

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 009



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Wagenborg's WATERSTROOM seen near Borkum

Photo : Bas Deen ©

ZEELAND SPORT VOOR SOPHIA
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DE 4E EDITIE VAN ZEELAND SPORT VOOR SOPHIA



Zaterdag 22 januari 2011
Sportcentrum Westerschouwen

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Richard Leistra (l) of the **Atlasgroup** handed over a painting of the **TTB SALVOR** at the T&T Bisso Salvage Asia office in Singapore last Friday.

EUNAVFOR welcomes the French frigate ACONIT



On 4 January, The French frigate **ACONIT** and her 180 crew joined Operation ATALANTA. **FS ACONIT** was commissioned into the French Navy in 1999; she has a displacement of 3,200 tonnes and a length of 125 meters. She is commanded by Commander Christophe Eugene and this is her second operational deployment with Operation ATALANTA. As a flexible warship **FS ACONIT** is perfectly adapted to counter-piracy missions and will improve the capability of EUNAVFOR to protect vulnerable vessels, especially those of the World Food Programme. EUNAVFOR Somalia – Operation ATALANTA's main tasks are to escort merchant vessels carrying humanitarian aid of the World Food Program (WFP) and vessels of African Union Mission in Somalia (AMISOM). EUNAVFOR also protects vulnerable vessels in the Gulf of Aden and Indian Ocean, deters and disrupts piracy. EUNAVFOR finally monitors fishing activity off the coast of Somalia. **Source: Eu Navfor**



The **CHEM TAURUS** seen in the port of Cape Town – **Photo : Ian Shiffman ©**

Cruise ship crew member missing at Port Lyttelton



File photo of the **VOLENDAM** seen moored in Lyttelton 14 december 2009 – Photo : Alan Calvert ©

A lifeboat is still dangling off the side of a cruise ship, moored at Christchurch's Port Lyttelton, after a cable broke sending two crew members into the water, with one of the men presumed drowned.



Divers are searching the water for the 32-year-old man who fell overboard the **Volendam**, the Holland-American line cruise ship, this afternoon. The other crew member managed to use a bucket to stay afloat and was rescued, Garden City Helicopters general manager Simon Duncan told NZPA.

Both men were wearing heavy clothing, overalls and boots but no lifejackets, he said. "It appears that one of the cables has let go at one end...it (the lifeboat) is dangling there by one cable at the moment," he said. St John spokesman Ian Henderson told NZPA a man had been recovered and suffered no major injuries. A police dive team was called in to search for the second crew member, he said. The accident happened some time before 2pm. Police were unavailable for comment.

Man's body recovered from Lyttelton Harbour

Police say a man's body has been recovered from Lyttelton Harbour. They say the 29-year-old man was a crew member of the cruise ship **MS Volendam**. Police say he and another man fell into the harbour after a cable snapped while they were working on a lifeboat drill at about 2.30pm on Saturday. The other man was rescued and taken to Christchurch Hospital.

Prayers go to the deceased's family and for his fellow crew members as they all deal with the loss of someone dear.



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Algeria rejects paying ransom for hijacked ship

Justice Minister Tayeb Belaiz said Thursday his country would not pay a ransom after pirates seized an Algerian flagged cargo ship in the Indian Ocean last week. Belaiz could not give details about the pirates' identity or data that would allow to take legal action against them. The captain of the **Blida** bulk carrier told the Greek operator Sekur Holding Inc on Wednesday that "no crew member had been injured" during the attack and that the sailors were in "satisfactory" condition. Attempts to launch negotiations with the pirates have yet to bear fruit. Shipowner International Bulk Carriers (IBC) said it had received no ransom demand from the unidentified pirates. Nasseredine Mansouri, the head of the Algerian-Saudi company, told AFP the pirates were "most probably Somalis". Belaiz said in a statement to the press that Algeria was the first country to have "called, before the UN general assembly, for the payment of ransom to criminals and kidnappers to become a criminal act". Paying ransom encourages criminals and finances terrorism, he said. "Algeria does not pay ransom," he said adding that the kidnapped crew had been able to contact their families by telephone. The **Blida** was seized around 150 nautical miles southeast of the Omani port of Salalah on Saturday as it was heading for Dar es Salaam, Tanzania, according to the Brussels-based European Union naval task force Atalante. **Source: Agence France-Presse**



