DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 354

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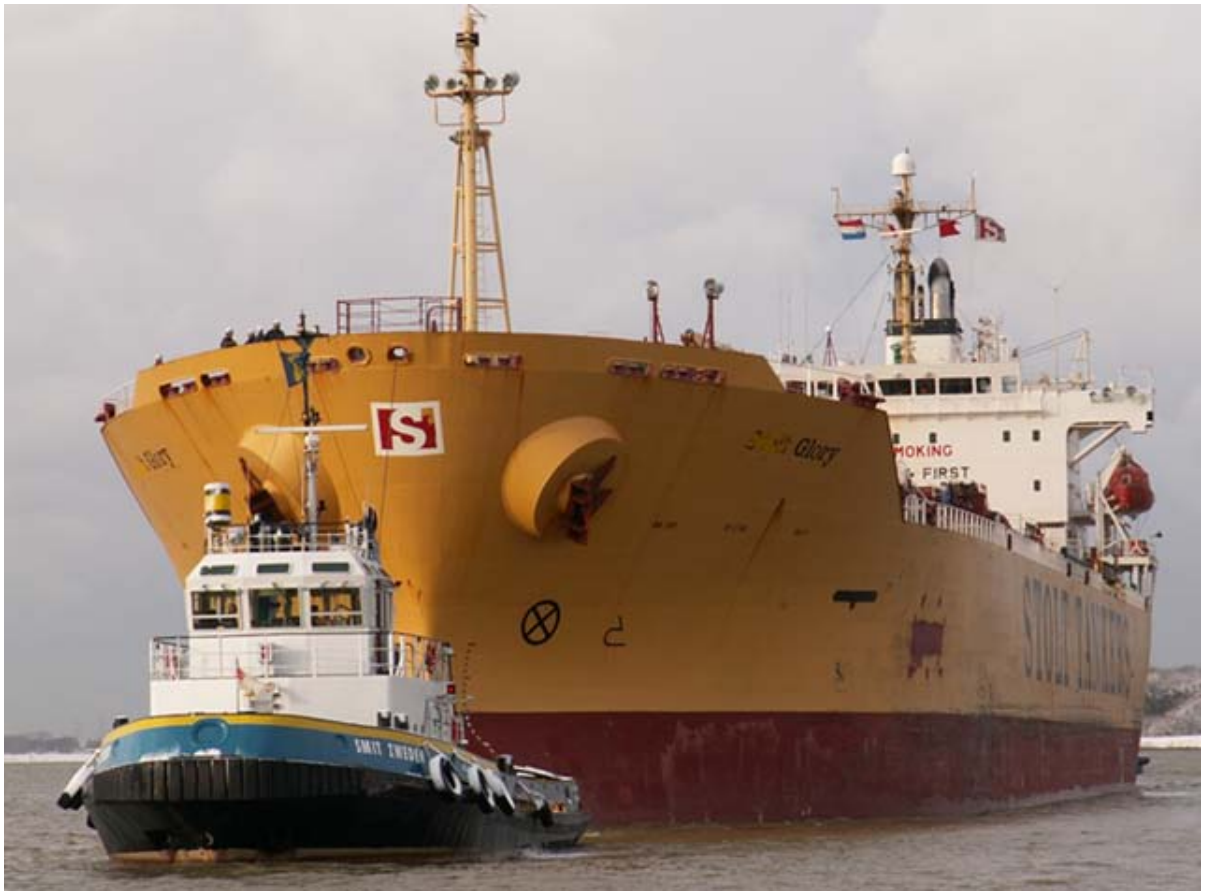
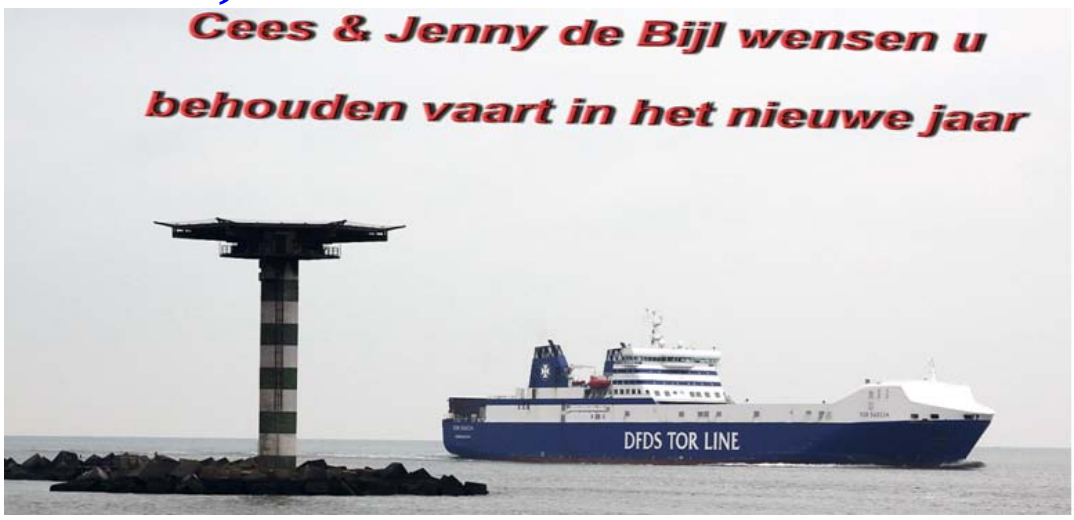
News reports received from readers and Internet News articles copied from various news sites.



The STOLT GLORY seen in the port of Rotterdam assisted by the SMIT ZWEDEN
Photo : Jacco van Nieuwenhuyzen ©

EVENTS, INCIDENTS & OPERATIONS



A major step towards the new environmental era for tanker shipping

The introduction of a new crude oil tanker concept that is fuelled by liquefied natural gas, has a hull shape that removes the need for ballast water and will almost eliminate local air pollution. This concept vessel also recovers hundreds of tons of cargo vapours on each voyage and represents a major step towards the new environmental era for the tanker shipping industry. The new crude oil concept vessel, named Triality, has been developed through a DNV innovation project. As its name indicates, it fulfils three main goals: it is environmentally superior to a conventional crude oil tanker, its new solutions are feasible and based on well known technology, and it is financially attractive compared to conventional crude oil tankers operating on heavy fuel oil. DNV CEO Henrik O. Madsen, who presented the new concept in its VLCC version in London today, says: "I am convinced that gas will become the dominant fuel for merchant ships. By 2020, the majority of owners will order ships that can operate on liquefied natural gas (LNG). As a leading class society, DNV has an important role to play in finding more environmentally friendly solutions for the shipping industry, and I'm proud of what has been achieved for the crude oil tanker segment through this innovation project that we are presenting today."

Less harm to the environment

The Triality concept VLCC has been compared to a conventional VLCC. Both ships have the same operational range and can operate in the ordinary spot market. Compared to the traditional VLCC, the Triality VLCC will:

- emit 34% less CO2
- eliminate entirely the need for ballast water
- eliminate entirely the venting of cargo vapours (VOCs)
- use 25% less energy

Less harm will also be caused to the health of people living close to busy shipping routes and ports as NOx emissions will be reduced by more than 80% while emissions of SOx and particulate matter will fall by as much as 95%.

The new concept tanker has two high pressure dual fuel slow speed main engines fuelled by LNG, with marine gas oil as pilot fuel. The next phase of the Triality concept development will review the use of dual fuel medium speed engines and pure gas engines.
Two IMO type C pressure tanks capable of holding 13 500 m3 LNG – enough for 25 000 nautical miles of operation – are located on the deck in front of the superstructure. The generators are dual fuel (LNG and marine gas oil) while the auxiliary boilers producing steam for the cargo oil pumps operate on recovered cargo vapours (VOCs).
A traditional tanker in unloaded transit needs ballast water to obtain full propeller immersion and sufficient forward draft to avoid bottom slamming. The new V-shaped hull form and cargo tank arrangements completely eliminate the need for ballast water in the VLCC version. There will also be much less need for ballast water on other kinds of crude oil tankers, such as Suezmax, Aframax and smaller ships. The new hull shape results in a reduced wetted surface on a round trip and has a lower block coefficient and thus a more energy efficient hull. A VLCC in unloaded transit will normally carry between 80 000 and 100 000 tons of sea water containing organisms that can cause damage when released into foreign ecosystems. In addition, a lot of fuel is needed just to transport this extra water. And finally, the initial coating and later maintenance of ballast tanks during operations are among a shipowner's main concerns. The Triality VLCC can collect and liquefy more than 500 tons of cargo vapours during one single round trip. These liquefied petroleum gases will then be stored in deck tanks and up to half will be used as fuel for the boilers during cargo discharge, while the rest can be returned to the cargo tanks or delivered to shore during oil cargo discharge.
Environmentally superior ship also profitable
When it comes to the additional cost of building a vessel like Triality and the reduced cost of operating it, Henrik O. Madsen's conclusion is clear: "It is possible to develop an environmentally superior ship and be profitable at the same time. Our best estimate is an additional capital expenditure of 10-15% for a Triality VLCC newbuilding compared to a traditional VLCC. Even with this extra cost included, we estimate a reduced life cycle cost equal to 25% of the newbuilding cost for a traditional VLCC. "Triality is a concept vessel and a ship builder will need to prepare a detailed design before the first Triality crude oil tanker can be constructed. The Triality concept is based on well known and proven components and systems, so in principle a Triality crude oil tanker introducing all or some of the innovative elements in the concept can be designed today. I am convinced that the Triality concept will create great interest among ship builders and crude oil tanker operators, so that the first Triality crude oil tanker will leave a shipyard before the end of 2014," concludes DNV CEO Henrik O. Madsen. **Source: DNV**

Ferry and cargo ship involved in mid-Mersey crash were both to blame, judge rules

A MERSEY shipping crash was caused by critical faults made aboard both ships, a judge ruled. The cargo ship **Alaska Rainbow** careered into Isle of Man Steam Packet company's **Sea Express 1** in thick fog in February, 2007. The passenger ferry, with 294 people and 58 vehicles on board, was holed and listed dangerously in the river.

