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**Iskes tugs TRITON, TELSTAR and BRENT seen in action at the departure of the YEOMAN BONTRUP from the port of IJmuiden last weekend.**

**Photo : Joop Marechal (c)**

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## **Denmark among the very best flag States**

International benchmarking shows that Danish shipping has a top ranking in terms of quality. Every year, the International Shipping Federation benchmarks the various shipping nations according to important quality parameters.

"This benchmarking establishes once again that we have set the right course for our work on quality shipping. The fact that we once again this year rank among the very best flag States in terms of quality strengthens our profile in the rest of the world. It can help create drive and growth for Danish shipping", says Andreas Nordseth, Director-General of the Danish Maritime Authority.

The 2010 benchmarking has just been published, and Denmark has an excellent first ranking - together with five other countries. This means that Denmark keeps its prominent position from last year. The countries are evaluated according to a number of parameters, such as the extent to which they have acceded to important international conventions, whether the countries take an active part in the work of the United Nations' International Maritime Organization, and whether the country's maritime administration has been subjected to the IMO Voluntary Member State Audit Scheme.

Another important element of the benchmarking is whether ships flying the country's flag have been detained due to defects and non-conformities. Consequently, a positive benchmarking depends on the country's maritime administrations, the shipowners operating ships flying the flag of the country and the seafarers.

Source: Danish Maritime Authority / [maritimedanmark.dk](http://maritimedanmark.dk)

**Due to travelling abroad this week the  
newsclippings may reach you irregularly**



The Shanghai pilot cutter **HUGANGYIN 1** seen moored "stand by" in Shanghai port, below seen the tenders onboard the cutter to transfer pilots from/to the mother ship to the arriving and departing ships

Photo's : Piet Sinke (c)



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Harm's **TAURUS** seen operating in Barranquilla (Colombia) – Photo : Capt. Siggi (c)

## Ports watching law that could halt foreign ships

A New York ballast law that potentially could block ships from entering the St. Lawrence Seaway System is triggering widespread concern. Scheduled to take effect on Jan. 1, 2012, the law was enacted to prevent invasive species from entering domestic waters. Already, more than 170 nonindigenous species have been found in the Great Lakes.

The maritime industry has been seeking ways to prevent non-native species from being discharged in ballast water, but they fear there's no way to meet standards set forth in New York's legislation, which may be 1,000 times more stringent than those recommended by the International Maritime Organization (IMO), which some maritime interests already believe are excessive. Equipment needed to treat the ballast water could cost up to \$4 million per vessel, according to Terry Johnson, administrator of the St. Lawrence Seaway Development Corp. "If the water was treated to IMO standards, (trying to find an invasive species) would be like trying to find 10 golf balls in 577 Empire State Buildings," Johnson told The Post-Standard of Syracuse, NY.

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In essence, the New York law amounts to a blockade, Duluth Seaway Port Authority Executive Director Adolph Ojard told his board Oct. 22.

"My fear for Duluth is that traffic will just stop at New York harbor," he said. In 2008, U.S. Rep. Jim Oberstar, D-Chisholm, introduced language in a Coast Guard Reauthorization Act that would have given the maritime agency, not states, the power to enforce ballast regulations. Expressing fears the legislation would usurp state's rights, U.S. Sen. Barbara Boxer, D-Calif., prevented it from reaching the Senate floor, allowing states to enact dissimilar regulations.

Depending upon how the New York law is enforced, traffic to ports in Wisconsin, Indiana, Michigan, Illinois, Indiana and Ohio could halt. Elevating the issue to international scope, vessels may be prevented from reaching most Canadian ports east of Montreal, a prospect that already has prompted complaints to the U.S. State Department. So far, the legislation has survived three state court legal challenges, including one to the New York Supreme Court.

"It can still be pursued in federal court, and we'll keep that option in our back pocket if we need to go there," said Steven Fisher, executive director of the American Great Lakes Ports Association. But first, the maritime industry will pursue a political solution, he said, appealing for support among newly elected governors in Minnesota, Wisconsin, Illinois, Michigan, Pennsylvania and Ohio.

