

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 019



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**Number 019 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 19-01-2011**

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

<b>stevedoring &amp; warehousing</b>		<p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>
<b>SHORECRANES UP TO 208 M / TONS</b>		
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**As can be seen above last night a strategic meeting was held at the Hoo Ha restaurant in Singapore with representatives of KOTUG INTERNATIONAL, MAMMOET SALVAGE and T&T BISSO RESPONSE (sorry Fokko ☺)  
Photo : The Waitress (c)**

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## EVENTS, INCIDENTS & OPERATIONS



The **Tropic Opal** at Grand Turk. - Photo : Frank de Vries ©

## Dry bulk market has bottomed out, as weather in Australia dials down

The dry bulk market has finally halted its plunge, after a devastating week of yet more losses. The industry's benchmark, the Baltic Dry Index (BDI) has stayed lull at 1,439 points the lowest it's been since April of 2009 and October of 2008. Still, yesterday, the capesize index lost an additional 0.31%, while the Panamax segment fell by 1.87 percent. The only "survivor" of the market was the smaller handysize segment which yesterday gained 1.05%.

According to Paris-based shipbroker Barry Rogliano Salles (BRS), dry bulk rates kept falling, mainly as a result of weather-related problems affecting the short-term outlook, and newbuilding deliveries the longer-term picture. "Rising commodity prices indicate there is still good demand for product, which suggests newbuilding deliveries are the main issue affecting rates. After two weeks of 2011, 20 new Capes have been delivered, 9 Panamaxes, 28 Supramaxes, and 21 Handysizes, indicating the pace of delivery is increasing. In the FFA market, 2H 2011 is now trading at around US\$21,000 per day compared to US\$24,000 six months ago" said the shipbroker. Regarding the beleaguered Capesize market, it's been another period of softening rates, with the BCI losing an additional 15% last week, with the Cape 4TC, at just under \$9,700, being now below the time charter equivalent for all the other bulk sizes. "Players reported a sharp drop in Australian business, with coal operations still disrupted due to weather factors, and a lacklustre demand for ore. In the period market, it was reported that a 161,000 tonner was taken for 3-5 months at US\$13,000 per day. However the sole one-year charter was signed at a BCI index-linked rate. On Monday however the BCI lost just 5 points, raising hopes among owners that the market may be bottoming out" said the report. All this freight rate saga has altered things in the second hand sale and purchase market. According to BRS "the recent fall in freight rates has created a gap between Buyers and Sellers when it comes to prices, resulting in a very quiet S&P market. We expect this to last for the next few weeks until maybe after the Chinese New Year. This week's S&P menu is all about 'age', as in 'overaged', and 'old age' etc. Arcelor Mittal have sold their Panamax '**Kirti**' (68,000 dwt, built 1986 in Japan) to

Chinese buyers for about US\$10m. We understand that this is a December 2010 sale and that the vessel is due for SS & DD in April 2011, just after delivery to the buyers. Excel Maritime of Greece have sold their Handymax 'Marybelle' (43,000 dwt, built 1987 in Japan) to Bangladeshi buyers for a price in the region of US\$10.8m, which also seems to be a December 2010 sale. In probably the most active week involving Egyptian interests we note that the National Navigation Co of Egypt have sold their sister Handies 'Alwadi Al Gadeed' and 'Wadi Halfa' (32,000 dwt, built 1985 in South Korea) for about US\$7m each. At the same time Egyptian buyers have reportedly agreed a price in the region of US\$6m for the Greek owned 'Androniki' (30,000 dwt, built 1984 in Japan) - yielding a nice return for the Seller who purchased the ship back in March 2009 as the 'Manora Naree' for US\$2.9m from Precious in Thailand" concluded BRS. In total, Piraeus-based shipbroker Golden Destiny reported 35 sales (including demolition activity) during the course of the previous week. "In the secondhand market, 27 vessels were reported to have changed hands this week equalling a total amount of money invested in the region of US\$ 1,3 million, with 6 transactions reported for an undisclosed price. In terms of reported number of transactions, the S&P activity has been marked with a 28.5% positive w-o-w change and a 31% negative change comparable with previous year's weekly S&P activity. The tanker sector attracted most attention, with an investment capital of \$ 658,744 around 50% share of the total invested capital in the S&P secondhand market.

In the demolition market, 8 vessels reported to have been headed to the scrap yards of total deadweight just 310,651, with India attracting most activity. Despite the attractive price levels above 450 \$/ldt and even surpassing the 500 \$/ldt barrier, the reported transactions in terms of number of vessels heading the scrap yards remains at similar levels of last week. The Greek (but not greek based) presence has been noticed this week in 4 transactions reported in the secondhand and one in the newbuilding market. The preference in the secondhand market was towards the chemical tanker sector and a passenger vessel of 1585 passenger capacity, while the total invested capital was region \$ 43 mil. In the newbuilding market the greek presence was noticed in the panamax bulkcarrier sector, with Safe Bulkers announcing to have contracted the subject vessel at region \$ 41.7 mil" said Golden Destiny.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



Bukser og Bjergring **BUDDY** seen in Haugesund – Photo : Capt. Jan Plug ©



## Boskalis to construct artificial island in the Americas

Royal Boskalis Westminster has been awarded a contract from Ocean Reef Island Inc to construct an artificial island off the coast near the residential area of Punta Pacifica in Panama City. The project, with a contract value of approximately €55 million, is already underway and the project is expected to be completed mid-2012.

The project involves constructing an artificial island in the Pacific Ocean off the densely populated shoreline of Panama City. Ten hectares of premier real estate land will be created by using 650,000 cubic meters of rock to form a perimeter and filling it with 1.4 million cubic meters of sand. A bridge will be built to connect the island to Panama City.

Boskalis is sourcing the sand for the land reclamation process from its own borrow area using a large trailer suction hopper dredger. Additional support equipment includes a clamshell crane and split barges.

The contract includes an option for an adjoining, second island of 9 hectares with a marina. Take-up of this option would extend the project by a year. The client is expected to make a decision on the optional additional island in the course of 2011.



**Martrade BV**, shipbrokers of Slidrecht sold the flattop barge **Annet** from Turkey to France. The barge has been used for the Bosphorus Tunnel Project which has been completed recently. The tugboat **Felis** (operated by **Westcoasting** of IJmuiden) connected the barge for the voyage from Tuzla to Marseille where the barge will be handed over to her new owners.

