Merchant Marine Registry of Belize, operating for more than 20 years, is viewing itself as a rising force among the open registries of the world and more importantly not as yet another flag of convenience. Hellenic Shipping News Worldwide spoke with the registry's director general Captain Encarnacion Samaniego, during the registry's presence at the recent international exhibition of Posidonia, held in Athens. "Seven years ago, we began the process of cleaning up the registry from older vessels, deleting hundreds of potentially dangerous ships. We then turned our attention to quality vessels and adopted an aggressive marketing strategy in order to persuade ship owners that we are a quality registry. Currently we are pushing to reduce the number of our non-IACS vessels, while our European-owned ships are 100% IACS" says Cpt. Samaniego. At the same time, the registry has implemented tough rules, since each vessel is immediately deleted after two consecutive detentions.

Already, IMMARB has begun marketing its services to Hellenic ship owners, since December of 2009, securing 37 vessel registrations. During 2009, the registry enlisted 32 new buildings (from various countries), while already in the first five months of 2010, the number of new buildings stands at 17 (7 of which during May). Most of the vessels are dry bulk carriers, feeder vessels and container ships. The registry is also looking to establish a permanent office branch in Hellas, as well as Singapore next year, identifying the Hellenic and Japanese markets as the most important ones to its development.

According to Cpt. Samaniego, "the flag of convenience type of registries will disappear over the next five years the most, because of IMO and other relative regulations. We want to compete with registries like those of Panama, Bahama and Liberia. To do that, the only way for us it to move to new buildings and bigger vessels through a quality service. That's why we have enhanced our technical team of people and introduced a 24-hour service, 7 days a week, 365 days a year. Also, this October we are looking to ask IMO to perform a voluntary audit of the registry, while this year we'll also have ratified the ILO Convention". But the registry doesn't want to expand too much too soon. "We are



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aiming for a fleet of 2,500 vessels, not 4,000, because we want to maintain a personal feeling of service providing” says the director general.

As a result of these efforts towards quality, the Belize Registry is currently managing a quality fleet of 1,200 vessels, registering an increase of 37% in new ships during 2009, versus the year before. That percentage is predicted to increase by 50% this year, especially if the relative legislative framework is amended within the next couple of months as expected. The new legislation will be more modern to cater current needs in the market, as well as to offer financing options to ship owners. The New Act brings in substantial improvements with regards to mortgages; it reflects the recommendations by the IMO Law Commission for ship mortgages of common law jurisdictions. Another important feature of the mortgage addition to the act, is that it can apply to vessels under construction (clear provisions as to the definition and the registration of vessels under construction are also made under the New Act to facilitate such registrations. The mortgagee has powers to sell the ship by private sale. Also, through the new law, the registry continues its tradition of facilitating registrations of vessels and mortgages via the system of Provisional and Permanent Licences and Preliminary and Permanent registration of titles and mortgages. No pre-registration inspections are required a requisite of provisional licence. In any case, as Cpt. Samaniego says, “we want ship owners to feel secure about Belize, in terms of their mortgages, since he currently have seven law firms, dedicated to the maritime industry”.

After his graduation as a merchant marine officer, Captain Samaniego sailed with Exxon Tanker Inc. He later became a professor at the Nautical School of Panama, where he assumed several roles, the last one being professor in charge of the Deck Department. For four years, Captain Samaniego was a member of the Board of Governors and the Executive Council in the World Maritime University in Malmo, Sweden. Captain Samaniego worked for 20 years at the Panama Canal Commission, later Panama Canal Authority, where he made important contributions. Most of the time as a Maritime Training Officer, he participated in the preparation of hundreds of professionals for maritime positions in the Canal. He led and participated in projects to improve the Canal operation, such as developing the operation regulations for the Panama Canal after the year 2000. Captain Samaniego has performed several positions at the request of the Government in the Maritime Authority of Panama. He structured the Directorate General of Seafarers, and managed it for several years. Here he worked to make the Panamanian Registry part of the International Maritime Organization White List for its compliance with the STCW Convention. He also founded the International Maritime University in Panama. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **HELLESPONT CHIEFTAIN** seen passing Rotterdam-Botlek inbound - **Photo : Marijn van Hoorn ©**

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## T&T MARINE SALVAGE ANNOUNCES AGREEMENT TO PROVIDE RESPONSE SERVICES

**T&T MARINE SALVAGE**, a leading provider of maritime support services, has announced an exclusive cooperative services agreement with **OSROCO** and **UNITEK** to provide oil spill response services in Guam, Saipan and the Commonwealth of the Northern Mariana Islands. "With equipment staged in Guam and Saipan, the **T&T MARINE-OSROCO-UNITEK** alliance offers customers calling on Sector Guam an unparalleled and cost-effective solution to meeting the requirements of OPA 90," said **T&T MARINE** Vice President Kevin Teichman.

**OSROCO** is a subsidiary of Cabras Marine Corporation, a Guam-based company that provides tug boats, barges and other maritime assets in Guam, the CNMI and throughout Micronesia. Also based in Guam, **UNITEK** provides a full range of environmental services, including oil spill response, hazardous waste transportation, industrial cleaning, vacuum truck services and oil-water separation.

**T&T BISSO** also has announced an exclusive cooperative services agreement with Cabras Marine. **T&T BISSO** is an emergency response contractor that combines the resources of **T&T MARINE** and **BISSO MARINE**.

"Cabras' extensive marine assets, including tugs with firefighting capabilities and barges in the CNMI, fit perfectly with **T&T BISSO's** global strategies of providing professional, safe and results-oriented services," Teichman said.

