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**The POSEIDON LEADER seen moored at the Pasir Panjang car terminal in Singapore
Photo : Piet Sinke ©**

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The **BALTIC TRADER** seen in Cape Town – Photo : Aad Noorland ©

Kinghorn lifeboat is the second busiest in Scotland.

Kinghorn lifeboat station was the second busiest in Scotland last year.

The lifeboat launched on 70 occasions, rescuing 92 people, with 25 of the callouts in the dark. In Scotland there were 1012 launches, slightly down on last year, which was the RNLI's busiest year north of the border. The number of people rescued rose from 912 to 921.

The volunteer crew at Kinghorn spent nearly 77 hours at sea, however members spend much more time training and preparing for the next callout. One of the more unusual shouts was when the lifeboat along with another in Anstruther was called out in September to rescue 14 people dressed as Vikings on board a replica Viking longboat in the Forth.

Kinghorn lifeboat and RNLI Queensferry crews teamed up in June for a police operation where they brought ashore more than 60 people who had attended an all-night music festival on Cramond Island. Paul Wibberley, Kinghorn lifeboat's operations manager, said: "This has been another exceptional year for the volunteer crew at Kinghorn.

"We have had a diverse range of shouts ranging from evacuating sick crew members from merchant ships, to rescuing disabled pleasure boats and searching for missing people." In Scotland, sailing boats accounted for the most number of casualties, with lifeboats being called out on 178 occasions, and 157 fishing vessels required assistance. There were 69 occasions when stranded or grounded boats needed assistance.

Wave Crookes, RNLI Divisional Inspector for Scotland, looks back on a hectic year:

'We had a period of extreme wintry weather in Scotland and yet none of our lifeboat stations had a day off service because of the weather. "That is thanks to the good will and determination of our crews around the coast who made sure that they and the lifeboats were able to go out whatever the weather.'

Michael Vlasto, RNLI Operations Director, said: "Every one of the rescues carried out by the RNLI in 2010 was only made possible due to the incredible generosity of the public, even in these difficult times. I would like to thank everyone who supported us." Kinghorn Lifeboat's fundraising committee is holding 'Songs on Saturday' this weekend in the church hall with the Tullis Russell Brass Band. To learn more about the lifeboat station go to www.rnli.org.uk/kinghorn Source : Fife Today



The **NEDLLOYD MERCATOR** seen moored at the Pasir Panjang Container terminal in Singapore last Saturday
Photo : Piet Sinke ©

First session of STW after adoption of the Manila amendments to the STCW convention

BIMCO attended the 42nd session of the International Maritime Organization's (IMO) Sub-Committee on Standards of Training and Watchkeeping (STW 42), which was held 23 - 28 January 2011 in London.

In the aftermath of the Manila amendments to the Standards of Training, Certification and Watchkeeping (STCW) the workload at the meeting was moderate. The following important items were addressed:

- Revision of the Recommendations for entering enclosed spaces aboard ships:

The sub-committee on Dangerous goods, Solid cargoes and Containers (DSC) in 2010 agreed to a draft Revised Recommendations for entering enclosed spaces aboard ships. The associated draft Assembly resolution was subsequently sent to STW for comments.

The draft Assembly resolution was accepted by all present and it was agreed that training to entry into enclosed spaces was already covered in chapters V and VI of the STCW Code. The draft Assembly resolution will be forwarded to the next session of MSC, which will be held in May 2011, for possible last amendments prior to submission to the Assembly for adoption later in the year.

- Development of unified interpretations for the term "approved seagoing service":

STW was asked to develop a set of unified interpretations of the term "approved seagoing service". In STCW the term "seagoing service" means service on board a ship relevant to the issue of certificate or other qualification. STW 42 agreed after a prolonged debate not to develop unified interpretations on "approved seagoing service".