## Refiners threaten anti-pollution efforts in shipping

Global efforts to drastically reduce toxic sulfur emissions in the shipping industry will likely be delayed for years due to the reluctance of refiners to invest billions of dollars to produce cleaner burning fuel. The U.N. shipping agency, International Maritime Organization (IMO), has set a 2020 deadline for the maritime community to slash the amount of sulfur burned by the global fleet, blamed for thousands of deaths every year. The IMO estimates the industry needs to invest nearly \$150 billion in secondary refining capacity to ensure enough supplies are available. IMO's cap can only be realistically met through the use of cleaner burning fuels, known as middle distillates, already in short supply due to high demand from automobiles, airplanes and power stations. As a result of the changes, demand for such fuels could rise by up to 50 percent, or an additional 600 million tones, from current levels by 2030, according to estimates by oil major ExxonMobil.

"This represents a major increase in distillate demand, a product that has experienced high growth even without the marine fuel growth," said Vincent Chong, global head of ExxonMobil's marine fuel division. Gas oil, a key middle distillate product, accounted for 42 per cent of global oil products growth in the third quarter of 2010, expanding twice

as quickly as the same period in 2009, according to the International Energy Agency's December oil market report. Cheaper high-sulfur residual fuel oil (HSFO) -- the sludgy, bottom of the barrel residue left behind from refining more profitable fuels -- is most commonly used by ships now. If the cap is imposed, refiners will have to scramble for waytonessing up millions of tones of the fuel. Global residual fuel production in 2010 is estimated at around 570 million tones with residual bunker consumption at around 190-200 million tones, according to a study by energy consultants Poten & Partners. The shipping industry, which transports about 90 percent of the world's traded goods by volume, does not believe enough low sulfur marine fuel will be produced in time for its more than 50,000 merchant vessels. "We will monitor the 2020 deadline very carefully because we believe the bunker fuel supplies to meet the limits may not be available," said Torben Skaanild, chief executive of BIMCO, the world's largest ship owners' association. Although seaborne trade contributes less than 10 percent of global sulfur emissions, the burning of bunker fuel by ships is blamed for 60,000 cancer-related deaths worldwide each year, according to a published 2007 study. To help prevent this, the IMO has passed regulations to cut sulfur emissions by more than 80 percent by reducing the air pollutant's presence in marine fuel to 0.5 percent by 2020 from the current global average of 2.7 percent.

Some refiners have earmarked funds to make the necessary upgrades to meet the expected rise in demand. South Korea's No.2 oil refiner GS Caltex will invest almost \$1 billion to raise its capacity to convert heavy oil into cleaner fuel by a quarter from 2013, as it races to bethe country's top producer of high-value distillates. Around 20 percent of a refiner's output comprises residual fuel oil, according to ballpark estimates from industry officials. Analysts, however, do not expect enough refiners would agree to the needed investment within the relatively tight timeframe. "Show refiners the money and they'll likely show you the barrels," said Poten & Partners. "But these barrels of marine distillate might not be readily available everywhere and they might come with a sticker price that might shock some people." But even if a refiner decides to upgrade its facility, it can take a decade or more to fully execute the changes, making the 2020 deadline unrealistic, analysts said. Another alternative was for refiners to "desulfurize" HSFO into a lower-sulfur version, an option that provides little economic benefit for the industry. "Considering the gap between low sulfur fuel oil and HSFO prices, it does not seem to be attractive for any new refiners to invest in new processes or change their oil basket to raise LSFO output," said Eduardo Bertonha de Campos, a market analyst with Petrobras.

Despite the complexity of the marine fuel conundrum, a potential cure-all exists in the form of exhaust abatement technology, also known as scrubbers. In theory, this onboard system removes sulfur emissions from marine fuel, effectively allowing heavy sulfur fuel to be used while satisfying the upcoming curbs. "The 2020 date is sufficiently far away enough in the future," said Eivind Vagslid, head of the IMO's chemical and air pollution prevention section. "We hope there will be a combination of new refinery capacity and the use of scrubbers." But the industry was divided over whether the technology would be ready for mass adoption since it was still being tested and manufactured by only a handful of companies worldwide. "Scrubbers won't be the silver bullet. A sizeable portion of the fleet will still need to rely on low sulfur fuel being available," said Kurt Barrow, vice president of Purvin and Gertz. Others options are the use of alternative fuels like liquefied natural gas (LNG) and biofuels, but critics again doubted their suitability for widespread use. LNG would make up only 5 percent of bunker use by 2025 due to the cost of retrofitting vessels to use the new fuel, said Robin Meech, managing director of UK-based Marine and Energy Consulting. Given the issues at hand, many affected parties were pushing for the IMO deadline to be extended. An IMO committee was expected to review the supply issue by 2018, and could push the deadline back to 2025. "I don't think there is a single solution that can surmount the challenges that lie ahead," said Exxon's Chong. **Source: Reuters**

## **Rescuers continue search for 22 refugees lost at sea off Greece**

Rescuers continued to comb the waters of the Ionian Sea, off the Greek island of Corfu on Monday, for signs of at least 22 refugees missing after their boat send out distress signals a day earlier. A Dutch-flagged vessel and coast guard officials rescued 241 immigrants after their wooden boat sent out distress signals 30 nautical miles off of the island on Sunday.

The immigrants rescued were all well and say they are Afghans. At least 22 people were still missing and several ships, coast guard patrol boats and aircraft, were searching the area for signs of the missing immigrants. Greece has become a main gateway for illegal immigrants and asylum seekers seeking to enter Europe. Over the past few years illegal immigrants have opted to enter Greece via the land route with Turkey rather than crossing the dangerous

waters of the Aegean or Ionian Seas. Greece is home to more than a million illegal immigrants. **Source :** [monsterendcritics](#)



The Belgian flagged 100.361 grt LNG carrier **EXEMPLAR** arrived at Cape Town to take on bunkers, the tanker was commissioned on Sept 30, 2010 - **Photo : Ian Shiffman ©**

## **HK Government plans to cut US\$5.9 million in marine fees**

THE Hong Kong Government has published in the Gazette two sets of amendment regulation to reduce 24 marine-related fees and charges for services provided by the Marine Department. The proposed amendments to the regulations will be tabled at the Legislative Council (Legco) on Wednesday January 19. The reductions, if implemented, will reduce government revenue by HK\$46.4 million (US\$5.9 million) a year.

If approved by Legco, the new fees will come into effect on March 12. The two sets of amendment regulations are the Shipping and Port Control (Amendment) Regulation 2011 and the Merchant Shipping (Seafarers) (Fees) (Amendment) Regulation 2011.

The Shipping and Port Control (Amendment) Regulation 2011 will reduce the port facilities and light dues by about 20 per cent for ocean-going vessels and by about 22 per cent for high-speed passenger craft plying within the river trade limits. The Merchant Shipping (Seafarers) (Fees) (Amendment) Regulation 2011 will reduce the examination fees for Certificates of Competency of all classes of deck and marine engineer officers by about 20 per cent.