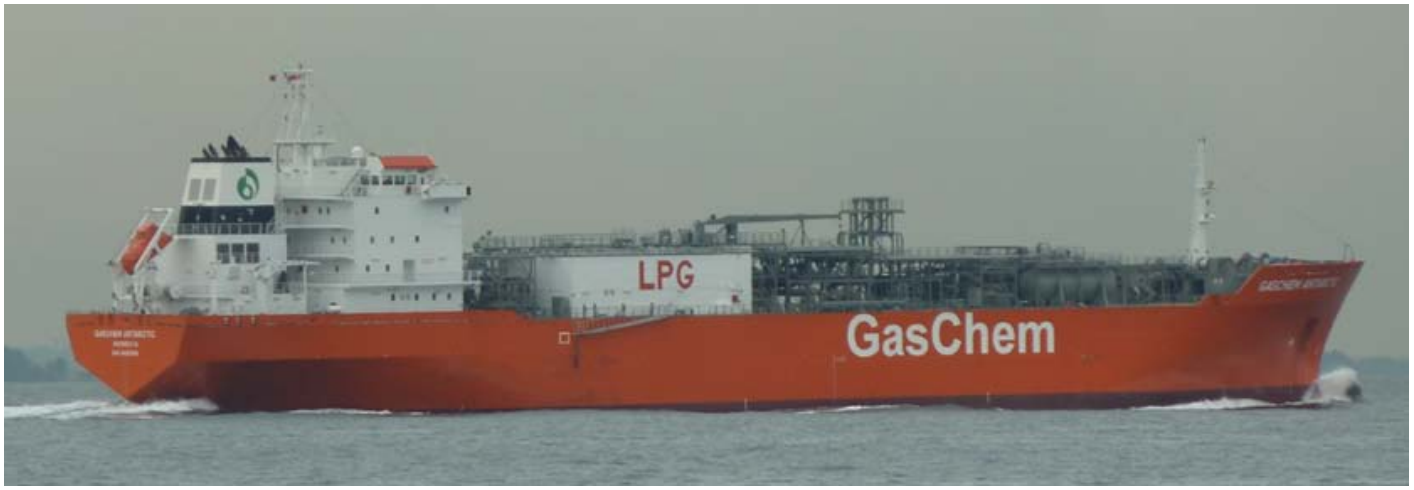
A High Court judge asked to rule which vessel was responsible said blame should be shared equally. In judgement handed down in the Admiralty Court on December 8, Mr Justice Nigel Teare said the master of the **Alaska Rainbow,** Captain Koveris, had too relaxed an attitude to navigation. But he also said the trainee master of **Sea Express,** Mr Pirrie, broke Steam Packet's rules about how to captain in poor visibility by controling the ship and keeping a lookout at the same time. Mr Pirrie was sitting a masters exam after failing the test the previous day

The fast catamaran ferry was arriving in Liverpool from Douglas on the Isle of Man and was due to berth at the Pier Head. Meanwhile **Alaska Rainbow**, which was operated by JG Goumas (Shipping) was returning from Bilbao in Spain with a cargo of steel on board.

Explaining Alaska Rainbow's faults, Mr Justice Teare said: They were probably caused by the master having too relaxed an attitude to navigation and his duties (illustrated by the shrug of his shoulders in the witness box when asked why he had not sounded fog signals), which was exacerbated by relying upon the pilot to such an extent that he did not exercise his own judgement. Switching to the Sea Express, he said: It is very likely that [Mr Pirrie's] failure to keep a good look out stemmed from the fact that in addition to keeping a lookout he was required to con[trol] the vessel.

The master said that as master he normally conned the vessel in addition to keeping a good lookout and therefore Mr Pirrie was doing no more than he would have to do as master. It may be the case that this was the master's practice, but if so it was a practice contrary to that which his owners thought was good practice in pilotage waters and restricted visibility.

He added: Nevertheless, despite these strictures as to the bridge management of **Sea Express** it is not possible, in my judgement, to separate or differentiate the respective faults of **Alaska Rainbow** and **Sea Express 1** in terms of culpability. They were both culpable to a high order. **Source : Liverpool Echo**



The **GASCHEM ANTARCTIC** seen westbound in the Singapore straits last Friday, the July 2010 delivered LPG Tanker is having a length of 155 mtr and is having a capacity of Liquid Gas 17,000
Photo : Piet Sinke ©

Block exemption order gets five-year extension

The Minister for Trade and Industry has extended the exemption of liner shipping agreements from Section 34 of the Competition Act for another five years - until the end of 2015. Section 34 of the Act prohibits anti-competitive agreements. The exemption - which had been headed for expiry come the end of 2010 - is known as the Competition (Block Exemption for Liner Shipping Agreements) Order 2006, or BEO in short. 'Antitrust exemptions for (liner shipping agreements) remain the international regulatory norm and the BEO will provide continued certainty to the shipping industry,' the ministry said in a statement yesterday.

It also said that the Competition Commission of Singapore (CCS) had determined that the extensive network of liner shipping companies in Singapore has had 'important flow-through benefits for local shippers and the Singapore economy'.

The Singapore Shipping Association (SSA) also lauded the extension yesterday. 'We are very grateful that our Minister for Trade and Industry has decided to extend the BEO for another five years, clearly indicating Singapore's continued commitment towards maintaining a pro-business environment,' said SSA president SS Teo.

He also urged shippers and carriers in Singapore to 'engage each other in frank and open dialogue'. The Singapore National Shippers' Council, for its part, was very frank when it submitted its comments on the exemption to the CCS in October. 'We were not in favour of the block exemption when it was introduced five years ago and we find even more reasons to object to the CCS's decision to recommend to the Minister for Trade and Industry to extend it for a further five years,' it said.

The council had also said that the block exemption would have a 'negative impact for shippers'. 'We have it on good authority that the US would bring in the Shipping Act of 2010, which would remove antitrust exemptions to shipping conferences,' it had said. 'As the US is the biggest economy, with over US$2 trillion in annual merchandise trade, Singapore's decision to extend the block exemption for liner shipping agreements for another five years could well put us at odds with the US.' **Source : The Shippingtimes**

Nuclear waste arrived in Murmansk

The Danish vessel "**Puma**" offloaded the containers with 8,6 kg highly enriched spent nuclear fuel and 45 kg of low enriched spent nuclear fuel. Once taken onshore at the harbor at the nuclear powered icebreaker base Atomflot, just north of Murmansk, the nuclear waste became under Russian jurisdiction, reports Russia's Federal nuclear agency Rosatom in an information bulletin posted at their portal.

This photo taken Thursday evening and sent to BarentsObserver by the Norwegian environmental organization Naturvernforbundet, shows "**Puma**" while offloading the nuclear waste at Atomflot. The blue building to the left in the background is a temporary storage for containers with spent nuclear fuel that Russia has built with grants from several European countries, including Norway.

The Serbian nuclear waste that has been shipped all round the coast of Norway was Thursday offloaded at Atomflot in Murmansk. Puma offloaded the containers with uranium fuel at Russia's nuclear powered icebreaker base Atomflot just north of Murmansk city centre on Thursday last week.
Photo : Naturvernforbundet

The onshore building with its storage pads was originally built some few years ago in order to speed up the safe handling of spent nuclear fuel coming from the old and retired submarines under decommissioning. Also, four of the railway-wagons supposed to transport spent uranium fuel from submarines from Atomflot to Mayak are sponsored by Norway.

