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**The DIGNITY seen outbound from Willemstad (Curacao)**

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## EVENTS, INCIDENTS & OPERATIONS

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## MAERSK PROMOTER ARRIVED WITH WEST ATLAS IN SINGAPORE







The **Montara oil spill** was an oil and gas leak and subsequent slick that took place in the Montara oil field in the Timor Sea, off the northern coast of Western Australia. It is considered one of Australia's worst oil disasters. The slick was released following a blowout from the **Montara** wellhead platform on August 21, 2009, and continued leaking until November 3, 2009 (in total 74 days), when the leak was stopped by pumping mud into the well and the wellbore cemented thus "capping" the blowout. The **West Atlas** rig is owned by the Norwegian-Bermudan Seadrill, and operated by PTTEP Australasia (PTTEPAA), a subsidiary of PTT Exploration and Production (PTTEP) which is in turn a subsidiary of PTT, the Thai

state-owned oil and gas company was operating over on adjacent well on the Montara platform. Houston-based Halliburton was involved in cementing the well. The Montara field is located off the Kimberley coast, 250 km (160 mi) north of Truscott airbase, and 690 km (430 mi) west of Darwin. Sixty-nine workers were safely evacuated from the **West Atlas** jackup drilling rig when the blowout occurred.

The first four attempts to plug the oil leak by PTTEPAA failed, but the fifth attempt succeeded on November 3, 2009, when PTTEP pumped approximately 3,400 barrels of mud into a relief well to stop the leak. On November 1, 2009, during an attempt to stop the leak, a fire broke out on the **West Atlas** drilling rig. On November 2, PTTEP said that the fire appeared to be burning off the oil and thereby preventing further leakage into the sea. The fire was largely extinguished when the leak was stopped. Once safety criteria was met, a specialist team boarded the Montara wellhead platform and the **West Atlas** to assess the damages.



The operation later in November 2009 to finally plug the well after the leak was stopped involved pumping a 1,400 metre cement plug from the **West Triton** rig down the relief well to the bottom of the 2.5 kilometre well. Once completed, the **West Triton** relief rig was demobilised and returned to Singapore. In December 2009, a team from PTTEPAA and Alert Well Control returned to the Montara field to complete the final stages of the operation, which involved inserting two mechanical barriers at depth above the cement plug into the well. Operations were completed in January 2010 when the reboarding team installed a capping assembly on the well.



In September 2010 a **Sea Trucks/Svitzer Salvage** joint venture started work to remove the crippled Seadrill jack-up **West Atlas** from the Montara wellhead platform, in the Timor Sea off Australia. Sea Trucks' newbuild DP3 offshore construction vessel **Jascon 25** carried out the removal of the unit, which was destroyed in a fire at the field last year. The jack-up was a write-off. It is



understood Seadrill received a \$200 million insurance pay-out on the rig. The job involved cleaning and removing debris from the rig, as well as removing the unit's cantilever drill floor, which collapsed on to the wellhead platform



during the blaze. Upon completion the powerful **MAERSK PROMOTER** was mobilised to tow the ill-fated rig from the Montara field via the Java Sea to Singapore where the transport arrived yesterday (Sunday) morning at the Singapore Tuas anchorage where the rig was handed over to harbour tugs for further transportation to the Keppel-Fells shipyard.

Top : " *Toys for big boys*" the new fast response craft of **Svitzer Salvage** in Singapore, the "**SVITZER QUEST**"

**All transport photo's + Svitzer Quest : Piet Sinke ©**

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



## Asian Issue

There has been a marked 60 per cent increase in piracy and armed robbery incidents in Asia last year, as compared to 2009, according to a regional anti-piracy agency. The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) said the rise was largely due to an increase in incidents, mainly involving ships in ports and anchorages.

ReCAAP Information Sharing Centre (ISC) executive director Yoshihisa Endo urged all stakeholders in the maritime industry to work together with collective responsibility to address the challenges encountered, and to propose measures to improve the situation.

Endo said this at the second Nautical Forum jointly organised by ReCAAP ISC, Maritime and Port Authority of Singapore (MPA) and Singapore Shipping Association here today, according to ReCAAP ISC in a statement released at the end of the forum. The ISC gave an account of the 164 incidents, including 31 attempted cases, reported in Asia last year at the forum.

ReCAAP, however, said there was no increase in the number of “very significant” incidents which entailed assault or serious injury to the crew. MPA group director (policy & planning) Yee Cheek Hong said that tackling the problem was a shared responsibility of governments and the shipping industry.

He said both parties had roles to play, the governments would continue to work together in addressing the problem while the industry could be more active in encouraging its members to adopt self-protection measures. Asian Shipowners Forum secretary-general Yuichi Sonoda said that piracy was a threat to the world trade, and piracy activities in the South East Asia region were of no less importance than the Somali region which was in the limelight.

He commended that ReCAAP ISC had contributed greatly to raising the awareness of piracy activities in the region by engaging the industry and sharing of critical information since its inception. **Source : ShipTalk**

## Dredging vessel well prepared through the GOA with P-Trap®.



Just before Christmas a Dutch dredging vessel has left Rotterdam on her way to the Middle East. In order to tackle possible pirate attacks during her passage through the Gulf of Aden the owners took several measures to protect the crew and the vessel. One of the measures chosen was the newly developed **P-Trap® anti boarding system**.



The **P-Trap®** consists of a swivel boom which turns to extend over the side of the vessel. The boom suspends a conductor which pulls thin lines just under the surface of the water. These lines form an impenetrable barrier of approximately 6 meters on both sides of the vessel. The propeller of a pirate skiff, which may approach alongside, will become entangled in the lines, stalling the engine. The

lines are designed to break leaving the immobilized skiff stranded at sea. Meanwhile the dredging vessel has safely arrived in the Persian Gulf and the captain has reported his satisfaction on this new, simple and innovative anti boarding system.

