

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 266



Number 266 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 23-09-2010**

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



**The SMIT ANGOLA seen departing from Singapore Eastern Anchorage last Tuesday
Photo : Piet Sinke ©**

Op 24 en 25 september komen ca 15 historische reddingboten in het centrum van Lemmer bijeen. Zij maken deel uit van de nautische ver. Oude Reddingsglorie. Op vrijdag om 15 uur wordt de pas gerestaureerde Insulinde op een feestelijke wijze binnengehaald en zaterdag zijn de schepen voor het publiek te bezichtigen maar er zijn dan ook veel modelreddingboten te bewonderen.

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The **PIRITA** seen in Rotterdam-Europoort - Photo : Alexander Gorter ©

Container giants coordinate antipiracy efforts

As NATO warned of another pirate mother ship on the prowl, the world's three largest container shipping companies -- CMA CGM, MSC and Maersk Line -- said they are to cooperate in the fight against piracy in the Gulf of Aden and the Indian Ocean. The cooperation includes information exchange on safety measures, piracy policies and procedures as well as coordination to ensure the issue is addressed with all relevant stakeholders.



The **MAERSK SURABAYA** seen westbound in the Singapore Straits – Photo : Piet Sinke ©

"Our first and foremost concern is the safety and security of our crews. Piracy continues to be a problem for the shipping industry and if we want to address it effectively, we as shipowners must cooperate," CMA CGM, MSC and Maersk Line said in a joint statement.

Underscoring the continued danger from pirates, NATO warned this morning that the hijacked fishing vessel **PRANTALAY 14** left Garacad anchorage in Somalia yesterday with three skiffs and three ladders sighted on board. NATO warned that the vessel is probably involved in mother ship operations. The three container giants agree on the importance of the Best Management Practices for safe sailing in the area where Somali pirates continue to attack and hijack vessels.

"Following the Anti-Piracy Best Management Practice is an important step in preventing hijackings and we fully support the use and further development of the BMP," they said. The three companies say they welcome and support the international community's efforts to fight the problem of piracy in terms of the naval presence in the Gulf of Aden and the pursuit of appropriate legal frameworks to ensure pirates are prosecuted and held responsible for their crimes.

"The root causes of this problem cannot be addressed overnight. Therefore, it is imperative that the naval forces have a strong and dynamic mandate to match the constantly changing situation in the area. It is also vital that the acts of piracy do not go unpunished, which is why appropriate legal frameworks for prosecuting pirates are needed," CMA CGM, MSC and Maersk Line said.

CMA CGM, MSC and Maersk Line also support proposals for regional capacity building to address the issue such as a regional coast guard and possible transit corridors to East Africa. Source : MarineLog

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Above seen last Tuesday a photo made by [Tony Pottle](#) from the bridge of the MT [Kometik](#) whilst riding out Hurricane [Igor](#), just South of Placentia Bay, Newfoundland. 75 knot winds & 12m seas.

Ferry chief sorry for Britons jibe

A ferry boss has apologised after labelling Britons "quite fat and covered in tattoos". [Pim de Lange](#), a director of Stena Line's North Sea routes, said the company had struggled to recruit staff who were fit for the job.

The comments, made to a Dutch newspaper, come in the wake of claims that the firm was planning to hire Filipino workers on rates of £2.20 an hour. Dutchman Mr de Lange, who claimed his remarks were taken out of context, also said it was hard to find British workers who were "young" and "fit".

In a statement, he said he regretted "any offence caused" and insisted the company was committed to maintaining a mix of British, Dutch and Filipino workers.

Stena Line's North Sea routes operate between Harwich in Essex and the Hook of Holland. "I regret any offence caused by my comments and apologise," he said. "I hugely value the contribution of our British and Dutch employees, along with our Filipino crew, and as usual we will continue to work together. Our employee mix and pay scales on our new superferry, the [Stena Britannica](#), will be the same as previously." Contrary to media coverage, we have not been on a recruitment drive in the Philippines and are not making any UK seafarers redundant, but instead will continue to employ a mix of British, Dutch and Filipino workers, as we have always done.

"At present, with the new [Stena Hollandica](#) sailing and the new [Stena Britannica](#) launching in October, our employment ratio of nationalities is very similar to previous years.

"On the new superferry we will employ more UK seafarers than on the present Stena Britannica. All our British and Dutch employees are hugely valued, as are our Filipino staff, who have an excellent reputation for hospitality services, which we and our customers value enormously." **Source : yourlocalguardian.co.uk**



ALLURE OF THE SEAS ON YARD TRIALS



A helicopter seen at the helipad of the **Allure of the Seas** during yard trials last week in Finland, the trials were very successful, Wartsila delivered 6 main engines (3 x 16V46 and 3 x 12V46) with an total output of 100.000 kW with 4 bowthrusters with a total output of 22.000 kW -

Photo's : Tim de Klerk ©



Right seen the power settings of "bow thrusters" during the trials, full power as can be seen which means 22 MW !!!