Now Russia uses this building for import of spent nuclear fuel from European countries, like Thursday's load from a Serbian research reactor just outside Belgrade. The shipment and coming processing of the spent fuel is a cost-share project between Serbia, Russia, the United States and the Czech Republic, according to Rosatom. Earlier, spent nuclear fuel from a Polish research reactor has been sent by boat around the coast of Norway to the particular harbor in

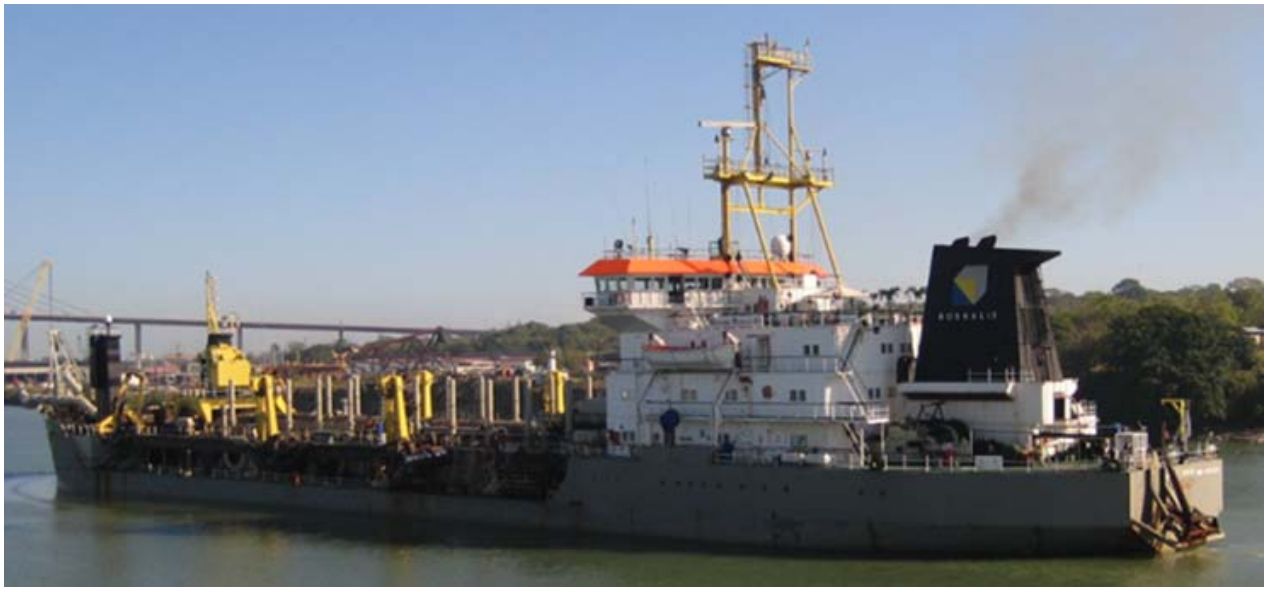
Murmansk. From here, the spent nuclear fuel is sent by train to Russia's reprocessing plant Mayak in the South-Urals. Although, Serbian, Norwegian and Russian authorities try to say as little as possible about such ship transport when it is underway, the vessel Puma has got attention in media as it was sailing northbound.

It was the St. Petersburg based environmental group Zelenyi Mir (Green World) that in cooperation with the Norwegian branch of Friends of the Earth that alarmed the public about "**Puma**" and its cargo. - If there is an accident with a nuclear transport in Norwegian waters, it could have dramatic consequences for people and nature along the coast. The only way to avoid such an accident is to prevent such shipments in the future, says Yngvild Lorentzen in the organization's department for international project work, in a phone interview with BarentsObserver Thursday. Another nuclear watchdog group agrees: - We have little control over hazardous shipments like this, and emergency preparedness is inadequate. We sit with our heart in the throat every time such kind of nuclear cargo sails along our coast, says Igor Kudrik, expert on nuclear safety issues in Russia with the environmental group Bellona. **Source : BarentsObserver**

KOTUG's SD SEAL seen assisting the SWIFT 10 in Rotterdam-Europoort last week
Photo : Jacco van Nieuwenhuyzen ©

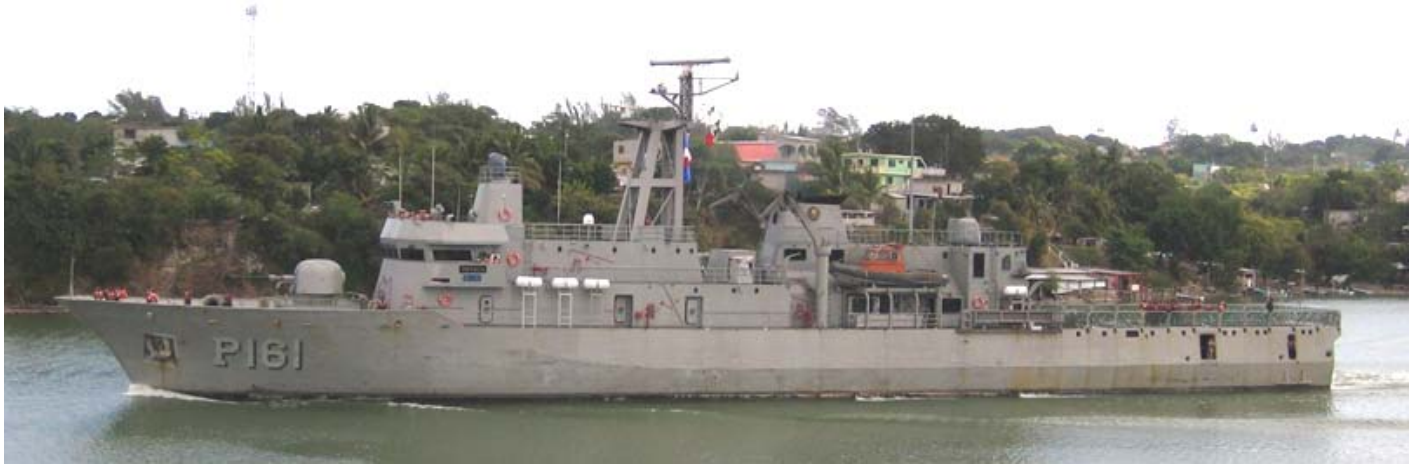
Anchorhandlers to leave the North Sea market

Norwegian Deep Sea Supply sells the 1990-built AHTS vessels **Sea Cougar** and **Sea Wolf 1** to an Asian buyer. The parties have agreed not to disclose the purchase sum. This means the vessels will leave the North Sea market when delivered to the new owner in the second half of 2011. After the transaction, Deep Sea Supply's fleet will consist of 27 offshore supply vessels of which 21 in operation and six under construction. **Source : ShipGaz**



The **BARENT ZANEN** seen operating in Tampico (Mexico)
Photo : Capt. Wout Vantellingen ©

NAVY NEWS



The Mexican **P 161 OAXACA** seen in Tampico (Mexico) – **Photo : Capt. Wout Vantellingen ©**

From Defense Industry Daily:

The Royal Navy to withdraw **HMS Illustrious** strike carrier from service in 2014, eliminating all carriers from the fleet. **HMS Ocean** amphibious helicopter carrier will provide long-term helicopter landing capability. The LPD ship **HMS Albion** takes over from **Ark Royal** as the navy's flagship, and all four remaining **Type 22 frigates** will be withdrawn from service in 2011.

Indian Navy begins process to acquire two submarine rescue vehicles

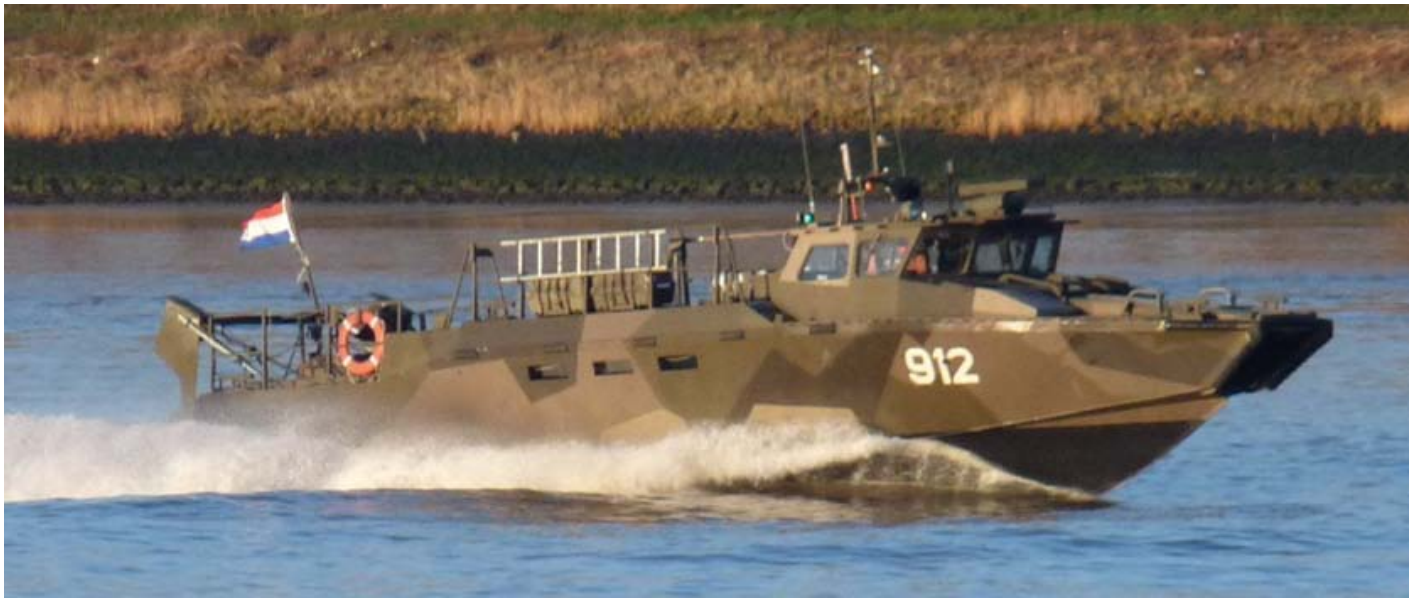
Currently dependent on US DSRVs, this is India's second attempt to acquire its own rescue vehicles

The Indian Navy floated an RFI (request for information) earlier this week for acquiring two kits of free-swimming deep submergence rescue vehicle (DSRV), used for rescuing downed submarines and covert missions. It has sought information from firms who have experience in designing and constructing such a vehicle which is currently in service with any navy or undergoing sea trials.