"Many of the new governors are more sensitive to protecting jobs," Fisher said. "We're hoping some will make their concerns known." New York's rule might face other legal obstacles, including the 1909 Boundary Waters Act. It prohibits either Canada or the United States from interfering with the other's shipping in the St. Lawrence Seaway System. **Source: Business North**



The **ESVAGT SUPPORTER** seen arriving in Ijmuiden – Photo : Marcel Coster (c)

## Officer shortage will loom, says seafarer supply study

A STUDY by the Baltic and International Maritime Council (BIMCO) and the International Shipping Federation has found that world supply and demand for seafarers are largely in balance, but the industry probably faces future shortages of officers. Our results suggest a situation of approximate balance between demand and supply, with a modest overall shortage of officers of about two per cent," said study chairman Douglas Lang. "This does not, of

course, mean that individual shipping companies are not experiencing serious recruitment problems, but that overall supply and demand are more or less in balance."

Mr Lang went on to note that unless measures are taken to ensure continued rapid growth in qualified seafarer numbers, existing shortages would be likely to intensify over the next decade. "Supply appears likely to increase in many countries," he said, "but the positive trend that has been established for training and recruitment over the past few years must continue to be maintained to ensure a suitable future pool of qualified seafarers." **Source : Schednet**

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Another photo of the **YEOMAN BONTRUP** seen ready for departure from Ijmuiden - **Photo : H.Blomvliet ©**

## Risk of recharging vehicles on car deck

The Danish Maritime Authority has send out an warning of about the risk of recharging vehicles on car deck. The warning follows a fire on the DFDS passenger ship **Pearl of Scandinavia**

On 17 November 2010, a fire broke out on the car deck of the passenger ship **Pearl of Scandinavia** while at sea.

According to preliminary information, the fire broke out in an electric car being recharged. Probably, electric cables belonging to the owner of the vehicle were used. The specific reason for the fire is not yet known. As an immediate precaution, shipping companies are requested to take the relevant preventive measures on the basis of this information. **Source: Danish Maritime Authority / maritimedanmark.dk**

## REDWISE DELIVERED SEVERAL TUGS



**REDWISE** is pleased to advise the departure of Z-Tech tug **SIXAOLA** from the builders Cheoy Lee Shipyard in Hong Kong with destination Balboa, crossing the North Pacific Ocean mid winter. This is the 3rd tug in a series of thirteen contracted by the Panama Canal Authority. Cheoy Lee shipyard has contracted **Redwise Maritime Services BV** to deliver all 13 vessels, following 8 successful deliveries of similar tugs in 2007 and 2008 for the same principals. (Photo : Sjoerd Blomsma, Redwise)



At the same time the 3rd tug contracted to Redwise by Smit Australia arrived at Gladstone. All three tugs used a different routing. The **Smit Koongo** went from her builders Uzmar via the Atlantic, Panama Canal and South Pacific, the **Smit Leopard** sailed from the Damen yard in China via the Phillipines and Papua New Guinea to Gladstone and the 3rd arrival, **Smit Awoonga** sailed from Turkey via the Suez canal, Gulf of Aden and Malacca Strait to her homeport. (Photo : Eddy Price Smit Australia) .



Above seen the the TSHD **WILLEM VAN ORANJE**, built by **Arie van Heteren** using LEGO bricks , Arie works at the IHC Merwede yard and his passion is LEGO as you can see !!

**Photo : Jan van Heteren - [janvanhet@gmail.com](mailto:janvanhet@gmail.com) ©**

## Pirates seize Bangladeshi ship off Indian coast

Pirates have hijacked a Bangladesh-flagged ship in the Arabian Sea off the coast of India, Bangladeshi shipping officials said on Sunday. "The pirates embarked on board after chasing **M.V. Jahan Moni** in the Arabian Sea on Sunday," a senior official at the Bangladesh Shipping Department (BSD) said. "We have sought help from anti-piracy teams in Dubai and Singapore, and Indian coast guards," Rear Admiral Bazlur Rahman, head of the shipping department told Reuters, without giving further details. The BSD, an arm of the ministry of shipping, monitors and regulates external shipping and ferry services. Another BSD official said: "The ship has been captured by the pirates." The 16-crew ship owned by a Bangladeshi shipping firm was heading towards Europe with merchandise from Singapore, the BSD said. No other details about the ship were available immediately. Somali pirates are making tens of millions of dollars in ransoms from seizing ships in the Indian Ocean and the Gulf of Aden, though Sunday's hijack happened around 3,000 km (1,864 miles) east of Somalia. **Source: Reuters**