Dockwise was the first company to install the **P-Trap®** on its vessel **Treasure**, which has already made two transits through the GOA with the system deployed.



The **GRACEFUL LEADER** seen moored in Alexandria (Egypt) – Photo : Alexander Gorter ©

## Cyclone set to bring winds and rain to NZ

A severe tropical cyclone battering the Pacific Islands with winds of up to 225km/hr is likely to bring strong winds and heavy rain to New Zealand. Cyclone Vania damaged buildings and brought down trees in Vanuatu's Port Villa and is expected to cause further damage when it hits New Caledonia today.

Islands off the coast of the country are on high alert and residents are preparing to be buffeted in the nation's capital Noumea. Weatherwatch.co.nz head weather analyst Philip Duncan says the storm has grown from Category 1 to a Category 3 strength and is now generating sustained winds of 120km/hr and gusts of up to 225km/hr,

Two reliable computer models are showing it is set to strike New Zealand on Tuesday next week, causing possible flooding and wind damage, he says. "We've seen what can happen with these storms before. There are very few places in New Zealand that would have sustained winds at that speed. "It's likely to just be heavy rain and strong winds. But the potential is definitely there for a stronger storm." Mr Duncan says the cyclone is likely to intensify to Category 4 level after it hits New Caledonia, then start to die down as it heads toward New Zealand.

The worst case scenario would it making a "direct hit" on the north of the country, causing damage to Northland, the Bay of Plenty, Coromandel and the East Cape, he says. He is comparing to Cyclone Drena, which caused widespread damage to buildings and infrastructure on the Coromandel in 1997.

"It's following quite a similar path to Drena and the future track by most models appears to point at Vania moving down our western coastline before crossing over the North Island, just like Drena. If this happens it will mean more rain for those dry regions".

MetService weather ambassador Bob McDavitt says the cyclone is likely to bring wind and rain to New Zealand between Tuesday and Thursday. He is urging holidaymakers to be cautious as they head away. "People planning outdoor activities or travel around the North Island are advised at this stage that they may need to take this into account and should check weather updates regularly next week."

More than 1000 New Zealanders aboard new Auckland-based cruise liner **Pacific Pearl** were caught in strong winds and heavy seas caused by Cyclone Vania. P&O Cruises spokesman David Jones says passengers experienced the adverse weather near Vanuatu. Those conditions died down significantly as they approached their current berth at Port Villa, he says.


"The ship is doing well. I want to reassure - our message is that all is well with our ships." The **Pacific Pearl** has a capacity of 1900 passengers and most on board are New Zealanders, Mr Jones says. Three other P&O cruise liners are also in the area affected by the cyclone. The **Pacific Sun** is docked at Luganville in Vanuatu after experiencing heavy seas, the **Pacific Jewel** is on its way to Champagne Bay the **Pacific Dawn** is on its way back to Australia.

All four P&O Cruises ships are now out of danger, says Mr Jones. "Our ships were well away from the worst of the weather and they're now out of the cyclone's path. Source : [nzherald.co.nz](http://nzherald.co.nz)



Above seen the DPFV **Tideway Rollingstone** loaded and ready to sail from Aquarock Quarry at Sandnessjoen Norway

Photo : Bob Eadie ©



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## Smarter Somali pirates thwarting navies, NATO admits

Somali pirates' use of "mother ships" to attack their prey is complicating foreign navies' efforts to improve safety in the Indian Ocean, a senior anti-piracy commander said Friday. Somalia's expanding army of pirates are increasingly launching their attacks from large, already hijacked vessels that offer greater physical protection during boarding and whose kidnapped crews act as human shields. Speaking to reporters in the Kenyan port of Mombasa where his NATO flagship was docked, Commodore Michiel Hijmans said few pirates were still using their rudimentary skiffs to board vessels. "Pirates have gone high tech and few use speed boats. They have switched to usage of mother ships," said Hijmans, who currently commands NATO's Ocean Shield anti-piracy mission.



"We cannot attack mother ships without proper planning since most of them have hostages on board," said the Dutch navy commander. Hijmans also explained that pirates operating on large hijacked vessels were able to extend their area of operation when on the prowl and were no longer confined to their coastal hideouts during monsoon seasons.

"The pirates can operate in the sea for long as they load the mother ships with enough food, fuel and militant weapons ready for a hijacking spree," he said. "Pirates are getting smarter every hour... Pirates do not give up unless they cannot board or are threatened. I'm afraid that the war on piracy might not be won until there is a stable government in Somalia," he said. Hijmans said Somali pirates were currently holding 28 ships and 654 crew members. Ecoterra International, an environmental and human rights NGO monitoring maritime activity in the region, says at least 45 foreign vessels are hijacked and 800 seamen held hostage. RiskIntelligence, a security consultancy firm based in Denmark and specialised in maritime threats, said the pirates adopted their game-changing "mother ship" tactics in November 2010.

While captured vessels had been used as floating service stations and temporary mother ships in the past, their use became more systematic with the first sortie of the **MV Izumi**, a Japanese ship captured in October. "A number of captured merchant vessels were (since) pressed into pirate service on this model," said Dirk Steffen in a briefing for RiskIntelligence released last week.

He said the trend brought significant changes to the pirates' modus operandi and listed reduced dependency on seasons and weather conditions, increased range and higher transit speeds. Steffen also pointed out that pirates would now be attacking their targets from ships of equal size, thus modifying the military rapport de force.

"When utilising a captured merchant vessel in an attack, pirates eliminate the small boat disadvantage," he said. Pirates will be able to fire from bridge level, enjoy the same stable firing platform as their target's embarked security and use heavier weaponry, the analyst said. While the increased use of mother ships is generally expected to make naval patrols and shipboard defence less effective, Steffen argued that anti-piracy monitoring would locate them more easily.