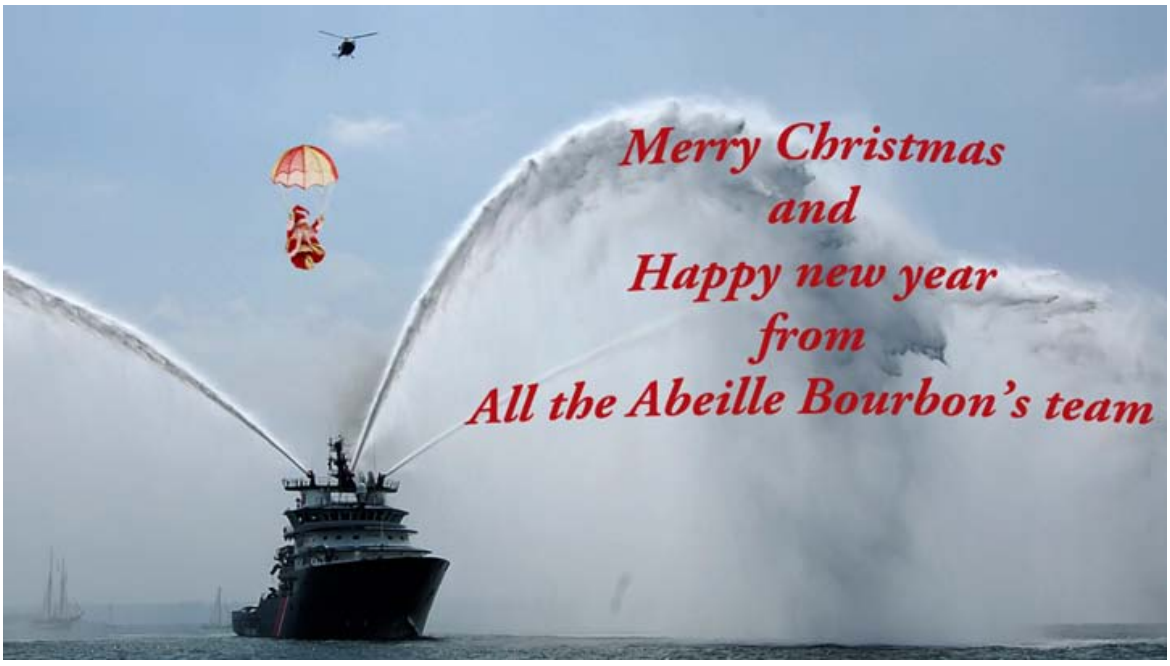
The bid, published by the Directorate of Submarine Acquisition of the navy, comes shortly after it invited information from Indian and global shipbuilders to support the procurement of two new 3,000-ton diving support vessels (DSV) "The RFI has sought information about the maximum depth in which the rescue vehicle can operate, number of rescuees in one batch, composition and number of onboard as well as support crew, along with additional personnel during a continuous operation for 72 hours," said an Indian Navy official who refused to be named.

While the depleting submarine strength of the Indian Navy remains a cause of concern, its efforts to procure submarine rescue vehicle have also been unsuccessful. It made the first attempt to acquire the kits from the US Navy, in 1997. The intention was to also allow indigenous manufacturers to assemble their own submarine rescue vehicles. But the plan fell through as the US government embargoed supply of defence equipment to India in the aftermath of the nuclear tests. Further, the Indian Navy's plan to buy two DSRVs was scrapped in 2005 following charges of corruption, but the effort has apparently picked up again. Currently, the Indian Navy is dependent on the US Navy's rescue vehicle, without any proper service agreement, during distress. The US Navy DSRVs, however, would take at least 72 hours to get to station from its nearest base.

According to an August 2010 report of the Comptroller and Auditor General (CAG), the DSRV will perform rescue operations on submerged or disabled submarines. "It will remain stationed with the US Navy and in the event of an accident will be transported to the nearest seaport or airport, then to a mother ship to reach the rescue site....with the capability of rescuing up to a depth of 610 meters," it added. The report says that such time and depth restrictions further dilute the effectiveness of a rescue facility which, in any case, is nowhere close to completion. **Source : Tehelka**



Another photo of the Swedish built **Stridsbåt-90H-class** 15.9 mtr long fast personnel landing craft [LCP] **912** which is serving the Royal Dutch Marines at present, above seen the craft enroute Rotterdam , the Aluminium built craft is able to carry a crew of 4 + 21 troops with a top speed of 40 knots - **Photo : Frits Janse ©**



SHIPYARD NEWS

Vietnam produces its first electric cables for ships

The Middle Area Construction and Shipbuilding Industry Company (Macshinco), an affiliate of Vinashin Group, officially handed over 20 tonnes of ship electric cables to the Saigon Shipbuilding Industry Corporation on December 16 at the Hoa Khanh Industrial Zone in the central city of Danang. This success is believed to enable the Vietnamese

shipbuilding industry to save foreign currencies for imports of input materials. With a total investment of US$20 million, Vinashin's plant for ship electric cables can produce 8,000 tonnes of cables annually.
After five months of operation, it was granted quality certificates by foreign and domestic registration agencies. Tran Quang Tuan, director of Macshinco, said that the establishment of the plant is of particular significance in the context of Vinashin's restructuring. **Source: VOVnews**

The **GRANDE TOGO** seen leaving the builders, Uljanik Pula Croatia for yard trials.
Photo : Andre de Voet ©

ROUTE, PORTS & SERVICES

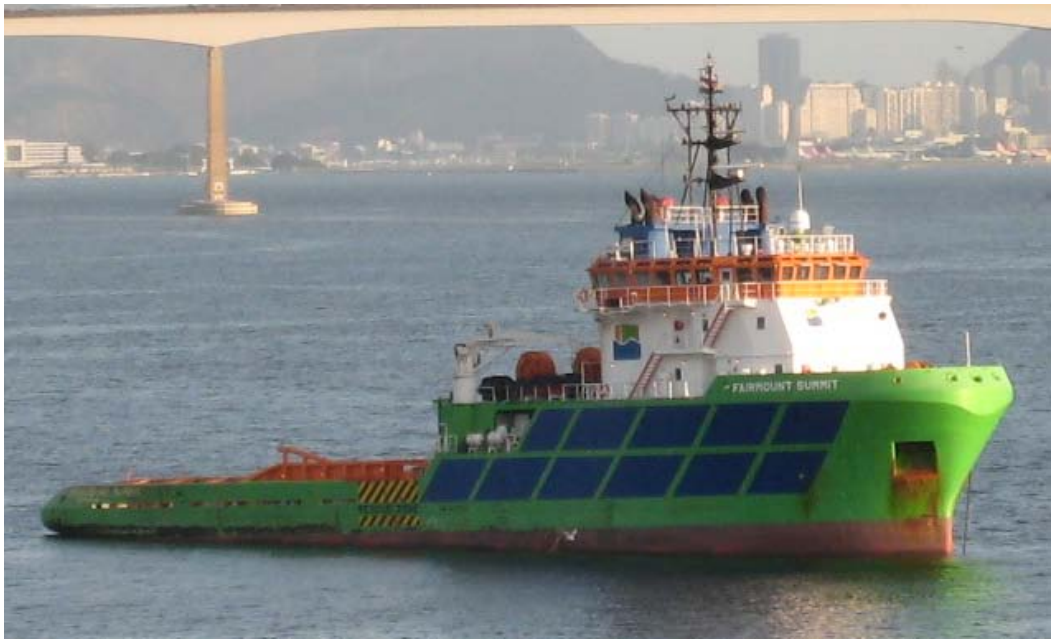
Superliner's foggy welcome

The largest cruise ship ever to be based in New Zealand arrived to a foggy Auckland welcome as it sailed into the harbour at dawn. P&O Cruises will celebrate the arrival of the 63,500-tonne **Pacific Pearl** with a public naming festival at Queens Wharf on Tuesday featuring a giant ferris wheel, a fireworks display and performances by Dane

Rumble and Stan Walker. Olympic boardsailer Barbara Kendall will become the ship's "godmother" when she breaks a magnum of New Zealand bubbles on board and food stalls will serve cuisine from **Pacific Pearl's** restaurants and cafes.

Pacific Pearl is the fourth ship in P&O's fleet and will carry 1800 passengers. It features a swim-up bar, an aerial acrobatics rig spanning the width of its pool deck and a giant poolside entertainment screen. "P&O Cruises is very excited to bring New Zealand its first homeported superliner - it really is a mark of how much the cruise industry has grown in this country over the past few years," said Ann Sherry, CEO of Carnival Australia, which operates P&O Cruises.

A cruise prize will be raffled on Tuesday with proceeds going to Variety - The Children's Charity in its appeal to help the children of the men lost in the Pike River Mine disaster. **Source : New Zealand Herald**



The **FAIRMOUNT SUMMIT** seen anchored at the Guanabarra anchorage, Rio de Janeiro
Photo : Capt. Jan Willem Razenberg – Master PLSV Seven Oceans ©

Portland may get high-speed cross-channel ferry

A new company has revealed plans to launch a ferry service from Portland in Dorset, to Cherbourg in France.

HighSpeedFerries said it is exploring options for a high-speed, cross-channel passenger and car ferry which could complete the crossing in two hours. The company said the service would not be in competition with Condor's Channel Island services from nearby Weymouth.