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Overcapacity strains on the capesize shipping front still at bay

The world shipping fleet is growing at a fast pace despite the almost two years since the outbreak of the financial crisis with all its consequences it brought with it on a global scale. The world active fleet has increased by nearly 9.3% in terms of carrying capacity during the last 12 months, which is equal to 938 ships or 115 million tons, according to a relevant report compiled by N.Cotzias Shipping Group. These numbers derive from the total of the new building deliveries, minus some serious scrapping and the phase out process of single hull tankers. The World Bulk Carrier Fleet has increased its carrying capacity on a year to year comparison by a strong 14.8% percent and has in September 2010 a total accumulated dwt capacity of 596 million tons compared to 519 last September 2009.

"The Dry Bulk Newbuilding orderbook has released more than 1000 vessels during the 12 month period of our analysis, meaning the 4 last months of 2009 and the full 8 month period of 2010 that has lapsed. During the same time-frame, 568 cancellations have been removed from the existing orderbook that contained a massive number of nearly 4,000 Dry Bulk Carriers. Presently there are 3,472 dry bulk vessels that are scheduled to be delivered until 2014 and the number would have been seriously lower had there not been just about 300 new orders placed during these past 12 months. Obviously the picture looks slightly better than one year ago but still the overcapacity issue is haunting the industry's future" said Cotzias.

The Capesize sector has increased its total ships by 187 units. As of September of 2010, it amounts to 993 units compared to 806 in the same month of the previous year. This increase is 23.2% on a year to year comparison. In terms of total carrying capacity the Capes have a slightly larger yearly increase of 24.2% as the sector sums up to 174mil dwt tons compared to 140mil tons of the same month of last year. "In general we feel that the Capesize sector is overcapacitated on a yearly comparison by 24% and has the potential threat of existing active fleet vs new orders pending of 45.6% which is rather alarming. This ratio in terms of units/ships is slightly less 43.5%. The sector had nearly one newbuilding vessel delivered every 2 days and it is worth mentioning that deliveries accelerated during 2H of the yearly analysis. We see the great inflow of new fresh units from late 2005 onwards that started accelerating during 2009 and has drastically increased in 2010 and the deliveries are expected to spike in 2011 when most NB deliveries are actually pushed/delayed, as a result of slippage and renegotiations of contracts. In terms of the capesize orderbook it is calculated to 432 outstanding ships waiting to be constructed, versus 642 units in the same period of last years, out of which 197 were actually delivered during these past 12 months. In addition cancellations have increased by 94 more units totalling 120 cancelled orders which are important and can seriously help the sector breathe. It is worth mentioning that cancellations of nearly 22 milion tones have helped the overcapacity issue to fall below 50% as it was standing at a staggering 83% this time last year, said the report. The World Tanker Fleet has increased its carrying capacity on a year to year comparison by 4.7% percent and has in September 2010 a total accumulated dwt capacity of 508 million tons compared to 485 of last September 2009. The World Container Fleet has increased its total carrying capacity on a year to year comparison by 8.2% percent and has in September 2010 a total accumulated dwt capacity of 183 million tons compared to 169 of last September 2009.

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In total the newbuilding ships on order, under construction and projected across all major sectors, consist of 6,007 ships, divided in Bulkers, Tankers, Containers, Gas Carriers, RoRo, Reefers and Car Carriers. At the same time the same group of newbuilding vessels in September of 2009 amounted to much more 7,717 units. In a separate report, on the global overall newbuilding orderbook, Clarkson Research Services said that it is continuing to decrease and it now stands at 7,495 ships of 474.7m dwt as at September 1st, the lowest level since December 2006 when 7,388 ships were on order. However, the recent surge of new VLCC and suezmax orders boosted tanker orderbook by 2.5m dwt month-on-month, the report shows.

The Chinese order backlog came in at 189.5m dwt (51.5m cgt), Korean at 157.2m dwt (46.4m cgt) and Japanese at 86.7m dwt (23.6m cgt). South Korea's Samsung Heavy Industries' Geoje Shipyard has the world's largest orderbook at 8.28m cgt, followed by Daewoo Shipbuilding & Marine Engineering's Okpo Shipyard with 7.786m cgt backlog and Hyundai Heavy Industries' Ulsan Shipyard with 7.246m cgt **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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SAL's **ANNEMIEKE** seen anchored off Singapore – **Photo : Piet Sinke ©**

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Young Maritime International

Do you want your project to be published?