The Government reviews the levels of marine-related fees and charges regularly according to the "user pays" principle and a recent costing review showed that there is room for reducing the above fees and charges, which number 24, said the official statement. A spokesman for the Transport and Housing Bureau said: "The reductions, like similar ones implemented in recent years, are just one of the measures to enhance the competitiveness of the Hong Kong Port and our maritime industry.

"In particular, the proposed examination fee reduction represents further efforts of the Government to encourage more talent to pursue careers in the maritime sector. The status of Hong Kong as an international maritime centre will be strengthened if a stronger and larger pool of marine professionals is available." The Merchant Shipping (Seafarers) (Fees) (Amendment) Regulation 2011 will also delete six obsolete fee items relating to oral examinations for seafarers' licences, which are no longer held. **Source : Schednet**



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## Five rescued from sinking yacht off the Thanet coast

Lifeboat crews and an RAF rescue helicopter helped save the lives of five people when their yacht ran aground off the Kent coast. The accident happened at around 1.30pm yesterday when the 36ft vessel became stuck on the Goodwin Sands, having left Ramsgate Harbour earlier in the day.

Ramsgate RNLI's inshore and all-weather lifeboats were launched but the volunteer crews decided that with the falling tide and shallow breaking seas around the yacht, it was too dangerous to attempt a rescue. The coastguard asked the RNLI to attempt another rescue on the next rising tide but because this would have been after dark, a rescue helicopter was called in from RAF Wattisham, East Anglia.

All five people on board the yacht **Liquid Fusion** were airlifted to safety at 3.40pm. They were returned to shore at Kent International Airport, Manston, minutes later. Attempts to refloat the stricken vessel were abandoned shortly after 6pm after it began to sink quickly. Its location was reported to the coastguard and the wreck is expected to be marked with a buoy to warn passing ships later today. **Source : KentOnline**

## EENDRACHT , WELKOM AAN BOORD!



Links : **Rob Krootjes** directeur van de Stichting 'Het Zeilend Zeeschip' gedurende de nieuwjaars receptie


**Photo : Danielle Vermeer ©**

Zeilen met de **Eendracht** doe je samen. Voor een actieve dagtocht of meerdaagse reis kan iedereen zich inschrijven. Jongeren tot en met 25 jaar hebben voorrang. Het zeezeilen laten beleven, staat voor Nederlands grootste driemastschoener centraal. Deze leeftijdsgroep ontvangt 50% korting op de boordprijs vanuit het Jaski Jeugdfonds. Ook organiseert de Eendracht onder meer schoolreizen en speciale jongerenreizen voor wie buiten de boot dreigt te vallen. Stimuleren, samenwerken, discipline, teamgeest en doorzettingsvermogen staan daarin centraal. Wanneer mogelijk, krijgen bijvoorbeeld zieke kinderen de kans om te ontspannen op het water.

De stichting opereert als non-profitorganisatie, die afhankelijk is van sponsors. Daarnaast zet zij de **Eendracht** op verantwoorde wijze commercieel in ter ondersteuning van haar doelstelling. Blijven varen voor het goede doel, is immers kostbaar.



Kortom, de doelstelling van **Stichting 'Het Zeilend Zeeschip'** biedt de samenleving perspectief. Niet voor niets is de **Eendracht** gedoopt door koningin Beatrix en is prins Maurits de beschermheer. Naast de jongerenreizen vaart het schip wanneer mogelijk uit met mensen die een opsteker verdienen. Kiezen voor de **Eendracht**, is kiezen voor een unieke bouwsteen! Zie ook : [www.eendracht.nl](http://www.eendracht.nl)


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## FAIRMOUNT MARINE COMMENCES TOWAGE OF FPSO PAZFLOR



On the early morning of 18 January 2011 three **FAIRMOUNT CLASS** tugs, named **FAIRMOUNT EXPEDITION**, **FAIRMOUNT GLACIER** and **FAIRMOUNT ALPINE** under command of lead towmaster **Capt. Wim van de Kort** departed with **FPSO PAZFLOR** from Korea to Angola. **FPSO PAZFLOR**, built by DMSE, is one of the largest FPSOs ever constructed. It is 325 metres long and 61 metres wide and has a towing draught of about 8m. Consequently, preparations for the tow were thorough and intensive.



The three FAIRMOUNT CLASS tugs which have together a total bollard pull of well over 600 tons BP, will tow the **FPSO PAZFLOR** over 10,000 nautical miles to its final destination offshore Angola. Upon arrival, the Fairmount specialised team will position and moor her.



The photo shows **FAIRMOUNT EXPEDITION** during hook-up operations.

For more photos of **FAIRMOUNTS** operations please visit the renewed website at [www.fairmount.nl](http://www.fairmount.nl)

## Somali pirates release one ship, hijack another

Somali pirates hijacked a Greek-owned bulk carrier on Monday after releasing a Greek-owned tanker the day before, the European Union Naval Force said. The cargo ship **MV Eagle** was hijacked early Monday by pirates who had fired small arms and grenades, according to a press statement from the EU Naval Force. There are 24 Filipino crew onboard, it said.

The attack occurred in the Gulf of Aden, 790 kilometres southwest of Salaam, Oman. The EU said there has been no contact with the ship since the attack. On Sunday, the **MV Motivator** and its crew of 18 Filipinos were released from pirate control, another press statement said. An EU ship had assisted the crew, and "according to the ship's Greek owners, the crew are reported to be as well as could be expected given the circumstances".

The **MV Motivator** was taken on July 4 and released on Sunday. The average period of captivity is getting longer as pirates negotiate for higher ransoms. In a separate development, South Korean officials said that 21 crew members aboard a South Korean-operated cargo ship hijacked by Somali pirates have been confirmed safe.

Somali pirates seized the chemical carrier **Samho Jewelry** in the Arabian Sea on Saturday. Eight South Koreans, two Indonesians and 11 Myanmar citizens were aboard. Two South Korean foreign ministry officials said Monday that all the abducted sailors were confirmed safe. They spoke on condition of anonymity citing the issue's sensitivity and gave no further details.

Last year saw a record number of pirate attacks. The weak UN-backed Somali government is too busy fighting an Islamist insurgency to tackle the pirate gangs. Somalia, an arid nation perched on the Horn of Africa, has not had a functioning government for 20 years. **Source : Jordan Times**



The Polish **TRYTON** seen arriving in Rotterdam – Photo : Nico Ouwehand ©

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## Pirate kidnappings hit 'alarming' record

Pirates kidnapped a record number of seafarers in 2010 in an "alarming" escalation of the crisis centred on Somalia, a maritime watchdog said Tuesday. Across the globe, pirates hijacked 53 ships and kidnapped 1,181 seafarers last year and eight sailors were killed by the increasingly heavily armed attackers, the International Maritime Bureau (IMB) said in a report.