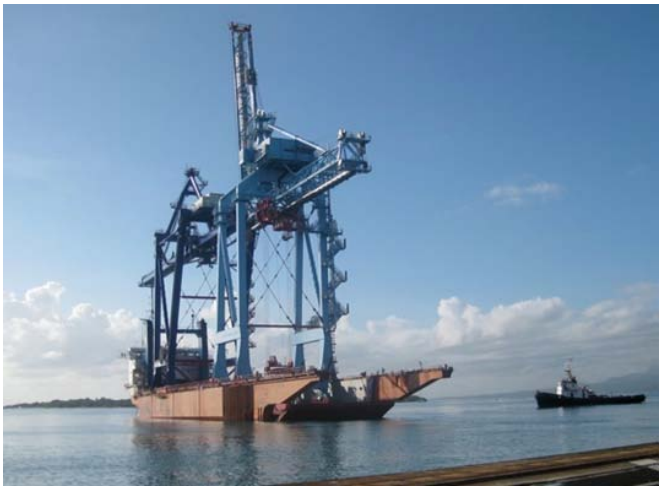
Director Jonathan Packer said the plans were "an exciting development" for the region. Mr Packer said: "HighSpeedFerries could get you direct to France in two hours, with a service running two or three times a day in season. "These are early days, but this could be a very exciting development for the South West as a whole. It would considerably reduce through journey times and road distances for our target markets as compared to the Dover-Calais crossing."
The company said it had already spoken to Weymouth and Portland Borough Council about the plan. It is also consulting with Dorset County Council as well as the Port of Cherbourg and the Normandy Ports Authority. **Source : BBC**

Above seen the tug **LEOPARD** departing with the **Z 97 JAN VAN GENT** from Ijmuiden bound for Poland where the former fishing vessel will be converted into a Guardship for Van Laar Maritime from IJmuiden.
Photo : Marcel Coster ©

Lis Weber sold at auction to Alvar Olsson

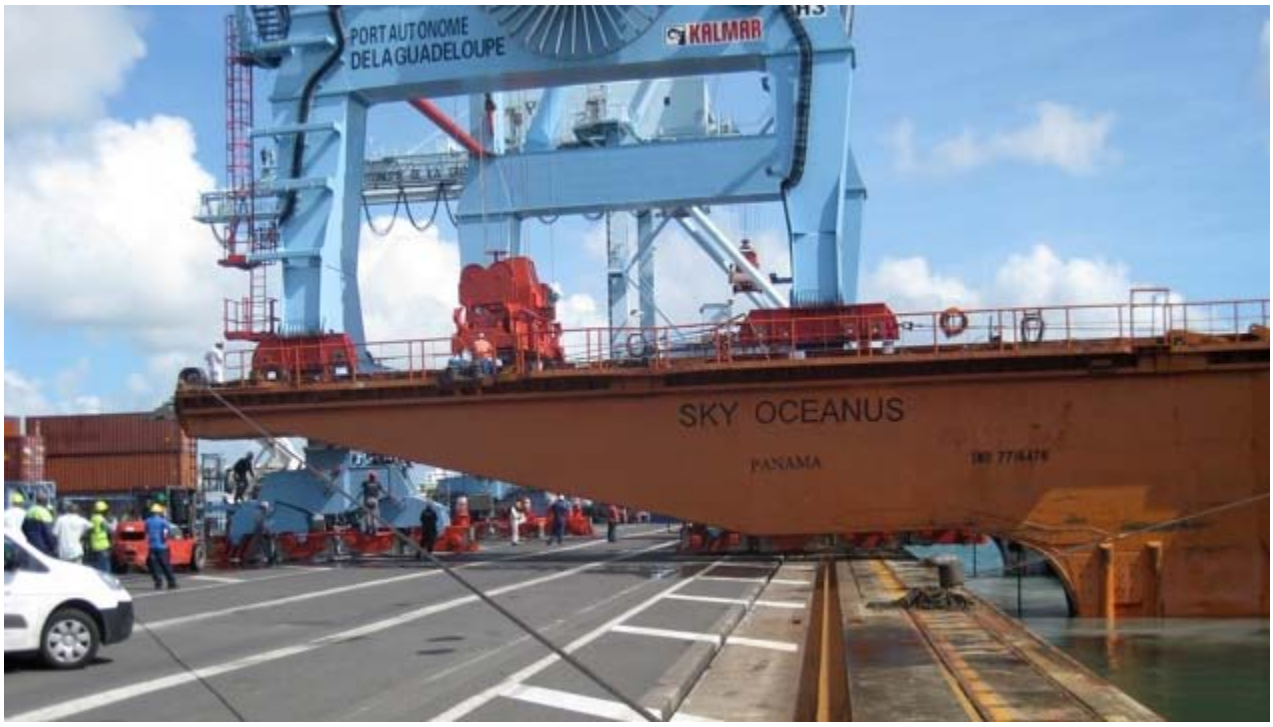
The Swedish owner Alvar Olsen presented the highest bid when the coaster **Lis Weber** was sold at an auction on Thursday in the court house in Svendborg. Olsson bid DKK 1.65 million and his company Lupin Shipping Limited became the owner of the laid up vessel, which will remain in Svendborg for a grace period of 30 days before it can be taken over. The purchase price will thus cover the crew's claim of DKK 355,000 and port fee of DKK 155,000. The remaining amount goes to Nova Bank to cover parts of the outstanding debts of DKK 5.8 million. The Lis Weber was laid up in Svendborg in October 2009, as the part-owner and commercial manager C J Brand & Co filed for bankruptcy. **Lis Weber** is built by J J Sietas in Hamburg (type 104a) and was acquired by C J Helt in April 2008. The ship is on 2,480 DWT. There are still two units left over from the C J Helt fleet, the **Dantic** and the **Skantic**, both lying in Svendborg. **Source : ShipGaz**

SKY OCEANUS OFFLOADED CRANE



In the port of Guadaloupe the **SKY OCEANUS** delivered a 1100 tons 80 mtr high **KALMAR** (China) built container crane, The loading and discharge operations both supervised/executed by **Niels Vernes** (Leenaars) and **Pelle de Jong** (Pelle de Jong Marine Consultancy).

Photo's : Pelle de Jong ©



HelOx Line operated by Bore

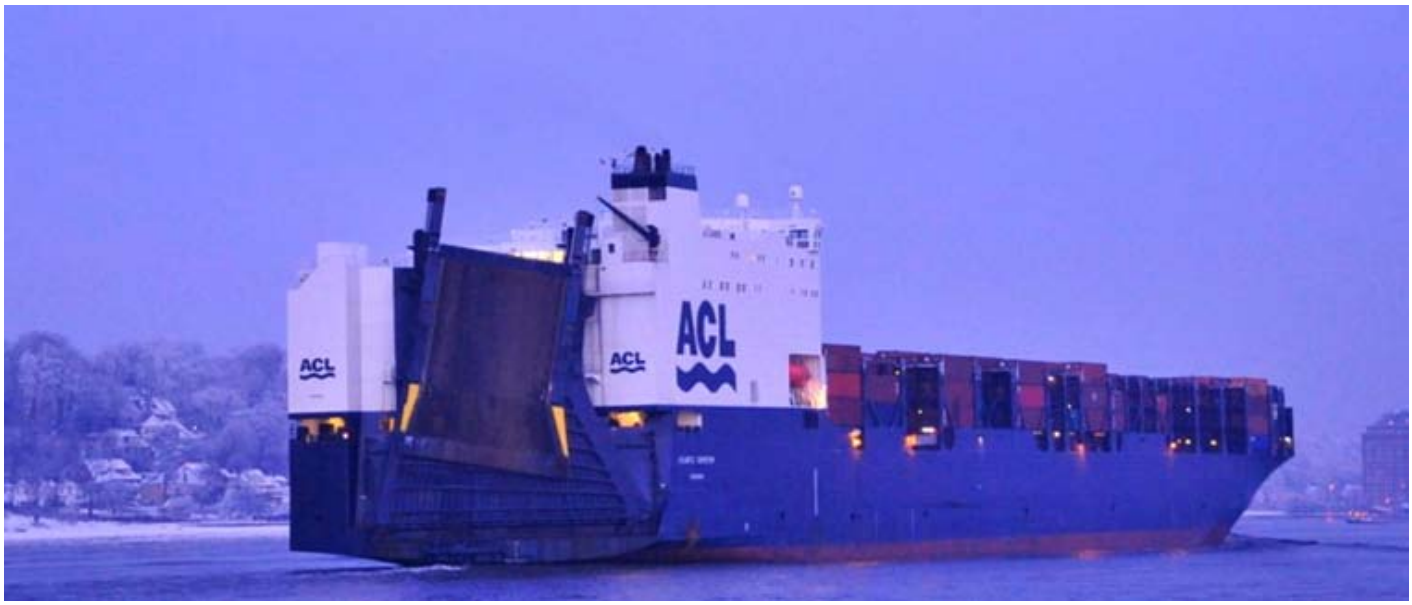
A new trading line will be opened between the harbours Helsinki Vuosaari, Finland and Oxelösund, Sweden. We aim to have our first departure from Vuosaari on 31.1.2011. M/V Borden will be assigned for this route and we are very pleased that she can start trading again. The line will be operated by Bore. Lindholm Shipping will be the agent both in Sweden and Finland. This line will be marketed under the name of HelOx Line and will be having its own logo. A home-page for HelOx Line is under construction (www.heloxline.com).