On September 24th, 2010, the first edition of will be published. **Young Maritime International** is a new magazine that aims to provide youth in the maritime sector with the opportunity to publish their projects, innovative ideas, and graduation projects. Each edition will contain eight to ten projects of students worldwide. Two other topics that will be touched upon in the magazine are "From a legal point of view" and "History". The magazine is meant for youth and students in the maritime sector, maritime businesses, educational institutes, business schools, governmental institutes, and other interested parties. Are you interested? Enrol for the YMI-magazine at:

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World vote to end piracy will be presented today

An action group representing stakeholders from the entire shipping industry, from crews to owners, will today present a 920,000 strong vote for real action to end Somali piracy. The group, an unprecedented coalition of seafarers' unions, ship operators, welfare organisations and more, will unveil the massive response to their End Piracy Now petition at the International Maritime Organization (IMO) in London, at the same time as it is being presented to governments worldwide.

September 23rd is the UN-designated World Maritime Day and press are invited to a photo opportunity from 11:15 to 11:30 when the signatures are handed over to the IMO's Secretary General in front of a large window overlooking the River Thames and a life-size statue of a seafarer standing on a ship's prow. The IMO (www.imo.org) is at 4 Albert Embankment, London SE1 7SR. There will then be a half hour where a very rare opportunity will exist to interview a collection of experts, seafarers and those with knowledge/direct experience of piracy. Please let dawson_sam@itf.org.uk know if you are going to attend. Those not able to come to this event are asked to take

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advantage of the information in the press pack accompanying this release. Photos will also be sent to you after the handover.

The petition (www.endpiracypetition.org) was launched just four months ago as the centrepiece of a campaign to persuade all governments to commit the resources necessary to end the increasing problem of Somalia-based piracy. Originally intended to achieve half a million signatures, it has far exceeded that figure and definitively proves that immediate action is needed.

At a time when 354 seafarers and 16 ships are being held hostage in Somalia, pirates are being released unprosecuted to kidnap, loot and maybe kill again, when it is impossible to use routes via the Suez Canal between Asia/the Middle East and Europe/North America without passing through a high risk area, the campaign calls on governments to:

- Dedicate significant resources and work to find real solutions to the growing piracy problem
- Take immediate steps to secure the release and safe return of kidnapped seafarers to their families
- Work within the international community to secure a stable and peaceful future for Somalia and its people

The campaign is led by BIMCO, ICS, IFSMA, IMEC, IPTA, Intercargo, InterManager, International Group of P&I Clubs, INTERTANKO, ISF, ITF, IUMI and SIGTTO*. It is being actively supported by national shipowners' associations and trade unions worldwide and by the ASF, ECSA, ICMA and ICSW**. David Cockcroft, ITF (International Transport Workers' Federation) General Secretary commented: "Thousands of seafarers are being put at risk daily by fewer than a thousand AK-47-toting bandits, and world trade is literally being held hostage. The response of nations – and every country in the world is affected – has varied from near-heroic to hand-washing indifference.

He continued: "At a time when some countries are actively escorting merchant ships and pursuing pirates and a few – too few – are prosecuting them when caught, the majority, including many of those who make the most from shipping, are doing little or nothing. For us, this campaign is about making everyone step up and shoulder their responsibilities." Speaking on behalf of all the signatory associations, ISF (International Shipping Federation) President, Spyros M Polemis, commented: "Since the crisis began over 1,500 seafarers have so far been taken hostage, often for months at a time and in truly awful conditions; a situation which is simply unacceptable. Our primary concern is humanitarian. While we greatly appreciate the efforts of governments and their navies to protect merchant shipping, we need a new strategy and additional military resources. Governments must really wake up to the enormity of the problem, as the number of pirates continues to increase in the knowledge they can act with virtual impunity, potentially closing a large section of the Indian Ocean to the movement of global trade, almost all of which is carried by sea. The international community can no longer afford to sit on its hands and cede control of its vital seaways to criminals."

The coalition partners have also explained the reasons for the campaign – which has been supported by signatories in 185 countries – in a letter sent today to United Nations Secretary General Ban Ki-moon (included in full with this release). It explains:

'The implications of piracy for maritime safety are considerable. Since the escalation of the piracy crisis in 2008, hundreds of ships have been attacked with gunfire and rocket-propelled grenades and over 1,500 seafarers have been taken hostage, usually for months at a time, in terrible conditions. As we write, 16 ships and 354 seafarers are being held in Somalia. There is a real and growing anxiety among seafarers and their families about being attacked and hijacked. We are very concerned about the effects that piracy is already having on the shortage of skilled seafarers, particularly senior officers, with some deciding they would prefer not to take the risk of being kidnapped for ransom.