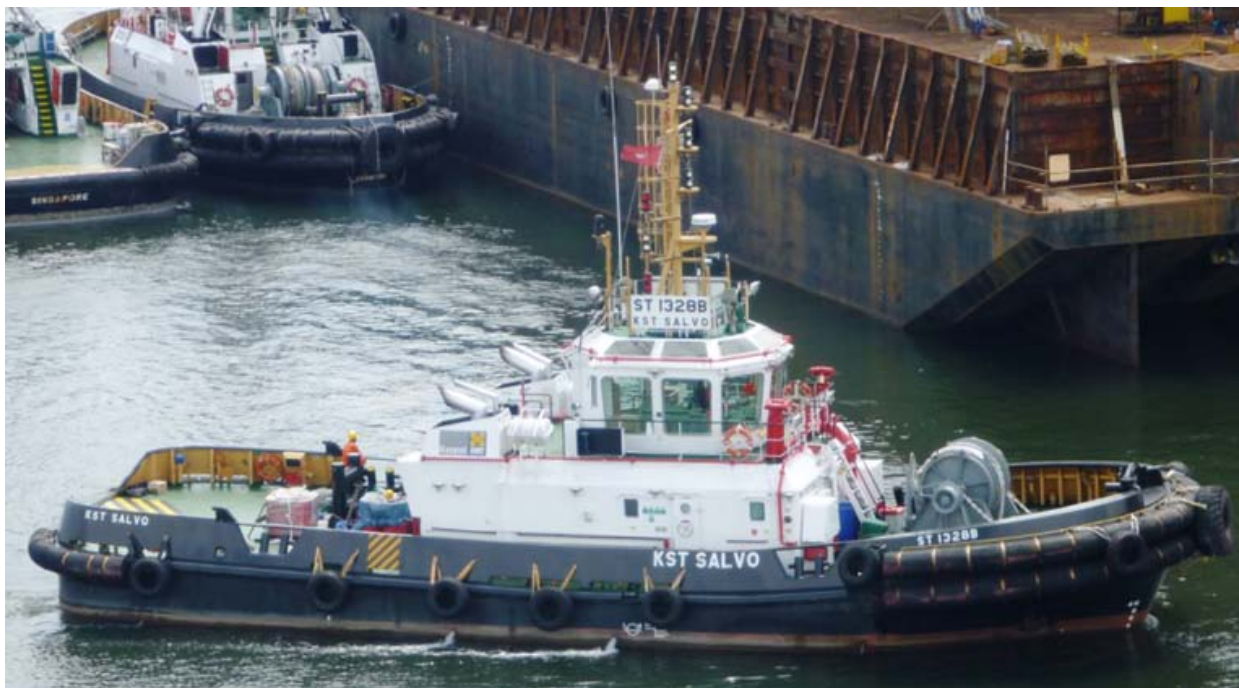
Above seen the **Go Patoro** mentioned in News clippings 6-12-2010, taken at Singapore on 10th of November 2010.

**Photo : Andrew Mackinnon. - [www.aquamanships.com](http://www.aquamanships.com) ©**

## Philippines: Upgrading of ship laws urged

Muntinlupa Rep. Rodolfo Biazon has pushed for the upgrading of the shipping laws as well as the creation of a maritime code. The senator-turned-congressman filed House Bill 1155 seeking to iron out laws concerning the registration of ships, ship mortgages, maritime fraud, accidents at sea, and ship owner's liabilities.

"The archipelagic configuration of the Philippines justifies our heavy reliance on water transport as a major, convenient and, oftentimes affordable means of transporting passengers and goods to and from the major islands. Because of its geographic location and strategic position, Philippine ports are also considered useful and vital to international commerce and trade," Biazon said. House Bill 1155 seeks to amend the marine insurance provisions found in the Insurance Code of 1978 and conveniently differentiates such provisions alongside other provisions of admiralty and maritime laws, he explained. He earlier urged on the Aquino government to make "decisive steps" to implement a strong, and consistent maritime reforms, as he warned the Philippines' maritime sector might be put in jeopardy if it would not initiate reforms in the industry. He cited that the national system of maritime education and training should be improved. **Source: Manila Bulletin**



Above seen the 2010 built tug **KST SALVO**, operating in Singapore. Photo : Sten William Soerseth ©



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## Boskalis acquires two salvage contracts in India

**SMIT Salvage**, a wholly owned subsidiary of **Royal Boskalis Westminster N.V.**, has acquired two ship salvage contracts in India. The combined value of the contracts is approximately € 50 million. The first assignment involves the refloating of a container vessel off the western coast of India. The vessel was involved in a collision with another vessel and all deck containers have been removed since the collision.