Carus heads to Iceland

Icelandic shipping company Eimskip signs SaaS contract for the CarRes booking, ticketing, departure-control and administration solution. This 'Software as a Service' agreement follows the recent license sale of CarRes to Azam Marine in Tanzania and the Eckerö Group in Finland, which leads to Carus implementing their sought after ferry solution for three customers in distant markets under two different deployment models, two as SaaS implementation from the Carus Data Centre in Mariehamn and the other as a licence model on the operators own hardware infrastructure, at the same time.

Carus CEO, Anders Rundberg observes "Installing the same software for three different business models certainly reflects the functional scope of CarRes as well as our ability to handle these diverse projects while maintaining our service levels to our existing clients." Eimskip, who operate ferry services to the Westman Islands (Vestmannaeyjar) from mainland Iceland, selected Carus to help them improve their business processes, especially in the area of ticket issue and port processing in order to enhance their overall customer service. A combination of web-rechargeable digital tickets, self-service kiosks and home printed confirmations coupled with the Carus mobile Wi-Fi boarding tools will ensure that passengers have the most efficient and enjoyable boarding experience while the carrier will be able to streamline procedures and optimize staffing levels at the port.

"Eimskip chose the CarRes booking and ticketing system after examining the solution in practice and seeing it working well globally. After working with Carus in the implementation process, we have nothing but high hopes for the system and its functions.", says Gudmundur Nikulasson, Vice President of Eimskip Domestic in Iceland. "Installing our solutions in ferry operations worldwide in just a few weeks is becoming a habit for us now, and we are happy be able to deliver this installation to Eimskip as planned at the beginning of the year. What is really interesting with the Eimskip operation is that even though it is quite small, it still needs advanced functionality in order to operate smoothly and efficiently with just a few staff", says Anders Rundberg.



The **ATLANTIC CONVEYOR** seen inbound for Hamburg - **Photo : Hans Schaefer ©**

New Danish shipowners' association

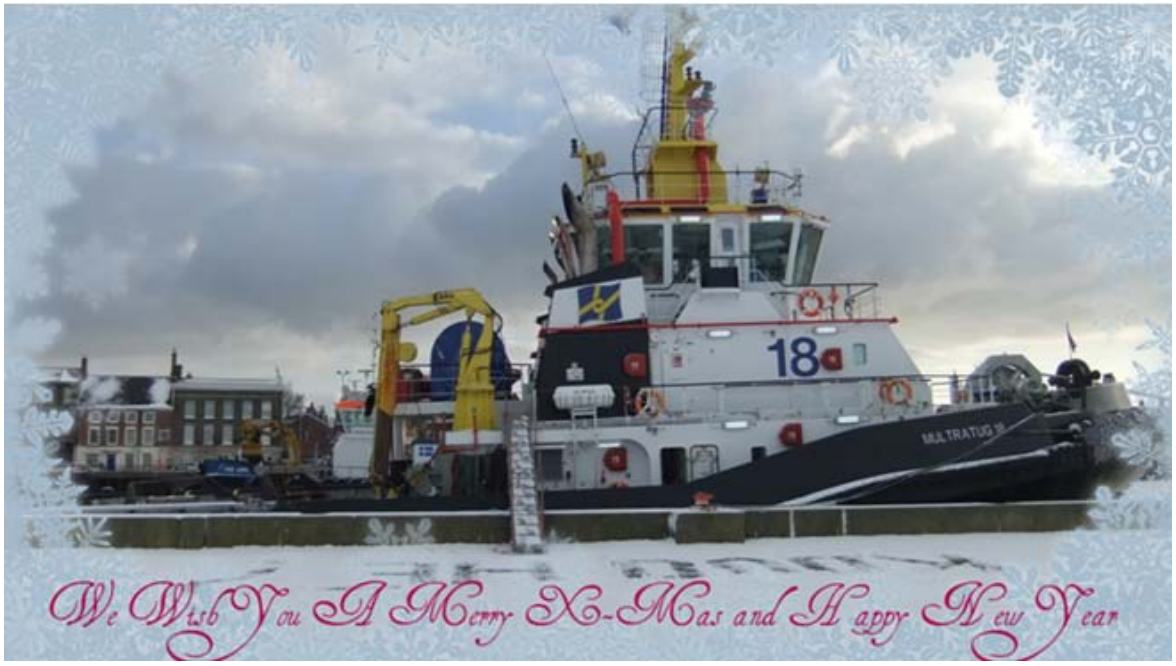
Rederiforeningen af 2010 will be a reality as of January 1, 2011, after two extraordinary general assemblies yesterday unanimously decided to merge the two shipowners' associations Rederiforeningen af 1895 and Rederiforeningen for Mindre Skibe. It is a great day for small and medium-sized shipping in Denmark. We have created a new and strong platform to work with the authorities, unions and other counterparts in the daily running of our vessels", says Niels Højlund Hansen, owner of Nordane Shipping, who will be chairman of the new association. "I have been working for this merger for the last twelve years and it has been hard work to make it happen", says Niels Højlund Hansen. The deputy chairman will be Søren Nørgaard Thomsen, CEO of Esvagt. The rest of the board of directors will be Boye

Kromann, CEO of Erik B Kromann, Lars Hjorth Simonsen at M H Simonsen, Jørgen Folmer at H Folmer & Co and Carsten Rousing, CEO of Maritim Supply. Rederiforeningen af 2010 represents 208 ships of the entire Danish flagged fleet of around 550 vessels. **Source : ShipGaz**

Tonga's new inter-island ferry sets sail

Tonga's new inter-island ferry, the **MV 'Otuanga'ofa,** set sail with over 100 passengers on its first voyage to the outer islands of Ha'apai and Vava'u.

The CEO of the Friendly Island Shipping Agency, Vaka'uta Pola Vi, told Matangi Tonga Online he's pleased the ferry is finally sailing. The ferry, which replaces the **Princess Ashika** that sank last year, had been tied up at the wharf for two months after arriving from Japan because of upgrade work on the ship and also crew selections. The **MV 'Otuanga'ofa** is expected to arrive at Pangai today before departing for Neiafu and returning back to Nuku'alofa tomorrow. Mr Pola Vi added the ferry would also begin commercial sailing's next week.
Source : Radio New Zealand International



Port of Yuzhny beats projected volume figures

Sea Trading Port Yuzhny (Odessa region, Ukraine) exceeded the planned for this year cargo throughput. As of December 17, 8:00 am the port has already transshipped 30,600 tons more versus projected figures for the year, the state-owned enterprise press release said

Year-to-date freight volume handled by the company amounted to 17,350,600 tons, up 1.5% over the same period in 2009. During the period, 699 ships were loaded and unloaded at the port's burths. The number of handled rail cars totaled 138,297 units. The state-run company expects a significant increase of traffic volume by the year-end over projected digits. State-run Port of Yuzhny (Yuzhny Merchant Sea Port) foun ded in 1978 is located on the northwest coast of the Black Sea, in the ice-free Small Adzhalyksk (Grygoryivsky) estuary, 30 km northeast of Odessa. The Port is connected to the sea by a 3km-long 14-m-deep canal so pilotage service is required for inbound and outbound vessels. In 2009, Port of Yuzhny's cargo throughput shrank by 17.79% (17,838,000 mt) year-on-year.
Source : PortNews

Above the **Toisa Invincible** seen leaving Stanley Harbour (Falkland Islands)
Photo : Richard Turner - www.richardtunerphotographs.co.uk ©

Fremantle Ports – The Ships Are Getting Bigger

In July 2010, the reconstructed Berth 10 at Fremantle Port's Inner Harbour received its first container ship. The $43 million upgrade is part of Fremantle Ports' Inner Harbour deepening and associated berth works project. The harbour deepening, additional 180 m quay length and strengthened berths will enable bigger container ships at full load-carrying capacity to enter Western Australia's chief general cargo port.
Fremantle is often the first and last port of call for a number of international shipping lines and this latest project addresses the need to provide adequate channel depths and berthing facilities for 'Post Panamax' vessels (a widely accepted term referring to the size limits for ships travelling through the Panama Canal).

Major construction for the $270 million harbour deepening and berth works project commenced in April 2009. The major dredging has been completed and the progressive handing over of stages of the reconstructed wharves began earlier this year with the final stages expected to be completed in 2011. The Port of Fremantle's container trade, which reached 557,443 TEU (twenty-foot equivalent, which is a standard container measurement) in 2009-10, has grown by an average of 8.4% over the past two decades. The average size of container ships received at the port has increased by about 85 per cent over the past 15 years. "The longer, deeper-draft ships are starting to come in and to retain services by these larger more efficient ships, we have to have depths and facilities that match in with other Australian ports," says Fremantle Ports' Project and Development Manager, Lyle Banks. "Melbourne recently completed its channel-deepening project, Adelaide has undertaken deepening in recent times and Sydney is in the process of enhancing its Botany Bay facilities."
The harbour and channel deepening now nearing completion will provide a draft capacity of up to 14 metres for container shipping, using the draft enhancing technology known as Dynamic Under Keel Clearance. Fremantle Ports, a Western Australian owned trading enterprise, is the strategic manager of the Port of Fremantle, one of Australia's most important ports of call for international and domestic shipping. The port is a mix of facilities and services provided by Fremantle Ports and private operators.