The Canadian Coast Guard mid-shore patrol vessel **GORDON REID**, departing Burrard Inlet, Vancouver, B.C. - January 3, 2011

Photo : Mike Zelt ©

Difficult year for shipping

Shipping Corporation of India (SCI) chairman Sabyasachi Hajara says 2011 will be a difficult year because an excess tonnage supply will depress freight rates, according to the Shipping Gazette. In an interview with India's Business Line, Mr Hajara said 2010 was a record year for delivery

of new ships and 2011 will be closely following that, and thereafter it will drop. On the demand side, there will be growth despite the financial difficulties in the euro region and in the US," he said. BRIC countries (Brazil, Russia, India and China) are growing well, and that will drive the trade, he said. Because of that demand for tonnage is expected to grow at a decent pace in 2011, but the impact of excess supply of ships is expected to continue till early 2012, Mr Hajara said. Thereafter, there will be a reasonable chance for a decent revival in rates. This is because 2009 was a historic low for new ship orders and therefore delivery of new ships will be very limited in 2012. But the growth in demand will continue following the expected global economic recovery. So, there will be demand supply equilibrium by 2012.

The container trade did much better in 2010 than in 2009 because of the self-discipline imposed by the large carriers, which laid up part of their tonnage to remedy the demand-supply mismatch. As the global economy recovers, trade volume will go up. This should fuel growth in container volumes. "We should see nine per cent growth in volumes in 2011. Overall, the container scenario will remain good." Mr Hajara said the growth in India's shipping industry has been really commendable. For an Indian shipowner deployment of ships will not be a problem. But the margins for Indian shipping companies, like their counterparts in other countries, will come under tremendous pressure, at least till the beginning of 2012. Mr Hajara said there will be demand growth in all segments. Coal is going to be a big story in India. The demand for thermal coal is expected to go up to 200 million tonnes by 2013 from 80 million tonnes now. Demand for coking coal also is expected to double in the two-three years. With steel mills expanding, coal imports will go up. Imports by Steel Authority of India (SAIL) are expected to rise from 12 million tonnes to 24-30 million tonnes in the next two-three years. In the oil sector, India is going to depend more on imported crude, with imports expected to go up from the present level of 80 per cent to 90 per cent in the next five to seven years. **Source: Transport Weekly**

New tactics give pirates an edge

Two years after international forces dispatched a flotilla of warships to counter piracy around the Horn of Africa, attacks on merchant ships are rising again. Last year, pirates captured 53 ships in the region, up from 51 in 2009, according to the Combined Maritime Forces, which oversees the operations.

There were 160 attempted attacks in 2010, up from 145 the year before. Pirates have shifted tactics so they can prey on merchant ships farther out at sea and evade an international flotilla that was dispatched to the Horn of Africa region to protect heavily used shipping lanes, according to the Combined Maritime Forces based in Bahrain. The new tactic by pirates illustrates the challenge the world's most modern navies face in protecting sea lanes, said Australian navy Capt. Tony Aldred, director of operations for the forces. Currently 31 ships are being held with more than 600 crewmen. Most were seized by Somali pirates and are held off the coast of the lawless African country. "The pirates have actually changed the way they do business," Aldred said. "They are operating far more broadly across an area that's about 2.5 million square miles."

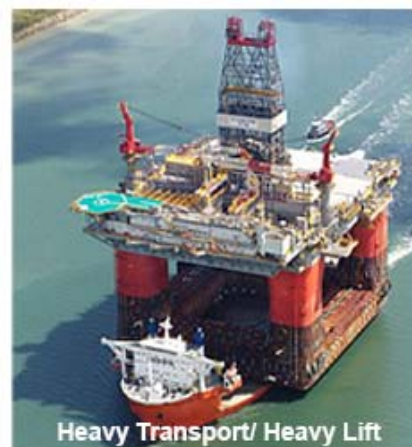
Aldred said the naval force, with the help of merchant shipping companies, has been successful in reducing piracy from 2008 levels when a spike in attacks led to the creation of the international force. He also said naval forces are disrupting more attacks. Last year 169 attempts were disrupted, up from 62 the year prior. The shift in tactics has showed the resiliency of pirates, who have made millions of dollars from ransoms. Pirates are now using "mother ships," which are able to travel thousands of miles before finding a target and then launching smaller skiffs that pirates use to board merchant ships, said Eric Thompson, an analyst at the Center for Naval Analyses. "That magnifies the challenge of covering that territory," he said. The ransoms allow pirates to invest in larger ships, said Jennifer Cooke, director of the Africa program at the Center for Strategic and International Studies. The international force has on average about 20 to 25 ships patrolling the waters around Somalia and the Gulf of Aden. They are responsible for a region 10 times the size of Texas. The international community rushed naval forces to the region two years ago after a series of pirate attacks on merchant ships raised fears that pirates could damage the world economy by threatening key sea lanes.