The second assignment also involves the refloating of a container vessel. This vessel is located on the Hooghly river in eastern India. This vessel was also damaged following a collision with another vessel. Both assignments are currently underway and are expected to be completed before the end of the first quarter 2011. SMIT Salvage has deployed experienced salvage teams and equipment which has been deployed from Rotterdam and Papendrecht in The

Netherlands as well as from Singapore. Amongst others, designated equipment includes survey equipment, a floating crane, an accommodation vessel, transportation barges, tug boats and other support vessels. Through its strategic salvage locations, **SMIT Salvage** has a global coverage for maritime emergency response, vessel refloating operations and wreck removal. **Source : Boskalis Westminster**

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## **NAVY NEWS**

# **Babcock Launches Major Upgrade Project for HMS Kent**

Type 23 frigate **HMS Kent** is to receive a number of significant upgrades in a substantial refit being undertaken by Babcock at Rosyth, which has recently started. In what is a demanding and tightly scheduled project, which will further demonstrate Babcock's close long-term partnering relationship with the MoD, the fit of Sonar 2087, the tactical variable depth active and passive anti-submarine warfare (ASW) system, will involve significant structural modifications to the aft end of the ship.

Further major upgrades will include the new DNA(2) Command System (central to the ship's fighting capability against air, surface and underwater threats); the SeaWolf mid-life update (SWMLU) comprising tracking, guidance and weapon management upgrades to counter evolving anti-ship missile threats; the 4.5 Mk8 Mod1 gun replacement; and new 30mm automatic gun fit. **HMS Kent** will also receive the new Defence Information Infrastructure (Future) (DII(F)) system, enabling information sharing and collaborative working across the defence sector network.

Additional notable upgrades include the 'globalisation' of the ship's entire ventilation system (involving a re-design of the air conditioning system for operation in extreme ambient temperatures); an upgrade to the high pressure air system (which will provide flexibility of supply); and the fit of an electro-catalytic chlorination system to provide safe and effective control of fouling and corrosion in sea water cooling circuits, which will in turn ensure unrestricted flow of cooling water helping to extend the life of affected equipment, optimise engine efficiency and aid efficient fuel consumption, and optimise air conditioning capacity.

These are among a total of 19 alterations and additions (A&As) that Babcock will be undertaking, which also include NATO radial filters to protect fresh air supplies from contamination, and a sophisticated incident detection system, the Nuclear Biological Chemical Defence Incident Surveillance System, as well as a galley equipment upgrade and habitability improvements, among others. These upgrades will be undertaken alongside a full programme of deep maintenance including structural repairs, renewal of hull coatings, and refurbishment and maintenance of all the ship's systems and equipment.

The programme is a challenging one, with a larger scope of work than the recent successfully completed refit on HMS Argyll to be undertaken within the same 50 week timeframe.

Babcock Project Manager Russell Glancy comments: "We will be building on the success of the recent Argyll contract and notably on continuing the strong spirit of partnering between all key stakeholders, including MoD, ship's staff and Babcock, to ensure an efficient and effective approach to meet the challenges of this project, deliver optimum value for money, and return HMS Kent on time and in budget to the MoD and Royal Navy."

MoD Programme Group Manager David Winstanley said: "Following on from the notable success of [HMS Argyll's](#) upkeep period, we are confident that the embedded partnering ethos will rise to the challenge of delivering the more demanding Kent programme to the same high standard achieved on her sister ship."