'Well over 25,000 vessels on international shipping routes pass through the area at high risk of piracy each year, in addition to the substantial Indian Ocean tuna fishing fleet and local fishing and cargo vessels. Ships are regularly fired upon and damaged. Many ships taken hostage are chemical carriers or ships carrying oil or hazardous materials, adding to the potential for an environmental disaster.'

CASUALTY REPORTING



Minor fire in HMAS Kanimbla

A small fire occurred in **HMAS Kanimbla** Tuesday afternoon in the vicinity of Sydney Heads. There was a brief loss of power while efforts to extinguish the fire took place, causing Kanimbla to drift towards North Head.



Sydney Ports Corporation and Svitzer Corporation were contacted just prior to 4.00 pm to provide tug support as a precaution. This support was not required as the ship subsequently restored power and proceeded to sea, clear of the entrance to Sydney Harbour and other navigational hazards.

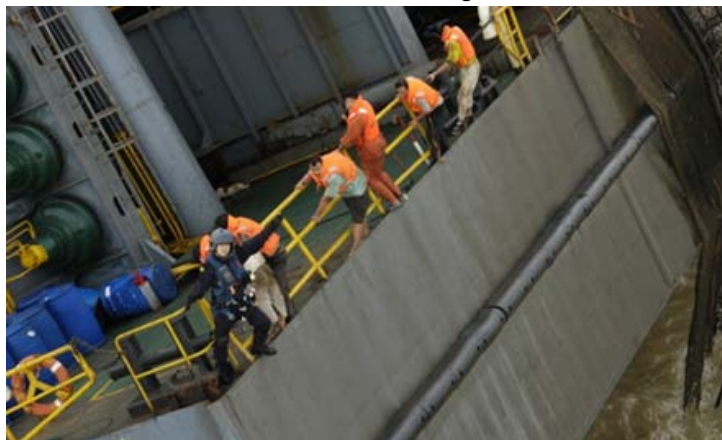
No one was injured in the incident and no external assistance was required. **Kanimbla** is conducting an initial damage assessment at sea. If necessary, the ship will return alongside to Fleet Base East, Garden Island to conduct further damage assessment.

Source : Garry Luxton – Photo : Andrew Mackinnon - www.aquamanships.com ©

ACCIDENT WITH JACK UP IN CHINA




No details given, such as location etc, but the photos are showing enough



Photo's : via Ritchie Rich





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NAVY NEWS

Italian EU ship calls in Port Victoria

The first Italian naval ship to fly under a European Union Flag as part of the EU anti-piracy efforts in the Indian Ocean region called in Port Victoria last week. The vessel and its crew of 227 are part of Operation ATALANTA mission, launched in 2008, which is a military operation conducted by the European Union Naval Force Somalia (EUNAVFOR-Somalia) to help deter, prevent and repress acts of piracy and armed robbery off the coast of Somalia.

The frigate, named **Libeccio**, is also tasked with protecting vital food aid and military supplies to Somalia.

The ship's captain, Commander Antonio Galiuto, on Thursday welcomed the Italian Honorary Consul to Seychelles, Claudio Izzi, French Ambassador Philippe Delacroix and British High Commissioner Mathew Forbes on board for a presentation on the ship's capabilities and a guided tour. This invitation was also extended only to representatives of the Italian community based in Seychelles.

While this is the first visit for the ship and crew as part of EU naval forces flying the EU flag to Seychelles, it is in fact the second visit of the vessel **Libeccio** which came to Port Victoria for a short period in 2009 under the flag of Nato (North Atlantic Treaty Organisation). The **Libeccio** crew also includes one linguistics officer from Djibouti as well as EU naval officers from Montenegro and Croatia as part of efforts to broaden military cooperation amongst EU member states. **Source : Nation**

SHIPYARD NEWS



VT's 147 mtr long **VORSTENBOSCH** left the drydock at the Damen shiprepair, (the largest tanker barge to date was 135 metres). The vessel, owned by **VT Minerals**, will have a capacity of 12,000 tonnes. The **Vorstenbosch** will transport bunker oil in Rotterdam and the other ARA ports. The ship will respond to the increase in scale in container shipping. The sea vessels with capacities of up to 15,000 TEU have larger fuel tanks that need to be filled in the same short time in the port as the smaller vessels.

Photo : Jan Simons ©

Keppel secures bonus for Greatship's fourth multipurpose supply/support vessel

Keppel Singmarine Pte Ltd, the specialised shipbuilding arm of Keppel Offshore & Marine Limited (Keppel O&M), has delivered its fourth multi-purpose platform supply and support vessel (MPSSV) to Greatship Global Offshore Services Pte Ltd (Greatship) with a perfect safety record, meriting a bonus of US\$10,000.

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The MPSSV was named **Greatship Manisha** by Shalini Mahajan, spouse of Mr Alok Mahajan, Chief Financial Officer of Greatship (India) Limited. The first three MPSSVs, delivered earlier over this year, have started operations smoothly.