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The Bahrain-based command says it has been largely successful in securing the important shipping lane into the Gulf of Aden, one of the world's busiest. Merchant vessels have grown more sensitive to the threat in recent years and become more effective at evading pirates, according to the command. Commercial ships regularly speed up and maneuver out of the way of pirates and use devices such as water cannons to defend against them. Most merchant ships have been reluctant to have armed security personnel on board because it makes it difficult to land at some ports, Cooke said. The ultimate solution to piracy, however, is bringing stability to Somalia, analysts say. The problem won't be solved "until there is some kind of authority in Somalia," Cooke said. **Source: USA Today**



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The tug **SEA JAGUAR** seen operating in Singapore Tuas – **Photo : Piet Sinke ©**

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Seen in Singapore Pasir Ris park with in the background Loyang Offshore Supply Base, note the **vroon** Logo at the paperboat the boy is holding – Photo : Ey Kuet ©

The advertisement features the company logo on the left, which consists of a stylized blue and yellow 'M' followed by the text 'MULTRASHIP TOWAGE & SALVAGE'. Below the logo, the website 'www.multraship.com' and the phone number '+31 (0) 115 645 000' are listed. The right side of the ad shows a large white tugboat with a blue hull, carrying several green shipping containers. The background is a light blue sky with a faint image of a city skyline.

CORRECTION

Yesterday was mentioned the 5700 hp **SMIT LYNX**, a sister ship of the **SMIT LEOPARD**, both tugs are of the **DAMEN ASD 3211** (not built at Keppel Nantong) design and was delivered from Penglai (China) to Singapore (distance 4500 nm) by **Redwise shipdelivery**

Sorry for the wrong information given , Piet

NAVY NEWS



Royal Navy Type 23 frigate **HMS Richmond** rounds the Round Tower leaving Portsmouth on course for a seven-month maritime security and counter-piracy mission around the Horn of Africa and the Far East - **Photo : MOD 2011**

China commissions two new sea surveillance ships

Amid reports that China is building its first aircraft carrier to counter growing US presence in the neighbourhood, Chinese navy has added two large sea surveillance ships to its fleet to "better protect" the country's maritime rights and interests. The two patrol ships, in the 1,000- and 1,500-tonne classes, respectively, were added to the North Sea fleet of the China Maritime Surveillance Force in the eastern coastal city of Qingdao, state-run Xinhua news agency reported Friday.

"They will be used to crack down on violations of China's maritime interests, illegal use of Chinese seawaters and damages to its sea environment, resources and infrastructures," Fang Jianmeng, head of the North Sea branch of the State Oceanic Administration said.

These ships part of 13 new warships being deployed by China were commissioned amid increasing tensions with Japan over disputed Diaoyu islands, also called Sankau islands currently under the control of Japan.

The ships were part of a USD 241-million plan unveiled by the Government in 1999 to add thirteen 1,000-tonne-plus sea patrol ships and five patrol helicopters to patrol China's waters. The first group of six large patrol ships and two helicopters joined the China Maritime Surveillance Force under the State Oceanic Administration in November 2005.

An official of the China Maritime Surveillance Force told Xinhua that his agency had finished building the second group of three patrol ships. Three helicopters have been purchased to be deployed on them. "The remaining four vessels will be put into use before June this year. The fleet expansion is taking place as China is "facing an increasingly heavier burden of safeguarding its seas rights and interests," the official, Wu said.