[HMS Kent](#) is due to leave Rosyth following the current upkeep period in November 2011. [Source : defpro.com](#)



The [HSV 2 SWIFT](#) seen arriving in Callao (Peru) as seen from the dredger [Flippo Brunelleschi](#) (Jan de Nul).  
[Photo : JHK Almoes \(c\)](#)

## Russia and Italy to stage Navy, Army drills in 2011

Russia and Italy will hold joint naval and ground force exercises in 2011, Russian Defense Ministry spokeswoman Irina Kovalchuk said on Friday, according to RIA Novosti. The decision was made during the seventh round of Russian-Italian interstate consultations in the Black Sea resort of Sochi, Kovalchuk said.

The venues and timeframes for the drills will be announced later.

Russian Defense Minister Anatoly Serdyukov and his Italian counterpart Ignazio La Russa also discussed other aspects of bilateral military cooperation, including the drafting of an intergovernmental agreement on the prevention of incidents at sea. [Source : RIA Novosti - defpro.com](#)

## Iran to mass produce new submarine

Iran's navy plans to launch assembly lines for submarines capable of covering long distances across the ocean and to deploy more warships in the Persian Gulf.

Iranian Navy's Deputy Commander Rear Admiral Gholam-Reza Khadem Bigham said on Friday that submarines and other vessels of various classes and capabilities are under construction in cooperation with the Defense Industries Organization, Fars News Agency reported. Bigham also said the port town of Jask has been chosen in line with the aim of creating more harbors in the country's southern waters. More military establishments are being set up there to host more naval units, he added.

"Soon another fleet [of warships] will officially start its activity in Jask ... and another subsurface fleet will be assigned to the [Western coastal] region of Konarak." The admiral said the Islamic Republic's military doctrine is a defensive one and we have designed our defense systems, which are under construction and will be deployed in the region, based on our familiarity with the region and the enemy. He said the domestically-built Jamaran destroyer has been employed in the ongoing patrolling and monitoring missions in the Northern Indian Ocean.

"One of the navy's prime missions is to monitor trans-regional fleets because any one of them can be a potential enemy for the country," he explained. Bigham also unveiled a submarine simulator dubbed Tareq which has been designed for pedagogical purposes, adding that the mobile simulator would soon be off the assembly line and used in the waters off Iran's northern coasts. Source : [presstv.ir](http://presstv.ir)

## The Russian Navy takes delivery of a tug from Pella shipyard

Leningrad Shipyard Pella turned over the **RB-389** tug boat, the fifth vessel of Project 90600, to the Russian Navy, the shipbuilder's press service said. Currently, the ship is bound for Novorossiysk to be commissioned by the end of this year in the Russian Black Sea Fleet.

The ship specifications: overall dimensions - 25,5 x 8,8 m, the main engines powered 2x746 kW, propulsion system – BPK US 155, bollard pull - about 25 tons, ship's ice class - Arc 4.

Shipyard Pella was founded in 1950. In 1992 the company was privatized. The company is structured as a holding with head office and a number of its subsidiaries. In 2009, JSC Pella had a RUB471.818m net income that was 9.24 times higher than that of 2008. Revenues of Pella rose 2,9 times to 2,100,748,000 rubles. Source : [Portnews](http://Portnews)

## SHIPYARD NEWS



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The **QUEEN VICTORIA** seen in drydock at Blohm+Voss in Hamburg - Photo : Capt. Hans Schaefer ©

## Krasnoye Sormovo launches 7,100DWT tanker

Nizhny Novgorod-based Krasnoye Sormovo shipyard on December 4th launched a second 'rive-sea' oil tanker of project 19900. The Customer is SVL (SVL Active Trading Ltd.). The vessel was named **SVL Glory**. The first tanker SVL PRIDE was built in record time and delivered to the customer in November 2010, the MNP Group's press service said (the Group manages Krasnoye Sormovo).

The contract for two 7,100dwt oil tankers was signed in May 2010.

"The launch of the third tanker (the lead ship was built for Turkmenistan) designed by our own design bureau gives us a sense of joy. Both vessels, under the contract, were built ahead of all possible schedules, and this is becoming the norm for us. Almost all launches were ahead of schedule, but construction of SVL's two tankers breaks all records, and not just our own", says Vadim Malov, the MNP's General Director.