Mr Venkatraman Sheshashayee, Executive Director of Greatship Global Offshore Services Pte Ltd, said: "The exceptional performance of the first three vessels solidly demonstrates the quality assurance and operational excellence of the vessels built by Keppel Singmarine."

"We are very pleased with the repeat safe and successful completion of Greatship Manisha. With her, Keppel Singmarine has yet again lived up to its reputation for reliable deliveries that are within budget and without incidents."

"We look forward to starting operations onboard Greatship Manisha very shortly as she joins our fleet in contributing to fortifying Greatship's position as a strong player in offshore oil and gas industry." **Source : offshore Shipping Online**



The **PELICAN 28** seen leaving the synchrolift at the Singapore Engineering shipyard

Photo : Piet Sinke ©

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The **TSHD Rotterdam** - Day before undocking Durban Elgin Brown & Hamer
Photo : Willem Kruk ©

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Aussie firm ships 194,000 barrels of crude oil to South Korea

Australian firm, Nido Petroleum Ltd., successfully shipped on Tuesday its first crude oil cargo of over 194,000 barrels from the Tindalo oil field in offshore Palawan. In a regulatory filing, Nido deputy managing director Joanne Williams said the first shipment would deliver over \$14 million in gross revenues to the joint venture.

Williams explained that a total of 194,336 barrels of crude oil had been offloaded from the floating and storage offtake vessel (FSO) Tove Knutsen into the offtake tanker MT Amba Bhavane, which has been set to sail to South Korea over the next several days to deliver the cargo.

The cargo was originally intended to be shipped anytime between September 16 and 18. "The joint venture's marketer, Trafigura, has delivered a great result on this first sale from Tindalo and the first offloading went smoothly thanks to our Operations Team. This certainly marks a significant milestone for the Tindalo project and the Service Contract 54A joint venture," Williams said.

Nido, which is the operator of the oil field, holds a 42.4-percent stake in the SC 54A license. Another firm, Yilgarn Petroleum holds a 30.1-percent interest; Trafigura Ventures, 15 percent; and TG World (BVI) Corp., 12.5 percent.

The Tindalo oil well is producing approximately 1,535 barrels of oil a day. Earlier estimates showed that the well is expected to yield up to 24.5 million barrels of oil. Currently, Nido is still completing a work-over program that will help increase the amount of oil produced in the well and, at the same time, decrease or eliminate the watercut, which is currently approximately 70-80 percent of the current total fluid production at the Tindalo well.

The program is expected to take 10 to 17 days to complete or anytime within the end of the month.

A technique called diagnostic logging would be undertaken to determine the solution, which would best address the water influx into the Tindalo oil well. As of the end of August, the company said it had already disposed of some 278,000 barrels of the water (from oil production), previously stored on the FSO vessel.



The **OLYMPIC ZEUS** seen arriving in Rotterdam – Photo : Aad Sinke ©

Hyundai Engineering wins a \$329m Abu Dhabi port project

Abu Dhabi Ports Company (ADPC) has awarded a \$329 million contract to Hyundai Engineering and Construction Co. Ltd to construct its flagship Khalifa Port and Industrial Zone (KPIZ) project. South Korea's Hyundai Engineering and Construction will handle project management, design, procurement, construction, testing and commissioning of all civil works associated with the construction of the Offshore Terminal Area, according to ADPC.

The project will consist of a 1,000 metre semi-automated container terminal and 1,400 metre break bulk and general cargo terminal. Work is scheduled to begin immediately and Phase 1 of Khalifa Port will open in the fourth quarter of 2012, replacing Abu Dhabi's main port of Mina Zayed.

The new port will have an initial capacity of 2 million twenty foot equivalent units (TEUs) of containers and 9 million tonnes of general cargo. When all phases of Khalifa Port are completed, it will have a capacity of 15 million TEU's of containers and 35 million tonnes of general cargo.

ADPC Chief Executive Officer, Tony Douglas, expressed his pleasure in working with Hyundai as "another key partner who is committed to delivering a high quality solution, safely, on time and to budget." Located midway between Abu Dhabi and Dubai in the Taweelah industrial district, KPIZ will consist of a "new, world-class multi-purpose offshore port and one of the largest integrated industrial zones in the world".

KPIZ is a feature of the 'Abu Dhabi Vision 2030' and will play a major role in the emirate's industrial and economic diversification by serving as a key hub for large scale industrial investments, according to ADPC. **Source: portworld**



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Belgium seeks closer ties with Saudi ports

Arab News reports that Saudi Arabia and Belgium have set out a new vision of bilateral relationship with plans to forge closer cooperation in the port and maritime sectors as well as in diamond industry. "Brussels is seeking to work closely with the Saudi Ports Authority and has invited the ports' chief to visit Belgium with a view to exchanging information about the operation and management of ports in the respective countries," said Belgian Ambassador Michel Lastschenko.