"Given the large sea territory, China's maritime surveillance force remains weak, even after all 13 patrol ships join the fleet. They're far from meeting all of our demands," he said. Source : Bureau Report

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Aquino to grace Hanjin ship rites

President Benigno S. Aquino III will lead the blessing and naming of two bulk carriers built by Korean shipbuilder Hanjin Heavy Industries and Construction Co.-Philippines (HHIC-Phil.) for India's Adani Shipping PTE.Ltd. in a ceremony that will be held Thursday at the HHIC Shipyard at the Subic Freeport Zone (SFZ) in Zambales.

Adani Shipping PTE. Ltd. officials led by company managing director Rajesh Adani, HHIC Chairman N.H. Cho, SFZ Administrator and Chief Operating Officer Armand Areza and provincial officials will join the President in naming **M/V "Rahi"** and **M/V "Vanshi."**

The vessels, both 175,000 dead-weight ton (DWT) have hulls made of steel with overall length of 289 meters and a registered length of 279.98 meters. Gross tonnage of each bulk carrier is 91,829.0 tons while the net tonnage is 59.082 tons. HHIC-Phil., the world's fourth largest shipbuilding facility, started its operations in the Philippines in 2006 with an initial investment of \$ 721 million. It has recently shifted to full-scale operation at its Subic shipyard after completing its facility expansion program in mid-2009. Source: PNA



The Liberian Flag, 269m, 42,382 gt, container ship "**LIRCAY**". Built in 2006 by China ShipBuilding Corp. Completed as **ARIBA**, seen arriving in Malta for repairs at PALUMBO, shipyards, Malta

Photo : Gejtu Spiteri ©

STX Pan Ocean explains newbuild financing technique

Korea's STX Pan Ocean is to set up six special purpose companies to finance newbuilding orders already placed. The Seoul- and Singapore-listed shipowner said Wednesday in a regulatory filing that the new companies would

owe debt to financial institutions, which would be guaranteed by STX to the amount of KRW402.3bn (\$358m). The period of debt guarantee would be between eight to 12 years after the delivery of the vessels. STX recently ordered a series of open-hatch general cargo carriers and kamsarmax bulk carriers from its sister company STX Offshore & Shipbuilding. **Source: SeaTrade-Asia**

Layoffs at BIW as DDG 1000 design work drops

Effective January 21, 2011, General Dynamics Bath Iron Works, Bath, Me., will be laying off around 130 workers. Local media quote BIW President Jeff Geiger as saying that the layoffs at the shipyard are due to an anticipated reduction in design work for the DDG 1000, the next-generation destroyer for the U.S. Navy. Mr. Geiger added that the layoffs reflect BIW's need to adjust staffing levels in response to the budget environment its sole customer -- the Navy -- finds itself in.

"Our customer is buying fewer ships and is under severe budget pressure. Competition for those ships is intense and the need for us to be affordable has never been greater," the Bangor Daily News reports Mr. Geiger as saying. "As difficult as today's action is, I must act now to adjust resource levels to the available work and ensure we remain affordable and poised to compete and win future contracts."

After the coming layoffs, the shipbuilder will employ some 5,700 workers. **Source : MarineLog**



The DAMEN Singapore built **ESNAAD 153** seen during yard trials yesterday morning – **Photo : Piet Sinke ©**

A CONTINUOUS STORY

DAMEN Combi Freighter® 3850 number 67 christened



At the Harlingen location of Damen Shipyards Bergum the 67th standard Damen Combi Freighter® 3850 with Yard No.9401 was christened last Friday, January 7th. Mrs. Anneliese Backs took the responsibility to christen the new general cargo vessel **HEINZ G.**, named after her partner Mr. Heinz Backs from Germany.

The 88,60 meters, 2.545 GT and 3.800 dwt **HEINZ G.** shall be operated by **Gerdes Ship Management**, Wedde, The Netherlands under the flag of Antigua & Barbuda and home port St.John's. The MaK type 8M20C main engine running on heavy fuel delivers 1.520 kW at 1.000 rpm and drives a CPP. Total container capacity is 188 TEU.