"These figures for the number of hostages and vessels taken are the highest we have ever seen," said Pottengal Mukundan, director of the IMB's Piracy Reporting Centre, which has monitored incidents worldwide since 1991. "The continued increase in these numbers is alarming." Hijackings off the coast of lawless Somalia accounted for 92 percent of all ship seizures last year, with 49 vessels captured and 1,016 crew members taken hostage, the IMB report said.

Somali pirates were still holding 28 vessels and 638 hostages for ransom as of last December. The IMB said the number of pirate attacks on ships globally has risen every year for the past four years, with 445 incidents reported in 2010, up 10 percent from 2009. In 2006, 188 crew members were taken hostage, rising dramatically to 1,050 by

2009 and 1,181 in 2010. In the seas off Somalia, heavily armed pirates were overpowering ocean-going fishing or merchant vessels to use as bases for further attacks, Mukundan said.

"They capture the crew and force them to sail to within attacking distance of other unsuspecting vessels," he said. While attacks off the coast of Somalia remain high, incidents in the Gulf of Aden more than halved last year to 53 due to the presence of international naval forces, the IMB said. "The continued presence of international navies is vital in protecting merchant ships along these important trade routes," Mukundan said.

However, Somali pirates have responded by travelling further afield including venturing to the Mozambique Channel and the Indian Ocean, an operating range which "is unprecedented." Mukundan said the key to defeating the Somali pirates lies primarily on land.

All measures taken at sea to limit the activities of the pirates are undermined because of a lack of responsible authority back in Somalia from where the pirates begin their voyages and return with hijacked vessels." Elsewhere, the number of maritime armed-robbery incidents in Bangladesh rose for the second successive year. Twenty-one vessels were boarded, almost all anchored in the port of Chittagong. Indonesia, a former global piracy hotspot, which had succeeded in reducing the level of maritime crime, saw its highest levels of attacks against ships since 2007, with 30 vessels boarded and one hijacked. The South China Sea was hit with 31 piracy incidents, more than double the previous year.

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## **Oil platform plan threatens rare Pacific whale-WWF**

Plans for an oil platform off Sakhalin in Russia's Far East poses a major threat to an endangered whale population already on the brink of disappearing, a wildlife protection group said. Sakhalin Energy Investment Company, which is partly owned by Shell as well as several Japanese companies, has announced plans for a major oil platform near the feeding grounds of the Western North Pacific gray whale population, of which only about 130 exist, said WWF-International.

Though a number of oil and gas development projects already exist in the area, construction of an additional off-shore platform could further disrupt feeding and increase the danger of whales being struck by ships, not to mention the potential impact of an oil spill.

"Just around 30 female western gray whales of breeding age remain. The population is already on the brink of disappearing forever," said Aleksey Knizhnikov, oil & gas environmental policy officer for WWF-Russia. "The loss of even a few breeding females could mean the end for the population." Gray whales occur on both sides of the Pacific, but the Western population is classified as separate from the Eastern population, with genetic studies showing the two populations probably do not mix, says the International Union for Conservation of Nature.

The International Whaling Commission (IWC), estimated the Western gray whale population at 121 to 130 in 2007, the last year for which figures are available. The IUCN classifies them as "critically endangered". During their feeding season, the gray whales must consume enough to maintain themselves for the rest of the year, including travelling long distances to their breeding grounds.

The feeding area near the proposed platform site, where Sakhalin Energy Investment Company already has two oil platforms, are also key because it is shallow, making it one of the few places where mother whales can teach calves to feed on the sea bed, WWF said.





## NAVY NEWS



With reference to Newscippings 001 see above the 2001 built offshore/tug supply ship **AL ALMAIN** 115 of the Egyptian Navy that gave assistance on the 12th December 2010 to the ro/ro vessel **JOLLY AMARANTO** off Alexandria, Egypt.

Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)

## New navy aircraft carrier work begins in Portsmouth

**Work is under way on the stern of HMS Queen Elizabeth**

Work on the Royal Navy's two new 60,000-tonne aircraft carriers - **HMS Queen Elizabeth** and **HMS Prince of Wales** - has reached another milestone. Shipyard workers in Portsmouth are beginning the second major phase of construction - building the massive stern section of **HMS Elizabeth**.

The ships were saved from defence cuts under the Coalition government, but **HMS Prince of Wales** will not enter service. It will be built but not kitted out, and then kept as a reserve vessel. The government's strategic defence and security review in October outlined cuts of £4.7bn over four years. The new carriers will replace the 22,000-tonne Invincible class aircraft carriers, **HMS Invincible**, **HMS Illustrious** and **HMS Ark Royal**. **HMS Invincible**,

mothballed in 2005, has been put up for sale on a government internet auction website, while **Ark Royal** - the navy's flagship - is to be decommissioned this month and **HMS Illustrious** in 2014.

**Ark Royal** was decommissioned ahead of schedule in the defence cuts, along with RAF Harrier jump jets - meaning no planes will be able to fly from British aircraft carriers until 2019, when the **HMS Queen Elizabeth** is expected to enter service.

Kerry Knight, shipyard apprentice at BAE Systems, which is one of the major contractors working on the vessels, said: "It guarantees us a job really. "The climate as it is, we know that at least for another 10 years, 15 years, we've got a job." Shipyard apprentice Kerry Knight said the project was keeping her in a job Welder Ken Smith said: "Obviously it's a prestigious job, biggest job that the navy have ever had, so it's really important. "Then hopefully we'll follow up with some frigates after that."

BAE Systems project leader Paul Bowsher said he was "immensely proud to be involved in such a complicated engineering project". "But it is really, really important for Portsmouth, it's important for BAE Systems and indeed for building a carrier for the navy for the future." Parts of the vessels are being built in shipyards around the UK.

The first sections, made in Portsmouth, will be delivered to Rosyth in April 2012. Last week, defence think-tank Royal United Services Institute said the Ministry of Defence (MoD) would have to make further savings of £1bn-£2bn a year if it was to avoid overspending by 2015. Armed Forces Minister Nick Harvey said the review had significantly reduced underfunding but more work was needed.

In November, the UK and France signed a new treaty on defence that agreed to share aircraft carrier resources, by keeping at least one vessel at sea between the two countries at any one time. Each will be able to use the other's carrier in some form, certainly for training and possibly for operations. **Source : BBC**



**Reunie Hr. Ms. Poolster  
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Damen built **SEA AXE 5** seen in the Malacca straits – Photo : **Damen Shipyard Singapore** ©

## Sembawang Shipyard to build research vessel for Australia

Singapore's Sembawang Shipyard, a unit of Sembcorp Marine, has received a S\$123 million (US\$95.5 million) contract from Teekay Shipping (Australia) Pty Ltd for the Engineering, Procurement, Construction and Commissioning (EPCC) of a dynamically positioned blue water research vessel for Australia's Commonwealth Scientific and Industrial Research Organisation (CSIRO). According to a stock exchange announcement, the shipyard has also won three major upgrading contracts worth a further S\$92 million (US\$71.5 million).