Lastschenko said that he would call on Abdulaziz bin Mohammed N Al-Tuwaijri, the newly appointed chief of the Saudi Ports Authority. The diplomat, in his interview, gave an overview of progressively growing Saudi-Belgian relations with special reference to the Belgian presidency of the EU and the meeting of the local EU ambassadors that will be held on September 25 at the office of the European Commission delegation in Riyadh.

Referring to the cooperation in the fields of operation and management of ports, he said that Belgium had rich experience in the fields of operation and dredging. The port of Antwerp in Belgium is the second largest port in Europe, whose docks are connected to the hinterland by rail, waterway and road, he added. It also ranks as one of the top 12 ports of the world, and handled 157,800,000 tonnes of trade and offered liner services to 800 different maritime destinations in 2009, he said.

The move to share experience in the port sector is significant keeping in view the fact that the Kingdom is also working to develop its ports to reach the highest level of efficiency in terms of operation and management. Plans are also underway to set up a new port on the Red Sea to support Jeddah Islamic Port, while the work is currently in progress for setting up the ninth port in Ras Azzour mining area. **Source : Dredging News Online**

Nassau Harbour Port Improvement Project completed

Public Works and Transport Minister the Hon Neko C Grant officially presented the new Nassau Harbour Port to cruise ship partners, and colleague Ministers, Minister of Tourism Senator the Hon Vincent Vanderpool-Wallace and Environment Minister the Hon Earl Deveaux during a contract close-out ceremony on September 16 at the British Colonial Hilton.

On April 2, 2009, a \$44 million contract was signed with Boskalis International BV to dredge the Nassau Harbour.

The general scope of work included dredging 1.9 million cubic yards of material from Nassau Harbour; and the installation of three mooring dolphins, causeways and ladders at Prince George Wharf and extension of the western end of Arawak Cay by 1,000 ft.

The harbour project was carried out to accommodate the new mega Royal Caribbean's '**Oasis of the Seas**', which made its maiden voyage to Nassau on December 11, 2009.

The ceremony also included a short presentation by Frans Thomassen, Project manager for Boskalis International, brief remarks by Senator Vanderpool-Wallace and a question and answer period.



Above seen the **CSD URSA** and some members of the **Ursa-Crew**, raising a Boka flag on the Lighthouse of Nassau Harbour in order to celebrate the End of Nassau harbour improvement project!!! – **photo : Ursa-crew ©**

Following the presentation, Ministry officials, representatives of the contractors and media personnel inspected Arawak Cay and the areas where the bollards were installed. "The decision to dredge the harbour was based in part on the need to keep abreast of changes in the cruise industry where new Genesis class vessels have been introduced by the major cruise lines," said Mr Grant.

"In response, the Government proceeded with the enhancement of the Harbour's capacity by dredging to accommodate the new mega cruise ships." He also noted that the refurbishment and replacement of bollards at Prince George Dock, although separate and apart from the dredging contract, was undertaken at the same time. The refurbishment and replacement cost \$2.3 million.

Mr Grant said the refurbishment of bollards and dredging works have been completed along with the installation of new bollards at pier 3. However, works on piers 1 and 2 are in the final stages of completion. He thanked Boskalis, Cox and SHAL Consultants Group for their support in the design, tender and contract supervision of the dredging project.

He also acknowledged the staff of his Ministry including Colin Higgs, permanent secretary; John Canton, director of Public Works; former deputy director Gordon Major, Robert Garraway, project officer and staff of other Government agencies who contributed to the advancement and successful completion of the project. **Source :** [Thebahamasweekly](#)

Xijiang River "can't cope with growth"

SchedNet reports that the development plan for the Xijiang River, the major waterway connecting southwestern China to the Pearl River Delta, involves adding 77 million tonnes to the cargo handling capacity of these river ports by 2012, bringing their total capacity to 100,000 tonnes.

The increase in capacity is expected to relieve the heavy traffic on the river in recent years, especially the congestion on the Wuzhou section in Guangxi where there's a multi-purpose hydraulic engineering project, Xinhua reported.