Photo's : Marius Esman ©

ROUTE, PORTS & SERVICES

NYK buys slots on Evergreen's Asia-Med, north Europe service

JAPANESE ocean liner NYK announced it has started to buy slots in an Asia-Europe route run by Evergreen with effect from December 28. The Evergreen's CES service calls at Kaohsiung, Qingdao, Ningbo, Shanghai, Taipei, Hong Kong, Shenzhen-Yantian, Colombo, Taranto, Rotterdam, Hamburg, Thamesport, Taranto, Colombo and back to Kaohsiung.

NYK said the service will link Taranto, in southern Italy, with two Adriatic feeder services, which include its AD1 service calling at Taranto, Trieste and back to Taranto and its AD2 calling at Taranto, Koper, Venice, Rijeka and back to Taranto.

Besides NYK, CMA CGM is also a slot buyer on this loop, in which Evergreen operates 10 containerships with an average capacity of 7,129 TEU, reports ComPair Data. **Source : Schednet**



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The **MEG** seen arriving in Singapore Tuas basin yesterday – **Photo : Piet Sinke ©**

Ports to test scrubber on APL container vessel

The ports of Los Angeles and Long Beach have co-sponsored a project that will evaluate the potential of a seawater scrubber to cut emissions at the port. The seawater scrubber, supplied through a partnership between Bluefield Holdings Inc. and Krystallon, Ltd., will be tested on an APL container vessel. This is said to be the first time that a seawater scrubber will be tested on a container ship visiting Southern California. The \$3.4 million demonstration project, that will begin this spring, is expected to take 36 months. As part of the three-year project, the scrubber technology on the APL test vessel will be evaluated over a one-year period during the ship's calls to the San Pedro Bay ports.

The scrubber works by filtering contaminants from a ship's auxiliary engines and boiler before exiting the exhaust stack of a ship. Once solid carbon contaminants have been removed, the seawater used during the scrubbing process is then treated and cleansed before being discharged. The solid contaminants are contained and collected for later disposal.

The ports said they expect the scrubber to reduce diesel particulate matter (pm) by up to 85%, sulphur oxides (SOx) by 99.9% and nitrogen oxides (NOx) by 10%. The scrubber is also expected to cut volatile organic compounds (VOC)

by 90%. Diesel pm is classified in the state of California as a toxic air contaminant based upon its potential to cause health problems and cancer. SOx, VOC and NOx are gases that contribute to smog. "APL has long engaged with industry, the public sector and academia in search of new ways to mitigate the environmental impacts of global trade," commented Earl Agron, vice president of environmental affairs at APL.

"This latest effort with the ports of Los Angeles and Long Beach is in the same spirit of cooperation and discovery," Agron commented. The project has been funded in part by a \$1.65 million grant from the Technology Advancement Program (TAP), a joint initiative of the ports of Los Angeles and Long Beach. TAP was created as part of the San Pedro Bay Ports Clean Air Action Plan (CAAP), and focuses on accelerating the commercial availability of new clean air strategies to reduce air pollution. "Many of the ocean carriers are looking for ways to reduce their vessels' emissions and projects like this are an ideal way to demonstrate the effectiveness of new technology to the industry," commented Richard D Steinke, Port of Long Beach executive director. "The seawater scrubbing technology shows tremendous long-term potential for reducing emissions at our ports and improving the environment," concluded Geraldine Knatz, Port of Los Angeles executive director. **Source: Port World**



Above seen the **FUGRO DISCOVERY** in the river at Great Yarmouth yesterday - **Photo : Paul Gowen ©**

Allure of the Seas adds solar panels

Electricity for the shopping district of mega cruise ship **Allure of the Seas** is now being provided by photovoltaic panels. The United Solar Uni-Solar brand photovoltaics were installed by BAM Solar of Miami providing electricity for the ship's shopping district.

"Uni-Solar laminates were the only solution that works for such a unique solar application like this," said Andrew Rasken, President of BAM Solar. "We needed light weight. We needed a solar product that doesn't require surface penetrations, one durable enough that people can walk on, and that will stand up to the rigors of the harsh elements of being at sea."

The project is BAM Solar's second installation of Uni-Solar laminates on a Royal Caribbean cruise ship.

"The first Oasis-class ship, **Oasis of the Seas**, has had such positive feedback for using solar that we knew we had to do it again with our Oasis' sister ship, **Allure of the Seas**," said Rasmus Norling, Royal Caribbean Cruises Ltd., Manager of R&D Environmental Technologies and Environmental Stewardship. "Royal Caribbean is devoted to

environmental protection and is the industry leader in our commitment to energy sustainability. Solar is one part of that mission."