On completion and delivery in the second quarter of 2013, the research vessel will be named RV Investigator and will be based in Hobart, Tasmania. It will operate from the tropical north to the Antarctic ice-edge and across the Indian, Southern and Pacific oceans.

Dr. Andrew Johnson, Group Executive -Environment, CSIRO said "The award of this contract is an important part of a four-year process by CSIRO through the "Future Research Vessel Project" to build a new and highly advanced research vessel. RV Investigator will significantly boost the oceanographic, geoscientific, fishery, and ecosystem research capability available to Australian marine researchers. The new vessel will deliver benefits to many Australian agencies and underpin science discoveries from Southern Hemisphere marine environments. We have selected Sembawang Shipyard and Teekay Shipping as the right partners for CSIRO through a rigorous evaluation process and have full confidence that both companies will together deliver our new vessel to our required standards."

Mr. David Parmeter, Managing Director of Teekay Shipping (Australia) Pty. Ltd said "Sembawang Shipyard is our valued partner in Singapore and has strongly supported us throughout the due diligence process to CSIRO. We are confident that our close partnership and collaboration will lead to the timely and safe delivery of the state-of-the-art new research facility to comply with CSIRO's stringent operating standards for multi-disciplinary research activities at sea." **Source : MarineLog**



The Tugboat "**EVA ONE**" belonging BEXIS, Belgium, under normal dry docking works at Malaga Shipyard, belong **CERNAVAL SHIPYARDS GROUP** in Spain. **Photo : David North ©**

## Japanese Ship Orders Surge 162 Percent

After falling for 15 months in a row, Japanese export ship orders rose for the 13th consecutive month in December on a year-on-year basis, soaring 162.1 percent to 1,236,270 gross tons, according to figures released by the Japan Ship Exporters' Association (JSEA) Tuesday. The year-on-year pace of growth quickened for the first time in four months and was significantly higher than 29.9 percent in November.

In December, Japanese shipbuilders received orders for 37 export ships -- all bulk carriers. The 37 ships total 605,032 compensated gross tons. In 2010, Japanese export ship orders totaled 11,153,401 gross tons, up 95.3 percent from the previous year.

Japanese shipbuilders received orders for 271 export vessels -- 251 bulk carriers, 10 general cargo vessels and 10 oil tankers -- in 2010. The 271 ships total 4,982,409 compensated gross tons. Japan is one of the world's top shipbuilding nations along with South Korea and China. Japan's export ship orders had suddenly started to plunge in October 2008 due to the deep global economic downturn triggered by the financial crisis that erupted in the United States the previous month. Japan started providing official financial support in early 2010 to shore up slumping vessel exports through the government-affiliated Japan Bank for International Cooperation (JBIC), one of the world's biggest international financial institutions.

The robust growth figures in recent months compare with extremely low year-earlier levels, and shipowners' demand for Japanese vessels has not yet recovered as despite recent numbers. Gross tonnage of Japanese export ship orders in 2010 was still down 42.6 percent compared with the 19,425,920 gross tonnage registered in 2008. "The worst is over (for the Japanese shipbuilding industry)," Takao Motoyama, chairman of the Shipbuilders' Association of Japan (SAJ), declared at a press conference in mid-November. However, at his latest press conference in late December, Motoyama, who is also chairman of Mitsui Engineering and Shipbuilding Co., Ltd. (MES), again painted a cautious picture of the Japanese shipbuilding industry, especially citing the appreciation of the yen. The sharp rise in the value of the yen since last summer has "put Japanese shipbuilders at a disadvantage in terms of cost competitiveness vis-à-vis rival South Korean and Chinese shipbuilders," Motoyama said. **Source: Journal of Commerce**

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## Dredge builder IHC Merwede looking forward with optimism



Above seen the brandnew just delivered IHC cutter dredger **Shong Guo Shui Dian 09** in Karachi Port  
**Photo : Jakob-Jan Bijlsma ©**

Dutch dredger builder IHC Merwede says it is looking to the rest of 2011 with increasing confidence and looks back on 2010 with satisfaction and as a year in which it achieved its sales targets. Speaking exclusively to Dredging News Online, the company's President, Govert Hamers said IHC Merwede has secured sales of Euros 1 billion in the 2010 calendar year.

"Across the globe, the dredging market continued to come back to life last year," Mr Hamers told Dredging News Online. "Not just in countries such as China and India, where there is an acknowledged need for dredgers, but elsewhere too. Well known European dredging companies such as DEME and Van Oord also placed big contracts with us."

Apart from big cutter suction dredgers like the one ordered by Van Oord, the company has also seen a lively level of interest in smaller cutter suction dredgers such as its IHC Beaver series. "We have had a steady flow of enquiries and orders for big stationary cutters," Mr Hamers told Dredging News Online.

November saw the company lay the keels of two dredgers for DEME – a new trailer and a sea-going rock cutter dredger - and although there has been less interest in the jumbo trailing suction hopper dredgers in the last 18 months, Mr Hamers said projects of this type were once again under discussion.

"We have a large orderbook in China," Mr Hamers explained, noting that here as elsewhere, the company is also supplying life-cycle support and training for dredge operators. "For 2011 we have four priorities," said Mr Hamers. "These are growth, research & development, co-operation with our clients and other companies in the value chain and an ongoing focus on internationalisation of our business."

"We already have big projects in China, including a 12,000m<sup>3</sup> hopper dredger that is under construction there, and plan to start building IHC Beavers in India too. We are also focussing on helping our customers finance the vessels and equipment they need. We have set ourselves a target of growth of 5 per cent and are confident that we will achieve this." **Source : Dredging News Online**



A damaged **SMIT POLEN** seen at the **De Haas Shipyard** in Maassluis - **Photo : Jan Steehouwer ©**

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Above seen the **BALDER** Deckcrew which is at present working at Block 31 Offshore Angola.

Photo : Reg Kreefft Libiu ©

## Greatship moves into subsea sector

Greatship Global Offshore Services Pte Ltd, a subsidiary of Greatship (India) Limited based in Singapore, has announced the incorporation of two new subsidiaries, Greatship Subsea Solutions Singapore Pte Ltd and Greatship Subsea Solutions Australia Pty Limited (together referred to as Greatship Subsea Solutions).

Greatship Subsea Solutions will provide integrated energy services, specializing in life-of-field subsea services to the offshore oil and gas industry.