TWO PRIMARY LOCATIONS
Fremantle's Inner Harbour, which began operations in the late 19th century, is at the mouth of the Swan River and adjacent to the beautiful coastal city renowned for its heritage buildings, stunning landscapes and eclectic community.

The Inner Harbour busily handles almost all of the container trade for Western Australia as well as motor vehicle imports, livestock exports and other general cargo. The Outer Harbour at Kwinana is along the shores of Cockburn Sound, an inlet of the Indian Ocean and a further 20 km to the south of Fremantle. A major Australian bulk cargo port, it handles grain, petroleum gas products, alumina, mineral sands, fertilisers and other bulk commodities. Fremantle Ports operates two of the five bulk facilities in the Outer Harbour and has substantially upgraded these facilities in recent years, with further upgrading planned to increase capacity. Lyle Banks trained in coastal developments at Delft Hydraulics in the Netherlands and came to Fremantle Ports in 2004 with more than 20 years' consultancy experience at various ports around the world. "I was brought in to look at future developments for the port, not only this project but projects beyond the harbour deepening," he says.

WHARF SURGERY

Banks and his team of project managers, construction supervisors and environmental officers were faced with some extraordinary challenges in constructing a new wharf deck while at the same time deconstructing the original 52-year-old structure. These challenges included accessing a constrained working site, working over or near water, coordinating multiple activities for piling, pre-cast installation and underwater concrete cutting and removal. "We had to surgically remove the old wharf and replace it as we went along," Banks explains. "The construction contractor, Thiess Georgiou Joint Venture, developed some innovative temporary works in order to construct Berth 10, a one-kilometre seawall to retain the reclamation and the remaining wharf upgrades. The dredging of the harbour and deepening of the channels more than eight kilometres offshore all took place while the port continued operations." The reconstruction of Berth 10 won the Management of Engineering Award at the 2010 WA Engineering Excellence Awards held by Engineers Australia in Perth on 18 September.

DEEP WATER

Dredging and marine services company Boskalis Australia has been deepening the Inner Harbour and channels. Boskalis has dredged some three million cubic metres of sand and rock from the port basin and access channels of the Fremantle Inner Harbour using two large trailer suction hopper dredges and a cutter suction dredge. The precision-enhanced technology of Boskalis allowed for the dredging of within one metre of the wharf piles.

"About two-thirds of the dredged materials, mainly sands, was placed into reclamation during the first phase of dredging early in 2010, creating an additional 27 hectares of much-needed land for port-related purposes. During the second phase of dredging, which began in August 2010, the limestone sub-layer was cut, crushed and deposited in a depression about seven kilometres offshore."

OTHER PROJECT PARTNERS

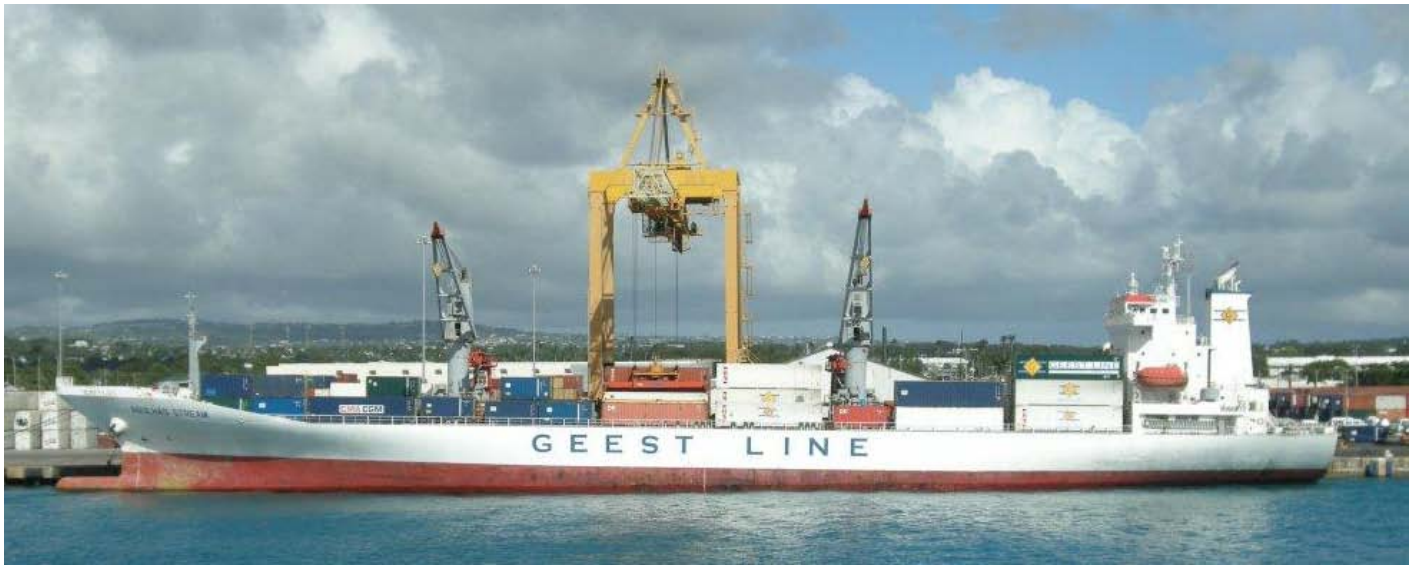
During reconstruction of Berth 10, various piling equipment was trialled to ensure noise and vibration was buffeted from nearby residential zones. Local manufacturer Steelpipe was required to meet stringent design specifications for the wharves' sheet piling. Steelhaul transported the steel to storage yards. Total AMS provided diving and marine support services in the removal of obstructions from the seabed in order to minimise delays and prevent any damage to construction equipment.

ENVIRONMENTALLY AWARE

Oceanica Consulting Pty Ltd has been monitoring the water quality throughout the dredging, providing weekly reports to Fremantle Ports and the Office of the Environmental Protection Authority in Western Australia in compliance with the project's conditions of environmental approval. "We've gone beyond the required monitoring," Banks says. "It's a very extensive environmental program. We survey and monitor seagrass and coral health offshore in areas which are potentially affected by the works and we've been monitoring dolphin activity." As a means of minimising turbidity caused by the dredging near the entrance to Rous Head Harbour (at the harbour entrance and where a new mixed-use marina is planned), Fremantle Ports engaged underwater construction specialists, Indianic Diving Services, to manufacture, install and operate a key innovation crucial to the project's environmental approvals. An 'air curtain' consisting of PVC piping with holes drilled into the top was placed on the seabed at Rous Head Harbour's narrow entrance. "This functioned somewhat like a filter in a fish tank whereby compressed air created a curtain of air bubbles to create a barrier," Banks says."It's been hugely successful, helping to ensure water quality within Rous Head Harbour was maintained during the dredging."

SAFETY FIRST

Safety management is of immense importance to Fremantle Ports' operations and this was particularly evident during the Berth 10 remodelling. Contractors were required to regularly complete full-day safety programs consisting of modules dealing with working at heights, over water and in confined spaces. Prior to the commencement of dredging, a full-bridge simulator (similar to the training modules used by commercial airlines and the armed services), enabled the harbour pilots and dredge operators to practise, in tandem, vessel passing and docking exercises. Next year's completion of the deepening and berth works project means Fremantle will remain an efficient, modern working port able to handle current and future vessel requirements and trade needs. **Source: Supply Chain**



The **AGULHAS STREAM** seen moored in Barbados – **Photo : Kees van Schie ©**

Future bases for the Northern Sea Route pointed out

Russia plans to build railways to two northern settlements that can be used as bases for traffic along the Northern Sea Route from Europe to Asia. Russian Railways has included railways to Indiga and Amderma in its development plans for the period to 2030, says Governor of Nenets Autonomous Okrug Igor Fedorov to RIA Novosti.

One line is planned to go from the town of Sosnogorsk in the Republic of Komi to the settlement of Indiga, while another I planned to be built from the town of Vorkuta in Nenets Autonomous Okrug to Amderma. Fedorov believes that Indiga is an excellent place to build a deepwater harbor for transshipment of cargo to and from Siberia. Amderma, with its airport and future railroad, can play a significant role as a check point for traffic on the Northern Sea Route, Fedorov says.

Cargo transport through the Northern Sea Route will tenfold by 2020 according to estimates by the Murmansk authorities. While 2009 was a kind of test year for vessels sailing the entire route from Asia to Europe via the Arctic, 2010 has been the breakthrough for commercial shipping along the Northern Sea Route.

The rapid ongoing climate change is bringing vast change to the Arctic, and previous ice-covered areas are becoming more accessible for shipping. September 2010 was the first time in modern history that the Northern Sea Route was totally ice-free, with only some few places with drift ice that could be seen from the bridges of the vessels that sailed the route. Sailing from Europe to Asia along the top of Russia's Arctic coast takes only two thirds of the time it takes to go through the Suez Canal to the south. The Arctic lane also has the advantage of not being frequented by the sorts of pirates that lurk off the coast of Somalia. The Northern Sea Route passes through the Barents Sea, the Kara Sea, the Laptev Sea, the East Siberian Sea and the Sea of Chukotsk to the Bering Strait. The most important users of the route are the Russian companies Norilsk Nickel, Gazprom, Lukoil, Rosneft and Rosshelf. **Source : BarentsObserver**

Busy US ports show improving economy

The **AFFINITY** seen arriving in Los Angeles - **Photo : Bob Duckson ©**

Import cargo volume at the nation's major retail container ports is expected to be up nine percent in December over the same month last year, and 2010 should end with a 17 percent increase over last year, according to the monthly Global Port Tracker report released today by the National Retail Federation and Hackett Associates.