"United Solar has exciting new product developments in both commercial and residential solar," said Mark Morelli, President and CEO of United Solar's parent company, Energy Conversion Devices. "The use of our laminates on cruise ships is just one more application that has proven to be a great fit for our flexible, light-weight, durable product—powered by UNI-SOLAR. We are very pleased to have partnered with BAM Solar on this very unique installation."

Source : MarineLog



The **SUN PRINCESS** seen departing from Dunedin (Port Chalmers) Photo : Leo van der Hoest ©

Eyre iron ore port wins major status



PLANS for an iron-ore plant and deepwater port on Eyre Peninsula have won major development status.

The Centrex Metals project at Sheep Hill, which would cost hundreds of millions of dollars, will be listed in the Government Gazette today.

"South Australia's growing role as an exporter of mineral resources to the world requires modern port infrastructure," Premier Mike Rann said. "Major

developments such as this proposed deepwater port have the potential to deliver significant economic benefits to the state and certainly provide an important export gateway for Eyre Peninsula."

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Sheep Hill is on the east coast of Eyre Peninsula, 65km north of Port Lincoln. It is central to several of Centrex Metals' string of Eyre Peninsula exploration tenements. The major-development status will encompass slurry pipelines from the port to any mines, but the mines would be assessed separately under usual Primary Industries and Resources SA criteria.

Urban Development and Planning Minister Paul Holloway said declaring the proposed port a major project would trigger the most rigorous development assessment process available. "This is a very significant project and requires the highest level of scrutiny provided by SA's development laws," Mr Holloway said.

Centrex managing director Jim White welcomed the decision. "It's good to have it declared a major development," he said. Centrex has made conceptual costings of about \$150 million to build a wharf and ship loader but has yet to cost onshore processing.

The port's driving rationale is to export magnetite ore, especially from Centrex's joint-venture sites with Wuhan Iron and Steel Corporation and Baotou. It aims for first production before the end of 2014, increasing to 10Mt a year of concentrate in 2015 and potentially 15Mtpa by 2016.

Centrex may also export hematite ore from its Wilgerup project through Sheep Hill. The port site also has the potential to be used for exporting grain if another partner approaches Centrex to pursue this option. The Government expects this would take the capital cost to about \$455 million. Centrex is targeting submission of a development application on Sheep Hill this quarter, with construction to begin early next year. **Source : Adelaide Now**



SMIT Terminals **SMIT QASIM** seen stored at the Boskalis/Smit premises in Singapore - **Photo : Piet Sinke ©**

Tenders invited for Kai Tak approach channel and Kwun Tong typhoon shelter improvement works

The Civil Engineering and Development Department (CEDD) today (January 7) invited tenders for "Kai Tak development - Kai Tak approach channel and Kwun Tong typhoon shelter improvement works (Phase 1)". The scope of the project includes in-situ bioremediation works at the Kai Tak approach channel and Kwun Tong typhoon shelter, localised dredging at Kai Tak approach channel, embankment improvement works to the associated waterways, and demolition of an existing disused dolphin structure connected to the former airport runway in the vicinity of To Kwa Wan typhoon shelter.

The works are scheduled to begin in July this year and will take about 32 months to complete. The CEDD has commissioned AECOM Asia Company Limited to design and supervise the construction works. The invitation to tender was gazetted today and the closing time of the tender will be noon on February 18. **Source: HKSAR Government**



Brightoil gets \$4b in funds for expansion

Brightoil Petroleum Holdings said it arranged a \$4 billion financing agreement with China Development Bank

Brightoil Petroleum Holdings, a Chinese oil storage, shipping and trading company, said it arranged a \$4 billion (Dh14.69 billion) financing agreement with China Development Bank to help expand its fleet and make acquisitions.

The bank is providing a five-year stand-by credit facility to Brightoil, CEO Raymond Kwong said at a press briefing in Hong Kong. The agreement will support growth in Brightoil's oil-trading business and includes services such as loans and underwriting of corporate bonds, the company said in a statement.