The vessel was designed to KM\*Ice I [1] R2 AUT1-ICS OMBO LI VCS Oil Tanker (ESP) of the Russian Maritime Register of Shipping. Ship characteristics: length – 141,40 m, beam – 16,84 m, depth – 6,82 m, speed - not less than 10.5 knots, endurance – 20 days in the sea, 10 days in the river, the number of tanks - 12, of slop tanks – 2, crew - 12/14. DWT in salt water - 7100 tons at 4,60 m draft, in fresh water - 4700 tons at 3,60 m draft. Capacity of 12 cargo tanks and two slop tanks - 8,256 cbm, main engine power rated 2x1200 kW, speed - 10.5 knots.

Krasnoye Sormovo Plant is one of the oldest Russian shipbuilding companies, founded back in 1849. All vessels built at Krasnoye Sormovo shipyard meet the requirements of MARPOL conventions, having the state-of-the-art equipment.

MNP Group (Sea, Oil & Gas Projects) is the Company Manager of shipbuilding projects. The Group is comprised of Plant Krasnoye (Red) Sormovo (Nizhny Novgorod), Sormovskoe (Sormovo) Engineering (Nizhny Novgorod) and the Volga-Caspian Design Bureau (Nizhny Novgorod). **Source : PortNews**



Two new dredgers seen under construction in Dahlian  
**Photo : Johan Barendrecht - [www.Barendrechttrading.nl](http://www.Barendrechttrading.nl) ©**

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## **CTSA raises bunker surcharge to all Canadian ports**

THE Canada Transpacific Stabilisation Agreement has announced its member lines will increase the bunker surcharge on Asian cargo from January 1.

The surcharge levied on cargo bound for Canadian west coast ports will be \$294 per TEU \$368 FEU, \$414 per 40-foot high-cube and \$466 per 45-footer. The east coast surcharge will be US\$582 per TEU, \$727 per FEU, \$818 per 40-foot high-cube and \$920 per 45-footer. CTSA member lines are APL, Cosco, Evergreen, Hapag-Lloyd, Hyundai, "K" Line, NYK, OOCL, Yang Ming and Zim **Source : Schednet**



Vooruitlopend op een aantal films die zaterdag (12 december) in **LANTAARN/HET VENSTER**, onder de noemer **ROTTERDAM CLASSICS**, te Rotterdam worden gedraaid hierbij een luchtfoto van de berging van de **Herald of Free Enterprise**. De film **MARCH 6, 1987** die over deze bijzondere scheepsberging verhaalt wordt daar o.m. vertoont .  
Photo : Pim Korver / [www.pkfv.nl](http://www.pkfv.nl) ©

## Brazil port operator Libra to invest BRL1.2 bln in five years

Brazil's Grupo Libra plans to invest 1.2 billion Brazilian reais during the next five years to double capacity at its seaports, Estado de S. Paulo newspaper reported. Libra, which currently handles about 15% of traffic at the Latin American country's container terminals, may use part of the money for acquisitions in the port services area or other transport sectors, Estado said, citing company president Marcelo Araujo.

Santos port, the biggest in Latin America, will receive about BRL550 million of the investment to join existing ports in order to increase efficiency. The company currently operates in five different locations at the port, Estado said. The company also plans to spend BRL250 million to expand its operations in Rio de Janeiro as well as invest BRL350 million to build a new port in the southern state of Santa Catarina. A study released by Brazil's national federation of industries, known as CNI, said Brazil's transportation infrastructure is inadequate and creates an "extremely unfavorable" environment for the country's companies. According to CNI, the World Economic Forum ranked Brazil's seaports the eighth-worst among 133 countries studied. Source: [dowjones](http://dowjones)

## Shipping Corporation of India to spend \$ 3 bn over next three years on expansion

State-run Shipping Corporation of India (SCI) is looking to spend around USD 3 billion on expansion activities over the next three years. "We have chalked out our growth plans and will invest USD 1 billion every year for the next three years," SCI Chairman and Managing Director S Hajara told PTI on the sidelines of a conference here. The capex will be financed through a mix of internal accruals and debt, Hajara said, adding that the company's recently concluded follow-on public offer was over-subscribed five times and mopped up around Rs 1,200 crore. The offer received bids for 41.64 crore shares, though just 8.46 crore shares were on offer. The issue closed on Friday (December 3).

However, the FPO proceeds will be insufficient to cover the massive USD 3 billion investment plan drawn up by SCI for the next three years and the company will largely have to rely on funding from banks.