"It is generally known which mother ships are at sea at any given time... The merchant vessel-based pirate action groups will be impossible to miss for alert and well-briefed crews," he said. **Source : AFP**

## **Norwegian government acquitted in Rocknes case**

A district court verdict that ordered the Norwegian government to pay close to NOK 23 million in damages for having failed to mark the ground that the bulker **Rocknes** hit in January 2004 in the chart, has now been overturned by a higher court. The original claim by the companies was for NOK 580 million. The Borgating lagmannsrett has now dismissed the claim in a verdict that states that although the ground was not marked on the chart, this had no significance for the sinking of the **Rocknes** when 18 seafarers lost their lives. According to the court, the accident was caused by a navigational error in poor visibility, strong currents and a low tide. The verdict may be appealed. **Source : ShipGaz**

## **Watchkeeper: ECDIS – the next step**

Electronic Chart Display Information Systems (ECDIS) represent the navigational future. Used properly, they offer substantial advantages over the old paper and pencil variety, a continuous plot of the ship's position, warnings about navigational hazards in the vicinity, and improved safety.

A huge bonus is the ease of correction compared to the labour-intensive manual correction process necessary with paper charts, which would drive a navigator with a world chart folio mad. So why is there some apprehension about the now-mandatory process that will see the world fleet fitted with ECDIS over a six year period? What is there to be afraid of in this hugely positive technological development?



There remain a number of major concerns about the adoption of electronic chart systems. None are new, but as with many developments which are enthused over by the manufacturers which have produced the new equipment, it is the translation from principle into practice that tends to be glossed over; for the changeover from paper to electronics represents a major change, and one that has important implications for training and bridge procedures. An ECDIS is not something that can be installed by the manufacturer, with a few reassuring words offered to the crew in residence, which is then left to make the most of this exciting piece of kit. Indeed, there have already been groundings where precisely this neglectful procedure had been adopted and had contributed to the mishap.

Perhaps it is the computer age we live in when few of us ever receive any formal training in the equipment we have to use every day which produces a mindset that regards an ECDIS as just another sort of business machine to become used to, when it is, for a navigator, a major "change of course".

But it is also clear that during the developmental stage of ECDIS and its performance standards, insufficient emphasis was given to the need to develop a common presentation and standardised symbols and controls. There might be no great surprise at this – radar sets and most navigational equipment are subject to the same problems. But changing from one radar to another is very much less complex than changing from paper to electronic charts.

So training becomes a very much more serious matter. "Generic" training, which introduces the navigator to the principles of ECDIS, is absolutely essential as a precursor to the type training which will ensure that the navigator is capable of operating the equipment fitted to the ship he or she will sail in. And it is the development of this training which is still the subject of debate over its length, and extent, at a time when equipment is already being fitted to new ships, and retrofitted to others. It also has implications for the movement of officers around a fleet, especially if different types of ECDIS equipment are fitted. Officers will be required to undergo longer periods of familiarisation when they change ships, making them less flexible from a personnel department's point of view. And in that the adoption of mandatory ECDIS will almost certainly be accompanied by a good deal of rapid development and equipment improvement, it is probable that regular updating and refresher training will be required. There are likely to be important implications for the operator who must, besides purchasing this new equipment, ensure that all the ships' officers are competent with it. It is worth remembering that more than one significant "seaworthiness" legal case involved out of date paper charts. With ECDIS, the likelihood is that the charts will never be out of date, but the skill of the operator with his chart display will be the subject under review! **Source: Watchkeeper, BIMCO**



The December 2010 delivered **Damen Combifreighter® 8200** 118 mtr long **BANDURA** seen arriving in Willemstad (Curacao), the **BANDURA** is a multi purpose cargo vessel with a loading capacity of approximately 8.300 tons and equipped with tween decks and two cargo cranes of 40 tons each, on her maiden voyage the vessel has loaded in the Baltic region for a US destination, thereafter via Panama Canal to Asia, the vessel is owned by **Noordwijk Ocean Services BV**, The Netherlands

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

# Strikes at French ports expected to end Monday

FRENCH dockers have staged walkouts that will close shipside operations at the ports and suspend container pick-ups and deliveries until 6am Monday when work will resume.

The ports of Le Havre, Marseilles Fos, Montoir and Brest said they would keep gates open for 24 hours Friday to facilitate shoreside operations. Marseilles-Fos terminals were blocked, according to Claire Battedou, a spokeswoman for the port told Bloomberg, though oil facilities were unaffected.

Nineteen containerships cancelled calls at Le Havre over the last two days while the docking of five bulk carriers was delayed. Again, oil movements were unaffected. The Confederation Generale du Travail (CGT), France's biggest dockers union, have called for strikes to run through until Monday to protest later retirement provisions and port privatisation schemes. Rouen dockers have not confirmed strike action, but Danish shipping giant Maersk Line asked customers to contact service agents for information. Dunkirk's workers transferred to the private sector so operations will run as usual.

Talks with the government on strike action over transfer privatisation plans broke down at the beginning of the week after last weekend's walk out by CGT dockers and crane drivers at Le Havre and Marseilles, and recent disrupted container handling across France.

"The congestion at Marseilles Fos resulting from the labour stoppages is causing major disruption in our schedules and port calls," said Germany's Hapag-Lloyd now re-routing vessels to discharge cargo at Genoa, Italy instead, cited a report from London's International Freighting Weekly.

The on-off 12 month strike action in French ports is likely to damage its credibility on the Mediterranean and on the North Sea, said West Ports at Deutsche Bahn port representative Ummo Bruns. "Shipowners will not be pleased with the present developments. If France is interested in keeping up with the pace of the ports in the Rhine Scheldt Delta, they must move quickly," he added. **Source : Schednet**



The lifeboat from the **Volendam** accident is seen up on a local slipway at Lyttelton for inspection.