The government in Beijing is encouraging private companies to increase their role in supplying energy and wants more of the nation's oil imports to be transported in Chinese tankers, Kwong said. **Source : Gulfnews**

Holland America Line Welcomes Seabourn to Seattle

Holland America Line announced the relocation of sister brand **Seabourn** headquarters to Holland America Line's hometown of Seattle, Washington. The transition will take place over the next few months.

As a part of a reorganization plan, Seabourn will join Holland America Line, expanding further the cruise industry presence in the Pacific Northwest. Seabourn and Holland America Line will maintain independent brand management

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teams at their joint headquarters in Seattle while leveraging efficiencies from shared resources including a unified field sales force and state of the art technology platforms.



The **SEABOURNE SPIRIT** seen moored last Wednesday in Singapore – Photo : Piet Sinke ©

The transition from Miami to Seattle will take place over the next few months. Seabourn's president, Pamela Conover, will continue to serve in her role during the transition period but has chosen not to move to Seattle at this time. Following the transition, she will continue to serve as special advisor and brand ambassador for Seabourn. Richard Meadows, who has held a number of executive positions at several Carnival brands during his twenty-five year tenure with Carnival Corporation & plc, will assume Seabourn's presidency once the move to Seattle is completed. Meadows previously served as Seabourn's senior vice president of sales & marketing where he played a significant role in developing the ultra-luxury brand. He will continue in his role as executive vice president of marketing, sales & guest programs for Holland America Line.

"We are proud to welcome Seabourn headquarters to Seattle," said Stein Kruse, president and CEO of Holland America Line. "Seabourn and Holland America Line will both benefit from the proximity of two award winning brand teams, while also enjoying more streamlined operations resulting from shared technology such as reservation and customer relationship management systems. We are fortunate that Pam will continue her association with Seabourn, and Rick's prior experience with the company makes him the ideal candidate to lead Seabourn into the future."

Seabourn provides ultra-luxury cruises on smaller, more intimate ships to the most desirable destinations in the world. Seabourn cruises are exceptional vacations, satisfying the highest expectations of its discerning guests. Throughout its twenty year history, Seabourn has consistently been rated not only among the top cruise lines, but also among the world's premier vacation choices. The Seabourn fleet currently includes **Seabourn Pride**, **Seabourn Spirit**, **Seabourn Legend**, **Seabourn Odyssey** and **Seabourn Sojourn**. The **Seabourn Quest** will enter service in June of 2011.

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The 1976 built **AMY** (ex VOS CRUSADER) seen at the slip of Van Laar in IJmuiden - **Photo : H.Blomvliet ©**

Kochi port shows 10 % rise in cargo throughput

Tamil Nadu Electricity Board intake of coal has come down, reducing cargo throughput at Ennore port

Port of Kochi has emerged at the head of major ports in the country recording nearly 10 per cent increase in cargo throughput for the first three quarters of the current financial year. Kochi's performance, aided by substantial increase in cement liquid bulk and container traffic, stands out against the average of a little more than one per cent for major ports in the country.

Figures provided by Indian Ports Association (IPA) show that Kochi, which logged a total cargo throughput of 1,32,42,000 tonnes between April and December 2010, is way ahead of other ports in the country, including Jawaharlal Nehru Port Trust (JNPT), which saw 7.57 per cent increase in total cargo traffic. Managing Director of Indian Ports' Association A. Janardhana Rao told The Hindu on Thursday that the picture was not too bad for Indian ports for the first nine months though there had been slight slippages in some of the ports. Kochi port had done well, he said as he pointed to the increased throughput in some of the cargo items through the port here.

Mr. Rao said that New Mangalore Port had shown a slippage in cargo throughput largely because of the ban on iron ore export from Karnataka. Similarly, the Tamil Nadu Electricity Board intake of coal had come down, reducing cargo

throughput at Ennore Port, where year-to-year variation was a negative 10 per cent. Kolkata Dock System and Haldia Dock Complex together recorded an increase in throughput of 2.42 per cent. Cargo throughput at Paradip Port showed a decline of 1.73 per cent; Vishakapatnam showed a marginal increase; Chennai throughput declined marginally; Tuticorin showed an increase of nearly four per cent; New Mangalore a decline of nearly 13 per cent and Mormugao, Mumbai and Kandla showed marginal increases.