"The money raised through the FPO was of very small part. Our debt is a bigger component," Hajara said. Commenting on the shipping industry, Hajara said the Indian shipping industry has a bright future as Indian flag gross tonnage is expected to double to 20 GT from 10 GT at present over the next six to seven years. However, tonnage growth is not keeping pace with India's export-import (EXIM) trade, he said. Indian shipping lines' share of the country's EXIM trade is estimated at 8 per cent at present, compared to around 40 per cent in the 1980s. Growth will happen only if policymakers take proactive measures in terms of the fiscal regime as well as commercial issues, Hajara said.

"On behalf of the Indian National Ship Owners' Association, we have made a presentation to the government. We have expressed our views on how the government can give an impetus to the shipping industry. We are hoping for a positive response," he said. India also has a huge potential to grow in the ship-building space, Hajara said. He noted that the ship-building industry of neighbouring China has grown by leaps and bounds to overtake Japan and become the second largest ship builder after South Korea. In this light, with strong engineering skills and comparatively cheaper manpower, India has tremendous potential in the global ship-building arena, he said. **Source: [ptinews.com](http://ptinews.com)**



Above seen the new support workboat **KIRBY FS** of which was christened and launched last Friday 3rd December 2010 and entered for the first time at Grand Harbour, Malta Monday 6th December 2010.

Vessel is owned by Alldive Ltd, Malta. Photo : **Capt. Lawrence Dalli** - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)

## **Russia spends \$10 billion on import of maritime services**

Russia imports more and more maritime services from abroad. Russia's own shipbuilding industry and shipping sector are in need of state support to get back on track. In Soviet times the fleet brought the treasury RUB 3-4 billion every year in hard currency. This sum is now halved, and in addition the state is buying maritime services from abroad for \$10 billion every year, says Aleksey Klyavin from the Ministry of Transport according to Rossiyskaya Gazeta.

In addition to the lost income and large expenses, the low activity within the maritime sector means that Russia loses many workplaces. One workplace within shipping creates 50 workplaces on shore, while one place within shipbuilding creates 70 places in other sectors. The Russian Ship Register now counts 360 ships with a total deadweight of 1.5 million tons. The Ministry of Transport and the Ministry of Industry and Trade have prepared a bill on state support of the national shipbuilding industry and shipping sector, which is hoped to encourage ship owners to renew their fleets.

The ports are another prioritized area for Russia. According to Klyavin, only 40 percent of the ports in Russia are capable of receiving deep-draught vessels. **Source: Barents Observer**



The cruise ship **Pacific Dawn** seen arriving at Port Chalmers on the morning of the 6/12/10 for a one day visit.

**Photo : Ross Walker (c)**

## Stena Line Irish ports buys two routes on the Irish Sea

**and takes over operations at the port terminals of Belfast, Birkenhead and Heysham**

Copenhagen-based shipping group DFDS A/S has sold two routes on the Irish Sea to Stena Line. The sale covers the routes Belfast-Birkenhead and Belfast-Heysham, and includes two ro-ro vessels, the Hibernia Seaways and the Scotia Seaways, and two chartered ro-pax vessels. In addition to this, Stena Line will take over operations at the port terminals of Belfast, Birkenhead and Heysham. Turnover on the routes in 2009 was \$93.4 million. According to a company press release, improving profitability on the Irish Sea remains an important area of focus in DFDS' integration plan.

The release added that Irish Sea activities have in recent years made substantial losses due to considerable overcapacity on the market, as a result of a sharp decline in demand since 2008. Operation of the routes between Dublin and the UK will continue as before, with two ro-pax ships on the route to Birkenhead and one ro-ro ship on the route to Heysham. "The Irish routes we took over at the purchase of Norfolkline have, in the last two years, lost

around a quarter of a billion Danish kroner. The prospect of continuing very difficult market conditions and overcapacity on the Irish Sea means it could be a long time before earnings improve significantly," said Niels Smedegaard, CEO of DFDS. **Source:** portworld

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## DP World analyst to visit Cochin, Chennai and Mumbai ports

Global marine terminal operator DP World DP World will be hosting a three day visit for analysts in Cochin, Chennai and Mumbai, India from Monday 6 December until Wednesday 8 December. There will be no update on current trading, nor will the presentations contain any new material information. The presentations will be added to the Investor Centre section of the DP World DP World DP World website during the course of the three day trip. **Source:** [zawya.com](http://zawya.com)