These services will include subsea construction and decommissioning support; Inspection, Maintenance and Repair; geotechnical and geophysical services; and well construction. Initially, the primary markets for the company's services will be India, Southeast Asia and Australasia. Greatship Group commenced operations in 2006 and is a part of The Great Eastern Shipping Company Limited. The Greatship Group currently owns and operates a modern and technologically advanced fleet of offshore support and supply vessels and drilling units.

Since 2007, the Greatship Group has put together a newbuild programme of DP2 multi-role subsea support vessels with Clean and Comfort class, with active heave compensated cranes. The vessels are capable of operating in deep water.

Ravi Sheth, managing director of Greatship (India) Limited, said: "At Greatship Group we are excited about our ability to offer additional value to clients in the subsea domain." "As an owner and operator of offshore support and supply vessels we have quality assets backed by experienced marine operations. We have now added to our existing capability through the engagement of an experienced subsea management team and we have identified proven service providers in the areas of ROVs, survey, geotechnical equipment and services and subsea engineering."

"The combination of our modern vessels, strategic partners and experienced management team permits Greatship Group to offer high end, high value bundled services to clients seeking complete subsea services solutions."

Source : Offshore Shipping Online



BKM 104 meets Disney Wonder in Manzanillo, Mexico - Photo : Ursa crew (c)

## Farstad: Charter Agreements

Farstad Shipping ASA has, on behalf of wholly owned subsidiaries, been awarded the following charter contracts: PSV **Far Symphony** (2003, P105, 4.929 DWT) has been awarded a six (6) years firm contract by ConocoPhillips Skandinavia AS for support of their operation in the North Sea.

Commencement of the contract is April 2011, and additional option periods are included in the contract. ConocoPhillips has also contracted PSV **Far Server** (2010, Havyard 832CD, 4.000 DWT) for a period of one (1) year, for support of their North Sea operation. Start-up of the contract is February 2011, and there are also additional option periods included.

The charters are entered into on market terms for similar vessels and charter periods. It has been agreed with ConocoPhillips to keep the commercial terms of the contracts P & C. Source: Farstad Shipping ASA

## Port management institute launched

The port equipment, operation and maintenance institute, Visakha Ins-titute of Port Management (VIPM), the first of its kind, was launched here by Capt-ain Sriram Ravichander, ch-ief operating officer of Visa-kha Container Terminal Ltd at Old Municipal Corporation building near Fishing Harbour on Monday.

The institute offers ITI, Diploma, B. Tech graduates to pursue their career in port sector. Presently two courses have been launched and few more are proposed in future. They include Certificate course in Container Terminal Equipment



Maintenance (CCTEM) for Diploma/ B. Tech students and Certificate in Container Terminal Equipment Operations (CCTEO) for ITI-qualified students. Mr Sushil Mulchandani, deputy chief operating officer, said ports are in shortage of skilled manpower for equipment operations and maintenance all over the country and abroad. Mr J.S. Prasad, director, All India Institute of Local Self Government (AIILSG) and Mr B. Satyanarayana, secretary, VIPM were present. **Source : Deccan Chronicle**

## VCT's container traffic jump by 40% to 288,195 TEUs

Container throughput of Vladivostok Container Terminal LLC (VCT) in 2010 amounted to 288,195 TEUs, a 40-percent surge from 2009, the stevedoring company press service said. In December 2010, monthly container volume reached 23,778 TEUs, a 5 percent drop month-on-month.

The month container traffic includes 9,370 TEUs of exports, 7,397 TEUs of imports and 7,011 TEUs of short sea trade volume. Overall, in December the container terminal handled 25 ships, 6 vessels less than in November 2010. The average cargo turnover per vessel has increased to 951 TEUs.

Vladivostok Container Terminal LLC (VCT) operates a container terminal at the port of Vladivostok. The state-of-the-art equipment enables the company to handle all types of containers and cargoes of almost any size and weight. **Source : PortNews**



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## Middle East Tanker Surplus Shrinks as February Cargoes Approach

A surplus of supertankers competing for 2 million-barrel cargoes of Middle East crude oil shrank as owners awaited increased demand for vessels to load next month. There are 15 percent more very large crude carriers, or VLCCs, for hire over the next 30 days than there are likely cargoes,

according to the median estimate of eight shipbrokers and owners surveyed by Bloomberg News. A week ago, the excess came to 18 percent.

"Cargo volume for next-month loading will come into play this week as charterers try to take advantage of the low voyage cost," DnB NOR Markets analysts Henrik With and Glenn Lodden wrote in an e-mailed report today. Demand for ships "could consequently rise," they said.

Rental income from the industry's benchmark Saudi Arabia- to-Japan route yesterday advanced 4.7 percent to \$8,489 a day, according to the Baltic Exchange in London. That's less than the \$31,300 that Frontline Ltd., the world's biggest operator, needs to break even on the ships and below the \$12,777 that Drewry Shipping Consultants Ltd. estimates the vessels need to pay crew, repairs and other running costs. Frontline rejected cargoes last year and has cut speeds when freight rates were previously unprofitable. **Source: Alaric Nightingale, Bloomberg**





Iskes **BRENT** seen departing with the Dutch frigate **F 805 EVERTSEN** from Den Helder to Vlissingen for a maintenance period at the Scheldepoort

Photo : Ron Damman – [www.newdeep.nl](http://www.newdeep.nl)

## Rolls-Royce to Power Ten Littoral Combat Ships for the US Navy

Rolls-Royce, the global power systems company, will supply gas turbines and waterjets for ten of the US Navy's Littoral Combat Ships (LCS) – the Group's largest ever marine naval surface ship contract.

Designed to operate in combat zones close to the shore (littoral waters), each LCS will be equipped with two Rolls-Royce MT30 gas turbines powering four large waterjets, enabling the vessels to reach speeds in excess of 40 knots. At 36 megawatts, the MT30 is the world's most powerful marine gas turbine. Combining this power with Rolls-Royce waterjets makes the LCS highly maneuverable, able to operate in shallow waters and to stop and accelerate quickly.

Rolls-Royce is already supplying propulsion equipment on the first two Lockheed Martin vessels and today's announcement extends this with one firm order and options for a further nine ships of the same design.

Andrew Marsh, Rolls-Royce, President - Naval said: "We are delighted that the Lockheed Martin design has been selected for an additional ten vessels in the LCS program. We have worked closely with Lockheed Martin and other partners throughout the design, build and sea trials of the first vessel, USS Freedom, and are making good progress on the second ship, Fort Worth, which is more than 80 percent complete and remains on cost and on schedule."