**Photo : Alan Calvert ©**



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## Drunken Dutch captain on Dutch vessel

The captain of the Dutch cargo vessel **Dongeborg** was intoxicated when the vessel ran aground on the southern coast of Læsø on January 3. The Danish Naval Command got suspicious while talking to the captain on the radio, however it was not possible to get the captain ashore to get a blood sample. Instead, the local policeman on Læsø boarded the vessel in the early morning hours and took a breathalyzer test. It showed that he was intoxicated with 0.7 parts per million, but as the breathalyzer test cannot be used as legal evidence, he will be charged with being drunk while operating a ship. The **Dongeborg** was pulled afloat and anchored in Aalbæk Bugt for an examination of its hull before it could continue its voyage from Haraholmen to Agadir. The 8,867 DWT **Dongeborg** was built in 1999.

Source : ShipGaz

## Rising population ensures long-term growth: Maersk

**Developing nations will drive demand but expect bumps on the way: CEO**

Increasing population and incomes in developing countries and a tendency for world trade to expand faster than GDP point to long-term growth in the transport business, the head of Danish shipping and oil group A P Moller-Maersk said. 'In our world, there is no doubt that we stand before a period of long-term growth,' Maersk group chief executive Nils Smedegaard Andersen told a gathering of financial analysts on Wednesday evening.

Maersk Line is the world's biggest container shipping company and is sometimes seen as a barometer of global trade. 'Traditionally, we have seen container transport grow 2-3.5 times faster than development in global GDP,' Mr Andersen said. Prospects for population growth in developing countries whose people are becoming wealthier and want to consume things like people in Europe and North America will create plenty of work for a group like Maersk even though there will be bumps in the road, Mr Andersen said. 'We should get used to a world where there will be colossal volatility both in the short and long run, with dramatic upturns and downturns,' he said at the annual New Year's dinner of the Danish Society of Financial Analysts.

'But long-term growth - that we think is entirely given,' Mr Andersen said. China's huge workforce as well as those of Asian countries with even lower wage costs than China suggest that outsourcing and offshoring of work will continue as long as the large cost gap exists, Mr Andersen said. He said factories were likely to continue getting larger, meaning that more and more components would be transported around the globe before products are assembled, so container transport would continue growing faster than the world economy. 'We are a company that has invested heavily in growth,' Mr Andersen said. 'We have invested about 200 billion crowns (\$45 billion) over the past five years. That corresponds to about 200 million crowns per work day.' Despite that big investment programme, A P Moller-Maersk had a cash flow from operations of US\$7.4 billion in the first nine months of 2010, Mr Andersen noted. 'One does not



need to be a great mathematician to calculate that it will be about US\$10 billion for the year,' Mr Andersen said.  
Source : Reuters



The **BREIZ KLIPPER** seen loading in Beverwijk – Photo : H. Blomvliet ©

## 200 JOBS UNDER THREAT

Almost 200 jobs are under threat after a ferry firm announced it was closing two loss-making routes, union leaders warned. DFDS said it was closing its Dublin to Birkenhead and Dublin to Heysham routes, adding that they suffered "huge losses" caused by "considerable overcapacity" in the market.

A statement said: "It has not been possible to develop a business plan which could bring about significant improvements in the foreseeable future. We have also been unable to find a buyer for the routes. "We are exploring a range of options for our three ships deployed on the routes and their crews, including a sale, charter or alternative deployment on DFDS' route network." The company said 50 jobs in Dublin would be affected by the decision, but the Rail Maritime and Transport union warned that almost 200 posts were under threat because 140 seafarers now faced an uncertain future.

National officer Steve Todd said: "This announcement is yet another savage blow to the ferry industry in UK and Irish waters and RMT is in no doubt that it is directly related to the financial crisis unleashed by the reckless activities of the banks in both the UK and Ireland. "RMT is now in negotiations with DFDS and we will do everything that is within our power to protect the livelihoods of our members who have been caught in the middle of the axing of these routes by the company." Source : [liverpoolecho.co.uk](http://liverpoolecho.co.uk)

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The **JBU OPAL** seen in Rio Grande – Photo : [Marcelo Vieira](#) ©

## CASUALTY REPORTING



## Fishing boat sinks after collision



A STORNOWAY fishing boat sank after a collision with another vessel. **Sapphire (SY108)** collided with **Silver Chord (SY101)** in the dark and a call was made to the Coastguard at 1842. The Coastguard Helicopter Rescue 100 and Stornoway Lifeboat were tasked.

Left : File photo of the **Sapphire**

Unfortunately the **Sapphire** sunk and the skipper was taken on board **Silver Chord** which was escorted into Stornoway harbour by the lifeboat. A spokesperson for Stornoway Coastguard said the vessels had collided in the darkness.

The Coastguard Helicopter was also tasked last night to evacuate a crewman with a heart attack from the fishing vessel **Ariadne**. She was in a position approximately 80m North West of the Butt of Lewis. Stornoway Coastguard Rescue Team manned the landing site at Western Isles Hospital where he was transferred to ambulance.

Source : **Stornoway Gazette**



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The Nimitz-class aircraft carrier **USS Carl Vinson (CVN 70)** pulls out of Busan, Republic of Korea after a scheduled liberty port visit. **Carl Vinson** and **Carrier Air Wing (CVW) 17** are currently on deployment to the U.S. 7th Fleet area of responsibility. **Photo : US Navy**

## German Submarines Make Their Way to the IDF Navy

After months of preparation, the Israeli Navy is prepared to receive its new submarine. In the last two enlistment cycles for the corps's Submarine Flotilla, there was an increase of 30% combat soldiers trained for the position, a result of two new submarines acquired from Germany.