Above seen the Iskes tugs **TRITON** and **HERCULES** assisting the 1992 built **Sch 72 Frank Bonefaas** in IJmuiden  
**Photo : H.Blomvliet ©**

## Honduras to expand Port of Puerto Cortes

Honduras has received \$135 million from the Inter-American Development Bank (IDB) to expand the port of Puerto Cortes. The port of Puerto Cortes, located on the northeast coast on the Caribbean, is Honduras' main port and is also the largest and deepest port in Central America. The IDB will help finance the dredging of both harbour and port berths. In addition, the port expansion will also see the development of a new container terminal as well as the improvement of port operations. Puerto Cortes moves approximately 90% of maritime traffic in Honduras and handles

large exports and imports of grain, fertilizers, and other essential goods vital to the Honduran economy, according to the IDB. IDB says they will be funding 60% of the total project cost. **Source:** portworld



MV **Skylge** seen at Damen Shiprepair Rotterdam B.V. location Pernis being fitted with 9 new lengths of studlink anchorchain Supplied by Damen anchor and Chain factory. She lost her chain all the way from the bitter end when she was at anchorage some weeks ago. The chain was being prepared for the connection as can be seen at the picture.

**Photo :** Arjan Sebel ©

## Chennai port suspends handling export containers

The Chennai Port has temporarily stopped handling export containers to evacuate the 11,000 import boxes piled up at the container terminals in the last couple of weeks. The export cargo – around 1,000 exports boxes come in to the port every day – are either at various locations around Chennai or are being diverted to Tuticorin port, according to industry sources. In the last 24 hours, 2,200 TEUs (twenty foot equivalent units) were evacuated from the terminal as against the normal 1,500 TEUs. There are still 9,000 TEUs to be moved out, said sources. However, the situation could worsen next week as 9,000 import boxes will arrive in eleven vessels. However, an official at the terminal was confident that the situation could return to normal from Monday following evacuation of the import boxes.

Import boxes started piling up from November 13 when the trailer operators stopped plying their vehicles in protest against the beating up of a vehicle's cleaner in North Chennai by local people. The residents were agitated over container trailers plying in bad road conditions and posing a risk to people in the area. Container movement to and from the Chennai port came to halt for four days even as the terminal was receiving import boxes. The situation worsened as bad roads in North Chennai slowed down movement of boxes only one, the 'zero gate' was available for both inbound and outbound boxes.

At a meeting of various stakeholders of the Chennai Trade Coordination Committee on November 30, it was decided that priority will be given to evacuate the 11,000 containers lying in the terminals at the port and temporarily stop bringing export boxes to the port. Starting from 1200 hrs on December 2 (Thursday) till 1800 hrs on December 5 (Sunday) receipts of exports have been stopped. The terminals – DP World Chennai and Chennai International Terminal – stopped offloading outstation containers from 1200 hrs on December 2. The container freight stations stopped stuffing of exports from 2200 hrs of November 30. It was also decided that all containers that are presently in the terminals will be exempt from penal charges such as demurrage, storage and detention.

The Chennai Port Trust, on its part, assured the Committee that steps will be initiated to complete the patch work on a war footing on the much delayed EMRIP (Ennore Manali Road Improvement Project) road by the National Highways Authority of India within a month. It assured to take up with the Tamil Nadu police to give protection to drivers operating from Ennore Expressway to Ponneri-Panchetti Road till the patch work is completed. Further, till the four-lane comes into use, transporters can carry only one loaded or two empty containers on a single trailer. Steps will be taken to complete 'O' gate parking by the end of December and the decision on Thiruvotriyur parking yard will be expedited, the Port Trust said. **Source: Hindu Business Line**

## **CHRISTMAS WISH OF THE DAY**



The bridgeteam of the 4-8 watch onboard the **RYNDAM** wishes all readers a Merry Christmas and a Happy New Year

## **.... PHOTO OF THE DAY ....**



The **SMIT SULAWESI** seen in drydock at Van Brink in Rotterdam, rumours are going that the tug is sold to India ??  
Photo : Marijn van Hoorn (c)

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