"The Rolls-Royce equipment, including the MT30 gas turbines and waterjets, combine to give an effective and efficient propulsion system perfectly suited for these innovative, highly-maneuverable, state-of-the-art ships." The MT30 is derived from Rolls-Royce aero engine technology, building on over 45 million hours of operating experience and reliability. It also has the highest power density of any marine gas turbine - a key factor in naval propulsion where delivering a high power output in a compact space is essential. The MT30 is the latest development of Rolls-Royce marine gas turbines, and has also been selected for the UK Royal Navy's new Queen Elizabeth class aircraft carriers and the US Navy's DDG-1000 Zumwalt class destroyer program.

The waterjets are among the largest produced by Rolls-Royce and can pump water at a combined rate of 25,000 gallons per second – enough to fill an Olympic style swimming pool in 25 seconds. In addition to gas turbines and waterjets, a significant range of Rolls-Royce equipment is specified in the Lockheed Martin design, including shaftlines, bearings and propulsion system software.



The **Super Servant 4** loaded 11 yachts in Taranto and departed for Port Everglades (Florida)

Photo : Fop Leder ©

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## **The New World Alliance set to reduce ocean capacity**

The New World Alliance said yesterday it will temporarily reduce capacity on selected Trans-Pacific Trade services to coincide with Lunar New Year factory shutdowns in Asia. The three container shipping lines in the alliance -- APL,

Hyundai Merchant Marine (HMM) and Mitsui O.S.K. Lines (MOL) said the winter deployment program is expected to last six weeks; more if necessary. "We'll review demand and capacity again well in advance of the peak shipping season," said APL President Eng Aik Meng. "As conditions warrant, we'll re-introduce capacity." Winter deployment programs are routine for The New World Alliance carriers and the Trans-Pacific Trade in general, where Asian exports slow significantly during the Lunar New Year holiday break. Factory closures sharply curb the production of finished

goods which are a staple of the trade. Alliance members said Lunar New Year factory closures this year are expected to be longer than usual, perhaps up to three or four weeks. Alliance carriers said they will reduce capacity during the period by selectively omitting sailings on the SAX, PSW, PCX and PCE services. They said other services may be adjusted to ensure complete port coverage and that customers will be notified ahead of deployment changes. **Source:** New World Alliance, Mitsui O.S.K. Lines



The **VOX MAXIMA** seen operating in Bilbao (Spain) with in the background the **CHARLES DARWIN** doing some tests - **Photo : Crew Vox Maxima ©**

## **China to Finance \$293.5m of ESL's Nine Vessels**

The Export-Import Bank of China has agreed to finance 80pc of the cost, projected to be 293.5 million dollars, for the building of nine vessels that Ethiopian Shipping Lines (ESL) is to acquire, the largest order the national flagship has made in its 46 years.

ESL acquired three vessels upon its establishment, in 1965. Since then, its largest procurement was made during the military regime when the company ordered the building of **Abyot** and **Abay Wonze** in the UK and that of Andinet and Netsanet from a shipyard in Italy. Ambachew Abraha, managing director of ESL, visited Beijing two weeks ago with Sufian Ahmed, minister of Finance and Economic Development (MoFED), where the director concluded a one year negotiation and signed the buyer's credit agreement with Madam Li, head of shipping financing department, on December 30, 2010. The Chinese bank, which was established in 1994, is the third largest export credit agency in the world after the US and UK. Although its involvement in Africa has been increasing, this will be the first financing it advances to ESL. The bank now finances more than 259 projects in 36 African countries worth 20 billion dollars, 79pc of which are in the infrastructure sector (particularly dams), according to Linden J. Ellis, a researcher at Woodrow Wilson International Center for Scholars. Ambachew, 60, sees the delivery of the vessels, scheduled to start in August 2012, transforming the company he has been serving for 41 years out of which 16 years was as its CEO. The vessels, two of which are tankers, will enhance ESL's capacity to transport the country's import and export goods by over 200pc from its current capacity.



While the shipping lines carried 2.47 million tonnes last year, this amount is expected to increase by 60,000tn this fiscal year and grow by an average of 10pc to 12pc over the subsequent five years, according to Ambachew.

This projection is inline with international trends. After sharp falls observed over the two years since 2008, the global demand for deadweight tonnes has recovered lately, according to UNCTAD. The renewed demand saw the world's merchant fleet grow by seven per cent. The addition of these nine vessels would have doubled the nine vessels ESL had last week before it sold Omo, the 30-year old vehicle transport RoRo vessel with a deadweight capacity of 3,500tn. ESL's vessels have a combined carrying capacity of 141,742tn, which will increase to 430,742tn once all the new vessels have been delivered, in September 2013.

With its new orders placed to two shipyards in China, in Jingling and Haunghail, ESL will for the first time have vessels with heavy lift cranes that could lift up to 200tn, each costing 32.5 million dollars. Each of the seven dry bulk carriers will have the capacity to carry 28,000tn, 3,000tn more than what its two newest vessels (Gibe and Shebelle) carry. ESL will also resume transporting fuel with the two tankers it has ordered, each with a carrying capacity of 41,500tn that cost 37.28 million dollars to build.

"We will retain the tanker operator certificate," Ambachew told Fortune, recalling the years his company used to run an oil tanker fleet, before it was sold. "The loss of imported fuel at sea through evaporation (and the subsequent claim on insurance) made it necessary to buy a tanker vessel." However, the rationale behind the unprecedented expansion of ESL is justified by the country's volume of inbound and outbound cargoes increasing "in leaps and bounds," as an expert in the marine business calls it. Yet, ESL managers set their hopes high with these vessels in planning to reduce the charter slot practice, whereby they lease space from other competing international liners to bring containers, comprising 60pc of the inbound cargo, according to those in the marine business. Almost all the steel imported into the country is carried by other shipping lines on whose vessels ESL charters slots, Ambachew concedes. "They are basically selling bill of lading to importers," said a senior manager of a company that represents one of the international liners in competition with ESL, who demanded to remain anonymous due to the competitiveness of the business. "I understand if they are interested in reducing this practice and I support them as a national flagship carrier."

Others in the business see in the new vessels the possibility of ESL boosting its capacity to assert itself in the highly competitive market of outbound cargoes, where it is believed to have one per cent of the market share.

"In the shipping business, what determines the competition is volume," said another expert. "The more vessels they have, the bigger are the chances that they will get into the most competitive market of exports." However, Ambachew views ESL's expansion in fleet numbers and increased deadweight carrying capacity in convergence with the opening of the marine training institute at a university level, in September 2010. The father of four who has spent his entire working life at ESL was pleased to see the opening of the Ethiopian Maritime Training Institute (EMTI) SC, in partnership of Bahir Dar University, where ESL retains a 49pc share. The institute has enrolled 24 young Ethiopian engineering graduates (all male) from the university. All were dispatched for further training to the Maritime Education and Training Administration, in Haifa, Israel, considered the second best academy in the world, after the one in Rhode Island, New York, in September. "It was one of my dreams to see maritime curriculum included in our universities," Ambachew told Fortune, last week. **Source: AddisFortune**

## Terravision to represent VSTEP in Indonesia

VSTEP announces the appointment of PT. Terravision Indonesia as its marketing, sales and implementation partner in Indonesia. Terravision will be responsible for business development for both VSTEP's advanced NAUTIS Maritime Simulators and RescueSim Emergency Response Simulators. The partnership with Terravision is an important step in VSTEP's development to becoming a leader in the virtual incident management and maritime simulation markets.