Navy officials explain that the submarines' arrival will increase the number of such vessels in the IDF. In order to have enough soldiers to successfully operate the new vessels, more fighters will complete the course each cycle.

These soldiers completed their naval course just two weeks ago. "We're at the peak of a process and we're slowly adding more crews to be trained for the position," explains Commander of the Naval Training Base, Col. Ronen Nimni. "Additionally, we made sure to increase the number of commanders to maintain more personalized instruction for soldiers."

Until today, the mix of naval officers was mostly included those for the Missile Boat Flotilla. As a result of the new additions, however, this could change. The training base explains there might be a 35% increase in the number of cadets trained for submarines.

The decision to increase the number of combat soldiers and officers in the Submarine Flotilla also affects logistics at the Naval Training Base including a need for more spacious rooms for soldiers, more classrooms and more instructors. "The training base is prepared for any increase in the number of officers and combat soldiers," says commander of submarine operations school, Maj. I. **Source : Israeli Defense forces**



## Maritime Administration C6-S-MA60d auxiliary crane-ships [WAK]



The **BEAVER STATE T-ACS 10** ( ex **MORMACDRADO** ex **AMERICAN DRADO** ) was built in 1965 the conversion into a crane vessel for the MARAD started 26-03-1989 by Norshipco, but was cancelled 12-01-1990 the work was reassigned to the Charleston Naval Shipyard, Charleston, South Carolina, and the ship was laid up in the NDRF at Beaumont, Texas **Photo : Harry Stott ©**

**D:** 11,720 tons light (27,900 fl) **S:** 21 kts

**Dim:** 98 (193.55 pp) × 22.96 × 10.06

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The **ENERGY SEARCHER** seen at Sembawang shipyard in Singapore – Photo : Bart Klos ©

## Builder of Kenya ferries broke

The German ship builder that supplied Kenya with two new ferries is facing financial problems, with the deal being cited as the main cause of its imminent insolvency. Dresden Laubegast, according to information posted on its website, has begun the journey to insolvency through the normal court procedure. Provisional liquidator Franz-Ludwig Danko and Dresden legal representative Frankfurt Kubler said the firm's employees now face job losses. The building of the two new ferries has been described as the biggest single project in the history of the shipyard since 1952.

The vessels, **mv Kwale** and **mv Likoni**, were delivered at a cost of Sh1.3 billion. The firm's imminent bankruptcy raises questions about its ability to supply spare parts for the two vessels as well as offer the requisite services. Controversy surrounded the acquisition of the ferries, with the cost rising from an initial Sh500 million to Sh1.3 billion. At one point, then Transport minister Chirau Mwakwere had to dismiss allegations by Parliament's Transport Committee that the ferries would not be delivered as Sh586 million set aside for their purchase had been misappropriated. Just hours before the bankruptcy proceedings, the company had brought on board a joint chief executive officer Michael Wage. "Given the financial situation, there was no alternative but to start filing bankruptcy proceedings."

There were some mistakes in the orders and above all, the company was ill-prepared to undertake such huge orders from Africa. "Often the company failed to comply with some commitments because it underestimated the risks involved," said Mr Wage. This is not the first time the company has been declared insolvent as 10 years ago, the parent company of the German inland shipyard went bankrupt. Kenya Ferry managing director Musa Hassan said he had not seen the information on the website. "There is no cause for alarm because we did not deal directly with the company as the transactions were being done from bank to bank and we still have a binding warranty on the deal. We will, however, consult widely over the matter," Mr Hassan said – Source : [nation.co.ke](http://nation.co.ke)



The Luxury Yacht "**LADY GOODGIRL**" Mlt flag. Built in 1964 by Hall Russell of Aberdeen, seen making some modification on the upper deck, at Bezzina Ship Yard, Malta.

Photo : Gejtu Spiteri ©

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## Cunard's 3 'Queen' Ships Meet under Fireworks in New York Harbor

Three of the most celebrated and pedigreed liners in the world, Cunard's **Queen Mary 2**, the **Queen Victoria**, and the newly christened **Queen Elizabeth**, united on Thursday night for the first time in the harbor of New York City accompanied by pomp and a shower of fireworks.

While a fire boat sprayed cannons of frigid water and a flotilla of police boats twinkled with blue lights in the inky waters, the **Queen Mary 2**, the largest ship ever built expressly for transoceanic passage, led the procession southeast down the Hudson River, followed by **Queen Victoria** and followed by the **QE**. Around 7 p.m., two barges off Liberty and Ellis Islands lit the fuse on a 20-minute fireworks display. The show, synchronized to music piped in on



all three ships, was heavy on red, white and blue -- the national colors of both the United States and the United Kingdom, the ships' home country.

Despite temperatures of 22 degrees Fahrenheit and a bitter wind chill that made the clear night feel more like a 9 degrees, a few dozen intrepid New Yorkers gathered quayside in Battery Park for a front-row view of the spectacle. Many more sought views from indoors. By the climax of the Fireworks by Grucci-produced show, all three ships had passed the southern tip of Manhattan and were crossing in front of Lady Liberty. After the explosive thunder faded away, the ships glided in single file under the Verrazano-Narrows Bridge and headed south on separate journeys. The Victoria will hover around America and the Panama Canal for the next few months while the other two ships continue on 103-day world tours.

Although Cunard's history goes back to 1840, the flotilla marked only the second time in history the entire Cunard fleet has converged in the same American port. The first time, on the same January day in 2008, marked the maiden New York City call for the then-new [Queen Victoria](#) ship. Thursday's floating party marked the maiden visit to Manhattan of the three-month-old [QE](#), which was named by Queen Elizabeth herself in October

The third and only other recorded instance of all Cunard liners porting together was in April, 2008, in their home harbor of Southampton, England.