**T&T BISSO** will use Cabras' facilities to position lightering and marine firefighting packages as part of the company's strategy to comply with the United States Coast Guard Salvage and Marine Firefighting Regulations.

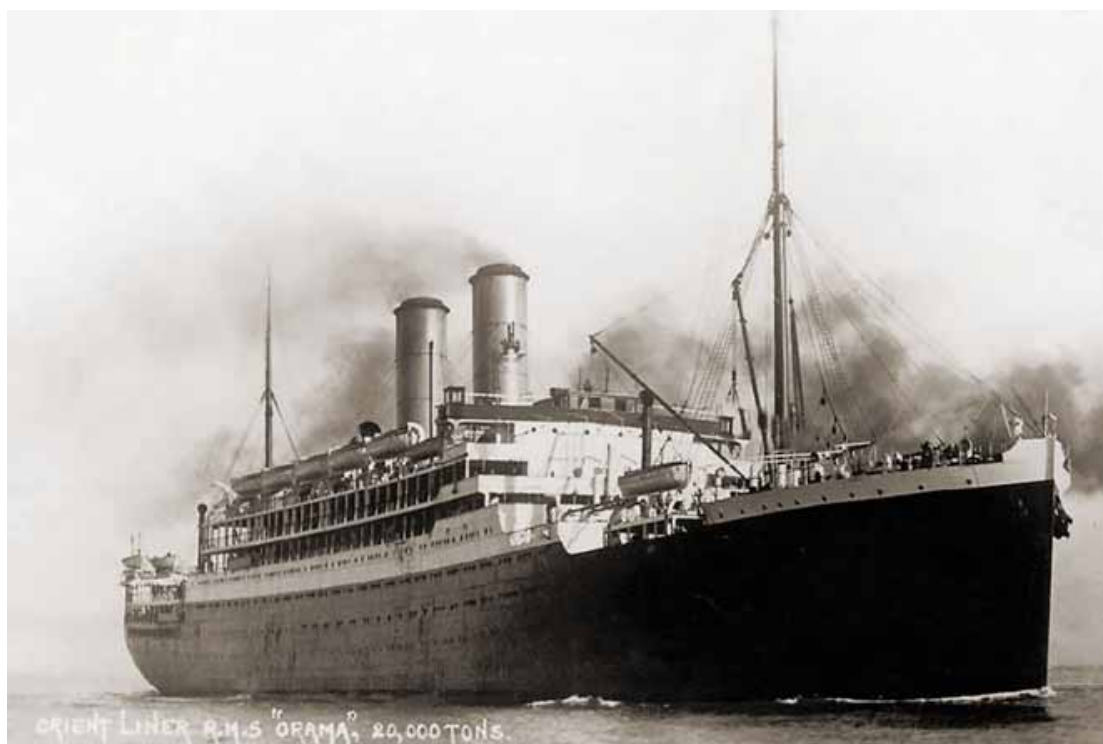
**T&T MARINE SALVAGE** has been providing maritime emergency response services since 1957. Based in Galveston, Texas, T&T MARINE consists of four companies: T&T Marine Salvage Inc., T&T International Fire & Salvage LLC., T&T Offshore Inc. and T&T Marine Ways Inc. Services include marine salvage, heavy lift, marine firefighting, spill response, subsea lightering, ship-to-ship transfers, diving services, wreck removal, marine towing, launch services, incident command, hydrographic survey, spill supply sales, liquid cargo services and general maritime services. With offices and strategic alliances located across the Gulf Coast, South America, Europe and Asia, the T&T MARINE fleet is uniquely positioned to provide a full range of maritime services and emergency response across the globe. For more information, please visit [www.tandtmarine.com](http://www.tandtmarine.com).

Founded in the 1970s, **Cabras Marine Corporation (CMC)**, a Guam-based company, is the principal provider of tugs, barges and other maritime assets in Guam, the CNMI and throughout Micronesia. CMC offers a wide range of services and project management to customers from the U.S. Pacific Rim, Europe, South America, Japan and China. CMC also is a major supporter of U.S. Navy and Military Sealift Command operations at Apra Harbor. CMC operates the most modern fleet of tractor tugs in the region. Additionally, CMC's shipyard located in the Freeport zone of Subic Bay Philippines supports U.S. Military Sealift Command missions in the region and other commercial work. CMC is a U.S. Women-Owned Business Enterprise and Hub Zone certified company.

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**UNITEK** has served as Guam's primary emergency spill response firm, responding to more than 200 incidents including oil spills and hazardous material releases for the USCG, the U.S. Navy and the private sector. UNITEK provides environmental services throughout the Western Pacific, including the CNMI, Micronesia and Marshall Islands. UNITEK is the region's primary transporter of hazardous waste and is a USCG BOA contractor and approved Mobile Bulk Facility. UNITEK operates the only private sector mobile oil water treatment facility permitted by the U.S. Environmental Protection Agency and processes more than one million gallons of used oil and oil-contaminated water each year. UNITEK maintains an extensive inventory of environmental equipment and materials to address petroleum and hazardous material releases. Established in 1988, UNITEK is a small, veteran owned, HUB Zone certified company.

## OLDIE – FROM THE SHOEBOX



Above seen the 1925 completed 19770 grt **ORAMA**, homeported London, the Orient Steam Navigation owned steamer was having a length of 201 mtr and was powered by Six Parsons S.R.G. steam turbines with a total output of 20,000 SHP giving the liner a service speed of 20 knots, she was equipped with 8 passenger decks for total 1830 passengers and 420 crew

**Photo : Unknown Source – coll. Gordy Ross**

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



Above seen the **FAR SCORPION** in Bergen (Norway) June 21<sup>st</sup>  
**Photo : Jorrit van den Burg - ms Prinsendam ©**