Maritime life is an important part of Indonesian economy. Indonesia prides itself on its maritime knowledge and relationship with sea and ocean life. The Nautis maritime simulators will provide maritime academies with an affordable and advanced simulation to train seafarers. The RescueSim simulators will provide emergency responders access to a highly innovative and effective tool for incident management training.

VSTEP CEO Cristijn Sarvaas: "We are very pleased to have Terravision as our partner for Indonesia. Indonesia is an important provider of maritime officers and crews. The worldwide shortage of qualified seaman has created a strong need for maritime education and training, resulting in many new maritime schools being established. Terravision has

extensive experience in selling products for European and Australian companies, making it the ideal partner to market VSTEP's innovative simulation products."

Terravision President Director Mr. Hendry Yullanto: "The potential for VSTEP's simulation products is great in Indonesia. Indonesia is developing at a rapid pace and we need to ensure the skills of our people keep up with the high demands of the global economy. Both the Nautis and RescueSim simulators will enable cost effective and efficient training of large groups of mariners and emergency response crews."



## **Vopak to book \$150 mln gain on terminal sale**

Dutch oil and chemicals storage firm Vopak (VOPA.AS) said on Monday it would sell its stake in a Bahamas terminal to U.S.-based Buckeye Partners (BPL.N) and book a \$150 million gain in the first quarter. First Reserve Corporation, Vopak's partner in the Bahamas Oil Refining Company (BORCO), said in December it would sell its 80 percent stake in the terminal to pipeline and storage terminal operator Buckeye for \$1.36 billion, including the proportionate debt in the joint venture.

Vopak said on Monday it would exercise its right to sell its 20 percent stake in the terminal on the same terms and conditions for a total deal value of \$168 million in cash and about \$100 million in Buckeye units. Provided that the value of the Buckeye units does not decrease before the deal closes, Vopak said it would book an after-tax profit of more than \$150 million on the sale, to be recorded in the first quarter. Vopak said both partners have successfully redeveloped the former refinery into an independent oil storage terminal with a capacity of 3.4 million cubic meters. The deal is expected to close in coming weeks, subject to government approvals in the Bahamas, but Vopak said it will continue to operate the terminal and work closely with Buckeye to secure a proper transition and handover.

Source: reuters

## **Russian seaports' cargo throughput up 5.9% in 2010 to 525,85m tons**

Trade flows passing through the seaports of Russia in the calendar year 2010 increased by 5.9% as compared with 2009 to 525,85 million tons, the Association of Commercial Seaports press release said.

In the reporting period transshipment of dry cargo rose by 6.6% to 211,5 million tons, including: coal volume reached 68.70 million tons (+4.9%), container traffic jumped by 30.1% to 32.91 million tons, mineral fertilizers totaled 12.74 million tons (+23.9%), timber - 6.59 million tons (+9.1%), break bulk and packaged cargo surged two times as much to 5,470 million tons, scrap metal - 2,94 million tons (+9.8%) and sugar volume soared by 41.5% to 2,22 million tons.

Liquid bulk volume totaled 314,35 million tons (+5.5%), including: crude oil volume – 209,54 million tons (+3.7%), petroleum products – 103,06 million tons (+9.5% ).

Exports volume rose by 5% to 404,19 million tons, imports increased by 43.8% to 39,34 million tons, transit cargo rose by 2.7% to 45.96 million tons, while short sea trade volume dropped 7.5% to 36.35 million tons.

Operators of marine terminals of Northwestern Basin handled in the reporting period 227,59 million tons of cargo, 1.9% up from a year earlier. Dry cargo throughput increased by 9.6% to 82.77 million tons, liquid bulk cargo fell by 2.0% to 144,81 million tons. Throughput of Big Port of St. Petersburg rose by 15.2%, to 58 million tons, of the port of Kaliningrad - by 11.8%, to 13,83 million tons, of the port of Ust-Luga - by 13.7% to 11.78 million tons, of the port of Arkhangelsk - by 12,6%, to 3.67 million tons. Freight flows via the South Basin's ports of Russia fell by 0.3% to 180.29 million tons, including dry cargo - 64.35 million tons (2009's throughput level), liquid bulk cargo – 115,94 million tons (-0.5%) . Stevedores of Port Kavkaz handled 10,1 million tons, up 16.9% y-o-y, of the port of Rostov - 7.71 million tons (+25.1%), the port of Astrakhan's cargo throughput rose by 27.6% to 5 million tons, while the port of Novorossiysk's handled volume shrank by 4.7% to 117.08 million tons.

Far Eastern ports boosted freight turnover to 117.98 million tons (+28%), of which 64.38 million tons (+10.2%) of dry cargo and 53,6 million tons - liquid bulk, that is 1.6 times more than a year earlier. In the reporting period, operators of marine terminals at the port of Vanino handled 17,3 million tons, a 19.2-percent gain y-o-y, the port of Vladivostok transshipped 11,8m tons of cargo (+12.8%), Port Posiet's throughput rose by 2.9% to 4 , 67 million tons, the port Olga handled 1,37 m tons, up 24.1% from 2009's figures, the port of Magadan – 1,13m tons (+14.1%).

Stevedoring companies operating at Vostochny port reported a 1.9 times growth, to 35.68 million tons thanks to commissioning of Kozmino Oil Terminal. The launch of a Prigorodnoye terminal for exports oil and gas enabled Sakhalin ports to boost freight traffic volume by 1.4 times, to 20,36 million tons.

Association of Commercial Sea Ports (ASOP) was founded in 1987. Currently ASOP unites more than 50 Russian organizations and enterprises of maritime transport. The Association includes commercial sea ports, forwarding and agency companies, research institutes and maritime transport schools. The outcome data of the Russian port complex is based on statistical reports, covering all stevedoring companies operating in the country. **Source: Portnews**

## OLDIE – FROM THE SHOEBOX



Postcard of the de Ruijterkade in Amsterdam in yester years - **Photo : Coll. Kees van Huisstede**

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





Above seen the passenger ship **USHUAIA** anchored off the Chilean base VIDELA in Antarctica.

**Photo : Rob van den Hof ©**

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