Earlier, New York City Mayor Michael Bloomberg had proclaimed the January 13, 2011, as "Cunard Royal Rendezvous Day," and executives from World's Leading Cruise Lines, which owns both Cunard, Princess, and the Holland America brands, closed the day's trading at the New York Stock Exchange by ringing a bell that came from the original Queen Elizabeth ship, which retired in the 1960s.

What seems on the surface to perhaps be pointless British pomp is, in fact, a pageant honoring a long and vital tradition for both England and the United States. Cunard has been sailing to New York since its Hibernia called in 1845, and since that time, said Cunard president Peter Shanks, it's estimated that the line has brought some 10 million passengers to American shores. (The Grucci family, which produced the event's fireworks display, began creating pyrotechnic displays just five years after Cunard first came to the United States.)

The regular arrival of Cunard ships in New York City was vital to the growth and economy of both Europe and America for the century that ocean liner travel was the dominant transportation link between the continents. Today, only the [Queen Mary 2](#) makes regular transatlantic crossings, and only outside of peak iceberg season.

The [QM2](#) will call next at Fort Lauderdale's Port Everglades on Saturday, and her sister ships will show up there a day later. Theoretically, they could have reunited a second time in Florida this weekend, but given its central role in the story of transatlantic travel, New York City was allowed to keep the distinction to itself.

Cunard representatives say there are currently no more fleet rendezvous planned for the foreseeable future. **Source :** AOL Travel

## STENA LINE BV BOEKT EEN REDELIJK RESULTAAT OVER 2010

Ferrymaatschappij Stena Line heeft in 2010 op de Noordzee, gezien de omstandigheden, een 'redelijk resultaat' geboekt. Dit verklaarde Pim de Lange, Algemeen Directeur van Stena Line BV, in een terugblik op het afgelopen jaar. Zo vervoerde Stena Line op de route Hoek van Holland – Harwich 510.000 passagiers en 100.000 personenauto's. Dat betekent een stijging van 12% in het aantal reizigers en 1% in het aantal personenauto's. De netto inkomsten van de afdeling Travel (voet- en autopassagiers) zijn hierdoor met 15% gestegen.

De totale netto omzet van Stena Line BV is ondanks de moeilijke marktomstandigheden gestegen met 5%, maar volgens De Lange was dit echter niet voldoende om de exorbitante brandstofstijging van bijna 30% op te kunnen vangen.

De Lange meldde verder dat het vrachtvervoer een licht herstel liet zien in 2010 met een toename van 5% in het aantal vervoerde vrachteenheden, 300.000 t.o.v. 287.000 units in 2009. "Het rendement hiervan is echter onvoldoende vanwege de nog altijd veel te lage tarieven, met name voor ongebeleid vervoer", aldus De Lange. De Stena Line directeur concludeerde enigszins teleurgesteld dat de business area Noordzee over het afgelopen jaar verliesgevend is geweest, maar dat het resultaat, gezien de marktomstandigheden, echter nog meevalt.



Photo : Jan Oosterboer ©

"Het afgelopen jaar is zeer hectisch geweest i.v.m. de vele scheepswisselingen waarbij uiteindelijk alle schepen op de Noordzee zijn vervangen. De belangrijkste gebeurtenis in dit kader was uiteraard het in de vaart nemen van de Superferries op de route Hoek van Holland - Harwich.

Positieve resultaten kwamen van Stena Line dochter Buro Scandinavia, waartoe ook Buro Britain behoort. De in Noord Europa, Groot-Brittannië en Ierland-reizen gespecialiseerde touroperator in Amsterdam heeft het zeer goed gedaan in een zwaar concurrerende markt. Het eindresultaat van Buro Scandinavia is volgens De Lange positief. Hij sprak in dat verband van een geweldige prestatie gezien de marktomstandigheden.

Verder was De Lange mild optimistisch gestemd voor de toekomst: "We zullen ook dit jaar weer worden geconfronteerd met sterk fluctuerende wisselkoersen en olieprijsen. Naar verwachting stijgt de olieprijs dit jaar nog verder naar gemiddeld \$ 87/barrel t.o.v. \$ 79/barrel in 2010 en zal de USD sterker worden t.o.v. de Euro. We hopen dat het consumentenvertrouwen in het Verenigd Koninkrijk, ondanks de vele noodzakelijke bezuinigingsmaatregelen van de regering Cameron, zal aantrekken onder invloed van een sterkere koers van het GBP t.o.v. de Euro. Bovendien verwachten we dat de Olympische Spelen, die in 2012 in Londen zullen worden gehouden, gedurende de tweede helft van dit jaar een positieve uitwerking zullen hebben op de economie van het land en de transportsector. Gezien het voornoemde verwachten wij een lichte stijging van het vrachtvervoer. Wat betreft Travel, On Board Services en Buro Scandinavia BV hebben we er vertrouwen in dat de positieve trend zal worden voortgezet. Ik ben er van overtuigd dat Stena Line, ondanks dat 2011 waarschijnlijk weer een verliesgevend jaar wordt, er uiteindelijk beter uit zal komen dan een aantal van onze concurrenten. Kwalitatief goed en betrouwbaar ferrytransport over de Noordzee zal ook in de toekomst zeer belangrijk blijven **Bron : Stena Line**

A photograph of a Redwise ship, a large orange and white vessel, sailing on the ocean. The word "Seamanship" is written in large white letters over the image.