The Wuzhou Changzhou multi-purpose hydraulic engineering project has a throughput capacity of 40.12 million tonnes. But as China is putting more effort into the development of its western region, regional economic cooperation ties have become closer, and cargo volume has outgrown capacity, causing serious congestion, and becoming a bottleneck of an increasingly important waterway. **Source :** [Dredging News Online](#)

30 new Maersk ships to fly Singapore flag

Maritime giant AP Moller Maersk will register more than 30 new ships under the Singapore flag, a move that will significantly boost the local shipping industry, analysts said. The new ships will come on stream over the next three years and eventually bring AP Moller Singapore's 77-vessel fleet to above 100 for the first time. More vessels are seeking to be registered in Singapore due to a range of government incentives like tax breaks, but the ships must also meet stringent safety rules. Managing director Bjarne Foldager told The Straits Times: "There is a good match between what we want and what Singapore wants. Our desire for safe and good quality shipping is supported by Singapore and that's what we like."

Foldager said AP Moller could already have the largest fleet in Singapore. The additions will be more than half of the 58 new-buildings the Danish shipping conglomerate plans to add to its fleet of vessels. Its container arm Maersk Line is the world's largest. "The Maritime and Port Authority of Singapore (MPA) listens to the industry. They reach out to us, call us up and ask for input," said Foldager, who also heads Maersk crew management, which oversees about 370 ships and 12,000 seafarers for the AP Moller-Maersk Group globally. "What we like in Singapore is there is a stable government, and we trust them, that when they say they want to grow the shipping industry, they will do it."

The firm's big fleet addition will underpin Singapore's drive to be an international maritime hub beyond just its port operations.

There are already banks focused on shipping, as well as shipping law firms, protecting and indemnity clubs, and classification societies. Global shipping firms are also increasingly moving their headquarters here. Foldager said that Singapore also provides access to Asia's growing pool of seafarers, and the company can find managerial talent here as well. "Overall, it gives a good framework for managing the business here from Singapore. The shipping that we do is international, the ships that we have trade all over the world, and it's important that there is a framework that accepts this and promotes free trade," he said. The maritime industry contributes about seven per cent to economic output, with around 5,000 maritime-related companies employing 100,000 people. The Singapore ship registry has grown from 3,219 vessels in 2005 with a gross tonnage of 33 million, to about 4,000 vessels with a total gross tonnage of 47 million, according to the MPA. It is among the top 10 largest ship registries in the world. A ship flagged in Singapore is subject to the rules and regulations of the flagged state. The MPA regularly inspects vessels and their equipment and crew, and issues safety and pollution prevention documents. Only ships owned by Singapore-incorporated companies are accepted into the registry. **Source: Cargo News Asia**



The **ORANGE BLOSSOM** seen enroute Rotterdam – **Photo : Stephan Grol ©**

Berg Propulsion wins six vessel order in Ukraine

Berg Propulsion has secured a significant new reference in Ukraine covering installation of propulsion equipment on board six heavy-duty shallow draft pusher tugboats due delivery to grain trader and ship owner Nibulon. The vessels, to be built at Ukraine's Wadan Okean Shipyard, will be ice strengthened for operation in harsh conditions to support transshipment operations, principally in the Dnieper River region. They will be used to steer barges by pushing or towing, service barges and other vessels in port, break ice in the winter, and support mooring operations. The order covers 13 (12 + spare) Berg Azimuth Thrusters (BAT) with control systems, with vessel deliveries scheduled for December 2010 through February 2011.

Mustafa Müslüm, General Manager for Berg Propulsion Istanbul, said that the very tough conditions in which the vessels would operate meant that the owner had been meticulous in selecting reliable propulsion equipment. "Vessels operating under such demanding conditions must be specified with the best quality propulsion equipment. Winning this order provides a further endorsement of the durability and track record of our products, as we approach celebrations marking the centenary of Berg, its craftsmanship and industry understanding." **Source: Berg Propulsion**

Shanghai port's container throughput ranks first in the world

Due to the strong recovery of China's imports and exports, the Port of Shanghai's total container throughput in the first eight months of 2010 stood at more than 19 million standard containers, making it the largest container port in the world. According to statistics, the Port of Shanghai's container throughput stood at more than 2.6 million standard containers in August 2010, up nearly 21 percent compared to the same period last year, and setting a new monthly record. As the two core ports of the Shanghai International Shipping Center are under construction, the throughput of the Yangshan Deepwater Port and the Waiguoqiao Port also kept increasing.

In August, the Yangshan Port Area's total throughput amounted to 960,800 standard containers, up almost 37 percent compared to the same period last year, including an underwater throughput of 380,400 standard containers, up nearly 9 percent from the previous year. The Waigaoqiao Port Area completed a throughput of more than 1.3 million standard containers, up more than 14 percent compared to the same period of the previous year. Benefiting from the high-speed growth in August, the port's total throughput has exceeded that of Singapore (19.01 million standard containers), and has taken first place in world for the first time. The number of the ships and people entering and exiting China in the two ports of Shanghai both reached their highest levels. According to statistics of the Yangshan Frontier Inspection Station, the Yangshan Deepwater Port received and sent 805 ships in August, up nearly 11 percent compared to that of July, and received and sent 18,001 people, up nearly 18 percent compared to that of July.