Cochin Port Trust sources said that liquid bulk movement through the port here increased nine per cent while container throughput jumped 11 per cent for the period under review. Crude throughput increased by more than eight lakh tonnes. Cement throughput increased by 1,21,501 tonnes during the first nine months of the financial year compared to the same period in the previous year. Cochin Port Trust has invited bids for consultants to prepare a feasibility report for developing an outer harbour.

The selected consultant will prepare a detailed report for the project, which will have multiple cargo-like containers, bulk, liquid, gas, etc. The outer harbour will help the port service deep draft vessels, which cannot now be serviced with the available depth at the current jetties. Documents are being issued from Thursday and the last date for submission is February 7. Tenders will be opened on the same day. **Source : The Hindu**

Cruise tourism returns to Cuba



Cuban officials say cruise tourism has returned to the Spanish-speaking Caribbean country with the arrival of the nine-deck British cruise ship **Thomson Dream**. Former Cuban President Fidel Castro, several years ago, had put a break on cruiser visits, claiming that they had brought considerable garbage while the visitors spent little cash.

Tourists on the Thomson Dream were given red carpet treatment on arrival in Havana on Wednesday with a salsa band, dancing schoolchildren and showgirls in bikini tops and feather headdresses, Cuban officials said.

Jose Manuel Bisbe, a Cuban tourism official said, besides the deal that will bring Thomson Cruise Ships to the island, there are agreements with other European tour operators. He said when "each passenger spends an average of US\$50 to US\$200 per day on the island", it is highly welcomed in today's cash-strapped economy.

The Cuban government statement said visitors will attend the famous Tropicana Caberet Show, the nightly cannon shot at the old Spanish San Carlos de la Cabaña Fort, as well as travel to Viñales Valley in western Pinar del Rio province and the Zapata wetlands in Matanzas.

The **Thomson Dream** trip starts in Cozumel, Mexico, and includes stops in Cuba, the Dominican Republic, Barbados, Curacao, Aruba and the Colombian city of Santa Marta. **Source : jamaicaobserver**

PSA up 14.4pc worldwide in 2010 - Singapore terminal up 10.1pc

PSA International, the world's largest port operator, has announced that it handled 65.12 million TEU worldwide in 2010, marking an increase of 14.4 per cent against 2009. Its flagship PSA Singapore Terminals contributed 27.68 million TEU, up 10.1 per cent while PSA terminals outside Singapore accounted for 37.44 million TEU, up 17.8 per cent.

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"The PSA Group recovered volumes lost during the global economic slump in 2008 and 2009, and volumes handled in 2010 across our terminals worldwide were higher than anticipated, helped by a much stronger recovery in the first seven months of the year," said CEO Eddie Teh. "However, the lower growth rate in the last five months up to December 2010 indicates that weaknesses in the major global economies still persist and growth in 2011 is expected to be uneven and cannot be taken for granted."

Additionally, the Port of Singapore handled 28.4 million TEU in 2010, grew 9.9 per cent from 25.9 million TEU in 2009, according to preliminary estimates released by the Maritime and Port Authority of Singapore (MPA). Singapore's total cargo throughput increased 6.4 per cent to 502.5 million tonnes compared to 472.3 million tonnes in 2009.

Its vessel arrivals in terms of shipping tonnage reached 1.92 billion gross tons in 2010, grew 7.5 per cent from the 1.78 billion gross tons achieved in 2009. Containerships and tankers were the two main contributors. The boxships accounted for 32 per cent of the total vessel arrival tonnage, and tankers for 29.7 per cent.

Singapore's registry of ships increased 6.9 per cent or 3.2 million gross tons in 2010. By the end of December 2010, the total tonnage of ships under the Singapore flag was 48.8 million gross tons, putting Singapore among the top 10 ship registries in the world, the MPA said. **Source : Schednet**

.... PHOTO OF THE DAY



Above seen **THE WORLD** with the beautiful island of South Georgia in the background. To the left of her bow, if you look very carefully you can just make out the much smaller cruise ship **ANTARTIK IOFFE**, in Gold Harbour. The Bertrab Glacier is in the background. A beautiful sunny day but with a blustery wind blowing, producing a choppy sea.

Photo : Mike Gloistein o/b RRS James Clark Ross www.gm0hcg.com ©

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