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The Tanker **ADMIRAL** built 2002, 23,337dwt, Carl Buttner, gmbh & Co, Bremen, is seen being assisted by the Grangemouth tugs, **Cleveland Cross** & **Roseberry Cross**, they are inbound from the Grangemouth Lock System to berth on Tanker Berth J2. **Photo : Iain Forsyth ©**

## Family class reefer leaves DK flag after 20 years

J. Lauritzen Ship Management has re-delivered the reefer vessel **Jørgen Lauritzen** to its Greek owner, the vessel has been sailing under the Danish flag for 20 years. She was reflagged in Philadelphia, USA, where Jørgen Lauritzen switched to the Bahamas flag. The ship is now sailing under the name Jorgen Reefer. **Jørgen Lauritzen** is one of a quartet of reefer vessels, which were the world's largest reefer vessels on delivery from Danyard in Frederikshavn in 1990 and 1991. The quartet were the most technically advanced ships ever built in Denmark. The four reefers of the so-called **Family class** are still the largest purpose-built reefers with a capacity of 765,000 cbf. All four units were sold to companies controlled by the Greek operator Chartworld Shipping Corp when J. Lauritzen withdrew from the reefer trade in 2005. The vessels continued to sail under the Danish flag under J. Lauritzen's management. The remaining three reefers, **Ditlev Lauritzen**, **Ivar Lauritzen** and **Knud Lauritzen**, will be taken over by Chartworld in the next few months.

## Draka Offshore wins order for cabling for new Boskalis fallpipe vessel

Draka Offshore has announced that Keppel Singmarine has selected Draka as a cable supplier for its production of Hull 362 for Royal Boskalis Westminster. "It is always gratifying to receive orders from a renowned shipbuilding yard like Keppel Singmarine," stated Patrick Ang, vice president of the marine segment for Draka Offshore.

"We strive to provide our customers with the best quality product and consistent on-time service and it's nice to receive validation of these efforts by a leader like Keppel Singmarine." The contract requires Draka to deliver the first batch of cable during first quarter 2011 which is being manufactured at the company's Asian marine cable manufacturing facility located in Suzhou, China. Royal Boskalis Westminster awarded Keppel Singmarine with the contract to construct a 159m (522ft) fallpipe vessel in the first quarter of 2010. **Source : Dredging News Online**





Last week I mentioned 3 out of the 4 Smit-Lloyd 120 class AHTS in the newscippings, above the last (which was missing last week) unit of this class the **IOS VICTORY** built as the **SMIT-LLOYD 120** in 1983, seen at the Western Anchorage in Singapore last week

Photo : Jan de Bokx ©

## Sovfracht-Sovmortrans Group expects strong results for 2010

The volume of goods handled by the companies of Sovfracht-Sovmortrans Group in the calendar year 2010 is expected to reach 31 million tons, which corresponds to last year's level, the Group's press release said.

Container shipments by the Group are reported to be around 65,000 TEUs, or 14% more than a year earlier. Trucking, a new business direction of the Group is expected to demonstrate a nearly 60-percent surge in freight traffic volume year-on-year, with 24,000 truck rides.

Total sales of the Group in 2010 should exceed by 24% operational results of a year earlier, to 28.8 billion rubles.

According to the Group it implemented in 2010 a program to streamline its assets infrastructure. The company had pulled out of several projects through the sale of majority stakes in JSC Yeisk Seaport and CJSC Interferrum-Metal (St. Petersburg). The Group kept two port stevedoring assets (JSC Astrakhan Commercial Sea Port and a stevedoring service jointly with Commercial Sea Port of Ilyichevsk at the dock No 10), as well as 5 container terminals, 3 in St. Petersburg, 1 - Ilyichevsk, and 1 - in Odessa. The Group acquired new asset – a property complex of St. Petersburg-based Predportovy container terminal. In addition, the board of directors of Sovfrakht approved the investment agreement signed last year with the Government of the Republic of Tatarstan on the creation of a container yard as part of a project for construction of Sviyazhsky interregional multimodal logistics center. The Group intends to invest in this project more than 1,5 billion rubles.

Besides, the Group has developed new business directions. In 2010, several companies joined the Group, including ABT Optima LLC (51%, of domestic 'door-to-door' FMCG goods deliveries), LLC Transzernoservis (49%, a controller of grain supplies on the St. Petersburg Mercantile Exchange), LLC Sovmortrans, Minsk (100%, container traffic).

In 2010, the Group continued to acquire the rolling stock and increased its own gondola car fleet by 325 units. Overall, the companies of the Group operate a fleet, their own or leased, of 9,273 rail cars. In addition, the Group secured a line of credit from Sberbank Leasing in the amount of 1,8 billion rubles for the rolling stock expansion.

The Group plans through the acquisition of controlling stock in one of the largest Ukrainian railway operators to expand in 2011 the range of services in Ukraine, including the services for transshipment of petroleum products in the Black Sea ports. In 2011, the Group's management expects improved financial performance, including through the acquisition in 2010 of assets, the growth in business volume and improved market conditions. **Source : PortNews**

## Supertanker Rates May Jump 57% Next Week, Owner Dynacom Says

Ody Valatsas, chartering manager of Dynacom Tankers Management Ltd., an Athens-based operator of supertankers, comments by e-mail today on supply, demand and freight rates for the ships. Charter rates for very large crude carriers, or VLCCs, shipping oil on the industry's benchmark Saudi Arabia-to-Japan route have declined for three consecutive sessions, sliding 1.8 percent yesterday to 47.7 Worldscales points, according to the Baltic Exchange in London. Returns from the route yesterday fell 9.3 percent to \$12,255 a day.

Vessel supply "is balanced at least. I expect a few more cargoes for January dates that will absorb the January ships." Charter rates "should go to 70 to 75" Worldscales points by next week "and then who knows." **Source: Alaric Nightingale, Bloomberg**

## Ferry operators urged to re-think Zeebrugge axe

Operators of the Rosyth-Zeebrugge ferry were urged to look again at running passenger services to Europe, even if only in the summer. Lothians SNP MSP Ian McKee said he hoped DFDS Seaways, which recently switched to a freight-only service, would consider restoring Scotland's only passenger ferry link to the continent.