Source: People's Daily Online

Fjord Line ends summer season

Fjord line A/S has ended the summer season for the fast ferry Fjord Cat on the Hirtshals–Kristiansand service.

During the summer Fjord Cat sailed 654 voyages between the two ports and transported 81,000 cars, up 14% from the same period last year. Fjord Cat will be laid-up at Frederikshavn during the winter. The ferry will enter into summer service on April 15, 2011. Source: shipgaz

**Acta Marine**

Acta Marine is the result of the merger of workboat operators Waterweg and Van Stee. We own and operate more than 40 workboats for coastal waters, including tugs, multicats, crew tenders, suppliers, survey boats and multipurpose vessels. We provide our support services all around the world, mainly on shallow water projects in the Maritime Infrastructure and Offshore Energy markets. It's our job and we love doing it.

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Polarcus Samur upgraded to 8 streamer capacity

Polarcus Limited announced that the Company is upgrading **POLARCUS SAMUR** from the current 6 streamer arrangement to an 8 streamer configuration. The upgrade will enable the Company to take advantage of the evolving seismic market environment and provide the flexibility to tender the vessel on a larger number of contracts. This will have a positive effect on the vessel's revenue generating capabilities that are projected to increase by an additional 25%. The Company's design studies have determined that the upgrade can be undertaken with a vessel CAPEX increase of only 2.5%, or USD 3 million, and with no material change to the present guided delivery date of end Q4 2010..

After the upgrade, to be undertaken at the Drydocks World - Dubai shipyard, prior to delivery of the vessel, **POLARCUS SAMUR** will be capable of deploying up to 8 streamers each of 6,000m length, or 6 streamers each of 8,000m length, with lateral streamer separations of between 25 and 200 meters. The additional 14 kilometers of streamer required for the new configuration has been ordered under the Company's existing vendor lease facility.

An updated company presentation is available on the Polarcus website under Investor Relations. **Source: Polarcus Limited.**



The tug **FRIGGA** seen departing with the inland tanker **TINA** from Rotterdam
Photo : Michel Kodde ©

Port of Melbourne "could be closed by 2040"

Transport Weekly reports that Australian stevedoring company Asciano has made a submission to the local government that the Port of Melbourne be closed by 2040 and the container trade to be moved to Geelong and Hastings, according to the Shipping Gazette. The benefits are said to include more residential land in Melbourne, and a regional development bonus for Geelong and Hastings where container handling capacity could be increased, causing fewer congestion problems than in Melbourne.

But the Sydney Morning Herald citing the Melbourne Age said "the proposal is not as simple as it sounds." "Relocating the port would involve channel widening in Corio Bay, something Greens opposed after their protest of channel dredging in Port Phillip Bay". It said there would be more truck traffic in the Geelong and Hastings regions, with the

ports handling a projected eight million containers by 2030, up from 2.2 million at present, with 40 shipping lines calling and 3,500 ship movements.

"There would be more trucks through suburban Melbourne to get to Geelong and Hastings, leading to more truck movements, not fewer, not to mention the harmful impact on Melbourne's air quality," the report said. Furthermore, the national rail freight hub would have to be moved from the Dynon railyards now behind the existing port. There is also the environmental issue at stake of potential harm to the RAMSAR-listed wetlands, if the Port of Hastings is expanded.

"Finally, relocating the port would put a question mark over the billions of dollars that have been poured into the Swanson/Dynon precinct, not only by the stevedores, but by exporters and importers that have built container hubs within a convenient distance of the port," it said.

The industry consensus, said the report, points towards the Port of Melbourne remaining where it is, with Geelong continuing to specialise as a bulk port, Webb Dock taking up excess container capacity at Melbourne around 2015, and Hastings coming on stream as a supplementary container port around 2030. **Source : Dredging News Online**

OLDIE – FROM THE SHOEBOX



Above seen the **Hanseatic** she was built as the **Empress of Japan** at Fairfield, Glasgow Yard for Canadian Pacific, London. In 1942 renamed **Empress of Britain** and in 1958 **Hanseatic** when sold to Hamburg Atlantic Line. Routing was Hamburg-New York and cruising the Caribbean in winter. In 1966, while in New York, the liner was badly damaged by fire which started in the engine room. Towed to Hamburg and sold to be broken up to Eisen & Metall AG, Hamburg. **Photo coll : John Rigaud**

.... PHOTO OF THE DAY



The **TOISA PALADIN** anchored at Singapore Eastern anchorage with seen in the background the new **MARINA BAY SANDS resort** with on top as can be seen a large swimmingpool, restaurants and other recreational area's

Photo : Piet Sinke ©

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Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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