"The nation's improving economy has been reflected in the amount of merchandise imported by retailers this year," NRF vice-president for supply chain and customs policy Jonathan Gold said. "We haven't fully recovered from the recession, and we still need more job creation to get consumer confidence back where it should be. But import levels have seen solid increases throughout the year and we expect that to continue in 2011. "Cargo volume doesn't translate directly to sales, but these trends are certainly in line with what we've experienced with monthly retail sales and this year's holiday season."

Those positive trends have seen the National Retail Federation revising its forecast to 3.3 percent, up from 2.3 percent. The upward revision is due to improvement in a variety of economic indicators including stock market gains, recent income growth and savings built up during the recession – all giving consumers the capacity to spend. "The start to the holiday season has surpassed all expectations," said NRF president and CEO Matthew Shay. "While employment data is still a concern, we are starting to see improvement in other economic indicators that support an increase to our forecast. In order to sustain this momentum for retailers and the US economy, there must be a renewed focus on jobs as we enter the new year." November retail industry sales (which exclude automobiles, gas

stations, and restaurants) increased 0.8 percent seasonally adjusted over October and 6.8 percent unadjusted over last year.

"Consumers have not been suffering from a lack of spending power, they've just been missing the confidence to use it," said NRF chief economist Jack Kleinhenz. "With noticeable improvement in key economic indicators combined with great deals on merchandise, consumers have certainly shown they shouldn't be counted out this holiday season." US ports handled 1.34 million TEUs in October, the latest month for which actual numbers are available. That was unchanged from September but up 13 percent from October 2009. It was the 11th month in a row to show a year-over-year improvement after December 2009 broke a 28-month streak of year-over-year declines. November was estimated at 1.25 million TEUs, a 15 percent increase over last year. December is forecast at 1.18 million TEUs, up nine percent from last year. January 2011 is forecast at 1.16 million TEUs, up eight percent from January 2010. February, traditionally the slowest month of the year, is forecast at 1.1 million TEUs, up 10 percent from last year, while March is forecast at 1.14 million TEUs, up six percent, and April is forecast at 1.18 million TEUs, up four percent.

However, as volumes increase in 2011, Hackett Associates founder Ben Hackett said retailers could see higher costs from "slow steaming," a practice of operating ships more slowly instituted by ocean carriers for both environmental and economic reasons. "Shippers have not benefited from slow steaming," Hackett said. "The increased round-trip voyage time has a direct impact on the time cost of goods. As a result, costs have gone up along the whole supply chain with increased inventory and transportation costs." **Source: CargoNewsAsia**

The **MILLENNIUM STAR** seen operating in the port of Los Angeles – **Photo : Bob Duckson ©**

Oil find off Brazil

Statoil and Petrobras of Brazil have struck oil on the Indra prospect in the Espirito Santo basin off the coast of Brazil.

Petrobras is operator for licence BM-ES-32, where the discovery was made and where Statoil holds a 40% stake. The exploration well was drilled at a depth of 2,130 metres and both oil and reservoir quality is good. The reservoir thickness is approximately 70 metres and is of good quality. The preliminary analysis of the oil shows a density in the range between 25 and 30 degrees API. "We are very pleased to have struck oil here and the result will have an important bearing on our decision regarding further exploration activity in this area," says Tim Dodson vice president, international exploration.

The Inndra find was made by the semi-submersible rig Paul Wolfe. The location is situated 140 kilometres from land and some 400 kilometres north of the Peregrino field. At the moment Statoil is also participating in exploratory drilling in the Campos basin on licence BM-C-33, where Repsol is the operator. Statoil is operator on the Peregrino field and

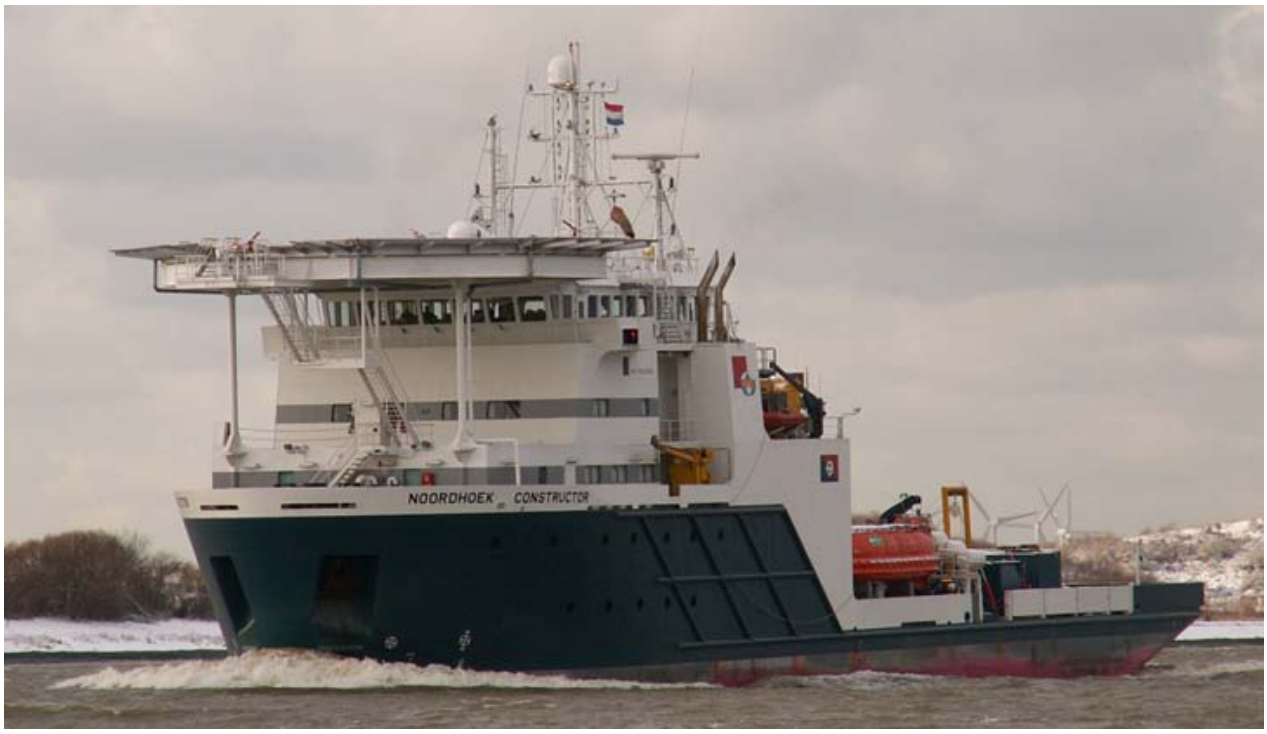
will hold a 60% share once the 40% divestment to Sinochem has been approved by the Brazilian authorities. Peregrino is planned to come on stream in the latter half of the first quarter of 2011. By next year Statoil plans to operate three exploration wells in Brazil, two in the Peregrino area in order to prove additional resources on the field, as well as an exploration well in the Camamu basin. **Source: Statoil**

The **ANTJE WULFF** seen in Rio Grande – **Photo : Marcelo Vieira ©**

OLDIE – FROM THE SHOEBOX

Linea Messina's **MS. GIANVITTORIOEMME** ex FIDRA (Rederi SVEA - Stockholm)
Photo : Coll. Kees van Huisstede

…. PHOTO OF THE DAY …..



The **NOORDHOEK CONSTRUCTOR** seen enroute Rotterdam
Photo : Jacco van Nieuwenhuyzen ©

B O E K B E S P R E K I N G

Door : Frank Neyts

“Uit Nood Geboren. 75 jaar N.P.R.C.”.

Bij De Alk verscheen recent “**Uit Nood Geboren. 75 jaar Nederlandse Particuliere Rijnvaart-Centrale 1935-2010**”, geschreven door Harry de Groot. In 1935 werd door drie schippersbonden een samenwerkingsverband opgericht van particuliere Rijnschippers. Die waren in de crisisjaren van de vorige eeuw gedwongen samen te werken om de concurrentie van de grote rederijen het hoofd te bieden. “Wij zijn uit den nood geboren...” merkte een schipper op tijdens een van de soms rumoerige jaarvergaderingen. Eind 1939 werd het aantal van bijna 2000 aangesloten schippers bereikt, die hadden onderling afgesproken alleen reizen op toerbeurt aan te nemen. Dat was ongekend in de geschiedenis van de Nederlandse Rijnvaart. De periode vanaf de oprichting tot 1955 wordt beschreven aan de hand van uniek archiefmateriaal. Over de jaren die volgen komen de schippers aan het woord. Vijfenzeventig jaar N.P.R.C. is ook vijfenzeventig jaar binnenvaart. Veel uniek en nooit eerder getoond beeldmateriaal ondersteunt de tekst.

”**Uit Nood Geboren. 75 jaar N.P.R.C.**” (ISBN 978-90-5961-325-5) werd als hardback uitgegeven en telt 168 pagina’s. Het boek kost 27.90 euro.Aankopen kan via de boekhandel. In Belgie wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com