He said: "I think there is quite a demand in the summer. "I can understand in winter that might not be the case, but it seems they are cutting themselves off from a bit of business." Edinburgh's economic development leader Tom Buchanan said the council had held talks with other ferry operators about developing North Sea routes.

A spokesman for DFDS Seaways said: "Our focus is currently on creating a successful freight service between Rosyth and Zeebrugge. "However, we have received the Scottish Government's request about the passenger service, and we will continue to review all of these." **Source : scotsman.com**

## Topaz wins \$48m contract from Maersk Oil Qatar

Topaz Energy and Marine subsidiary DMS has been awarded a five-year vessel contract with five one-year options estimated to be worth US\$48 million including the option period. Under the contract, the offshore support vessel '**Topaz Shaheen**' will serve as a standby support vessel for Maersk Oil Qatar in the Al Shaheen Field in Qatar.

The vessel has previously been working for Maersk providing services such as anchor handling, personnel transfer as well as acting as a safety standby vessel for rescue operations and firefighting. Upon successful completion of a one-year stint with Maersk in Qatar, the vessel was awarded a long-term contract.

The '**Topaz Shaheen**' is currently undergoing a significant upgrade to enhance the vessel's capabilities in the field and make her capable of dynamic positioning operations and oil spill recovery. She will also be able to undertake remote operated vehicle (ROV) and survey support operations. The vessel will be deployed back to the field later this month. **Source: bairdmaritime.com**

## Dredging giant DEME eyes more aggregates dredging work

Flanders Today reports that European dredging company DEME is investing heavily in the marine aggregates industry.

Late last year DEME christened its first gravel hopper dredger **Victor Horta**, an investment of 60 million Euros, after being built by the ship builder IHC in the Dutch town of Heusden. With this new asset, the company will invest considerably in the extraction of sand and gravel for the building sector.

DEME Building Materials (DBM) will extract sand and gravel from the sea before "refining" it on land for use in the mixing of pouring concrete in the building sector. The company plans to increase its turnover in this field four to five times from 30 to about 150 million euros. Says DBM general director Frank Devriese.

"The Belgian gravel decree stipulates a phasing out of sand and gravel extraction from rivers and land quarries for environmental reasons," he explained. "The same applies in France and the Netherlands. An alternative supply is therefore required and we intend to fill the gap with our sea aggregates."

About 30 per cent of Belgian sand and gravel demand is derived from rivers and 70 per cent from land quarries locally and abroad and the entire European market totals 800 to 900 million tons. "We currently supply 5 million tons," Mr Devriese said. "The growth potential is enormous".

DEME extracts its marine aggregates on its sea sand concessions at a depth of 50-60m. These concessions may not impact on the environment, fishing industry, wind turbines and shipping sector.

DEME currently holds ten gravel extraction concessions in French, British, Belgian, German and Polish waters and the group is currently building a 1.5 million ton gravel processing plant in Vlissingen at a cost of 4 to 5 million euros. Similar installations have also been planned for Amsterdam, Dunkirk and Ostend, and the group has also signed a number of long-term contracts with French, German and British building groups. **Source : dredging news online**

## L.A. port's volume up 16% in 2010

The Port of Los Angeles had its fourth-best year on record, handling more than 7.8 million cargo containers in 2010. Cargo container shipments surged 16 percent at the Port of Los Angeles in 2010, buoyed by a strong start that leveled off as the year came to a close, according to figures released Thursday.

Economists initially predicted the nation's busiest port would end the year with a meager 5 percent increase in shipments from 2009 as retailers struggled to rebound from an economic recession that swept across the country.

"The 2010 volume gains far surpass our initial estimates, and we've been able to facilitate some export opportunities in the past year through our TradeConnect initiative and increased networking with local businesses and stakeholders," Geraldine Knatz, executive director of the Port of Los Angeles, said, referring to a series of workshops explaining how exports work for local businesses.

The port logged a record number of exports in 2010 with more than 1.8 million shipments, breaking the previous record set in 2008. Additionally, imports increased 12.8 percent last year to more than 3.9 million cargo containers.

In his State of the Union address last year, President Barack Obama proposed a National Export Initiative to generate 2 million jobs by doubling exports at the nation's ports through 2015.

"With this 16 percent increase in 2010 container volumes, the Port of Los Angeles is putting people back to work and doing its part to help President Obama meet his goal to double national exports over the next five years," Los Angeles Mayor Antonio Villaraigosa said. "This is good news not only for Los Angeles, but cities across the nation." Final cargo shipment figures at the neighboring Port of Long Beach will not be released until Tuesday, but officials said they expected to see the same levels of growth as recorded in Los Angeles. Year-over-year figures showed a 25 percent jump in shipments passing through Long Beach during the first 11 months of 2010, according to the most recent statistics cited by port officials.

"I don't think anyone is going to say that we'll be able to continue this trend," said Art Wong, a spokesman for the Port of Long Beach. "No one predicted that we would be able to accomplish what we did last year, but even with modest growth in 2011, this is really good news for the economy," Wong said. "We've brought back thousands of jobs, and the outlook is that we can bring back even more." **Source : Press-Telegram Long Beach**



## OLDIE – FROM THE SHOEBOX



The old harbour tug **MAXIMUS**, built in 1956 by Muetzelfeldtwerft GmbH at Cuxhaven, being broken up at Lowestoft, on the 12th January 2011. She was withdrawn from commercial service in 2003, and had until recently been used as a houseboat at Lowestoft.

Photo : Jonathan K. Simpson ©

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



The tug **BLACKADDER** prepares to pull the stern of the inbound tanker **OCEAN VENUS** towards her berth in Lyttelton (New Zealand)

Photo : Alan Calvert ©

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