- Development of an e-navigation strategy implementation plan:

The work on E-navigation and educational as well as training questions were dealt with in a working group. A correspondence group with participation from BIMCO had addressed a number of questions to STW and the sub-committee managed to comment on most of the questions. A few of them were not answered due to the fact that they were preliminary as the development of e-navigation was still in a preliminary phase; however, in general progress was made on this important item. **Source: BIMCO**



The **SANDETTIE** seen moored in Scheveningen – **Photo : Michael Taal ©**

Danish ships seek more guards to protect against pirates

Danish shipowners called on Denmark's authorities to lower the threshold for putting armed guards aboard vessels sailing in pirate-infested waters as navy protection is not always available.

Members of the Danish Shipowners Association agreed on Thursday that the piracy problem is getting worse and shippers need to resort to a wide range of measures against pirates and "activate the full toolbox," the association's spokesman said. Piracy is rife particularly off the Horn of Africa, disrupting crucial shipping lanes between Europe and Asia, putting seamen, vessels and cargoes at risk and costing shippers huge sums to protect themselves. Navies remain stretched in combating piracy due to the vast distances involved as seaborne gangs expand their capabilities. This has led to a growing number of shipping companies seeking to hire armed security guards on treacherous routes. Seafarers are also increasingly backing the deployment of armed guards despite potential legal issues in case of fatalities.

"This is a geopolitical problem," association spokesman Jan Fritz Hansen told Reuters. "If piracy continues to expand the way it is just now, this will be a black spot on the world map." Up to now, Danish ships have been allowed to

engage private armed guards in extreme circumstances, such as when navy escorts are not available or when vessels are caught in ports and fear pirates lie waiting for them just outside the harbour. Alternatively ships are sometimes guarded by mariners assigned to them from navy vessels escorting them through dangerous waters.

"Our general attitude is that we would not like to arm our vessels -- we would like the navy to do that," said Hansen who speaks for the Danish shipping industry that carries 10 percent of world trade. But because that is not always practical, Danish shipowners want easier permission to engage private armed guards more frequently than they do now, though Hansen said that it would still be an exceptional measure, not something for all ships.

Hansen said the threshold could be lowered for instance for slow vessels or those that give up changing routes to avoid pirates or if new security concerns emerge in a certain area. Authorities could make it speedier to hire armed guards by a system of advance registration of guards, Hansen said. Pirates are increasingly using larger "mother vessels", sometimes seized from fishermen, which enable them to operate more widely on the open seas than the small skiffs they tend to favour when boarding ships, Hansen said. So the Danish association also called on Thursday on the international community to see what governments and navies could do "to intercept them, destroy them, sink them," Hansen said. "We have to leave that to the professionals, but we want to point out that it is a crucial measure to limit the success of the pirates," Hansen said. **Source: Reuters**



Anchorhandling works ongoing onboard the **NEPTUN 9** to deploy the anchors of the **STEMAT SPIRIT** off Heysham

Photo : Capt. Radboud Polee ©

Gewond bemanningslid geëvacueerd van offshore kraanschip

Om 07.45 uur vroeg het onder de vlag van Panama varende kraanschip '**Thialf**' aan het Kustwachtcentrum Den Helder om medische assistentie i.v.m. een aan de voet gewond bemanningslid. Nadat het schip was doorverbonden met de dienstdoende dokter van de Radio Medische Dienst, verzocht deze het Kustwachtcentrum om de patiënt over te laten brengen naar een ziekenhuis aan de wal. Hiertoe werd door het Kustwachtcentrum een Defensie helikopter gealarmeerd vanaf vliegveld De Kooy bij Den Helder. De '**Thialf**' bevond zich ongeveer 162 kilometer ten noordwesten van Den Helder. Uiteindelijk is met enige vertraging vanwege de aanwezige mist de helikopter vertrokken en heeft het bemanningslid opgehaald. Ook op de terug weg leverde de mist enige problemen op want vliegveld De Kooy was hierdoor gesloten. Nadat het opgeklaard was kon de helikopter zijn reis vervolgen en is men rond 12.40 uur geland.



The **ANTJE WULFF** seen departing from Durban – Photo : Trevor Jones ©



The **THALASSA** seen moored in IJmuiden – Photo : H. Blomvliet ©

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The **THOMAS DE GAUWDIEF** seen enroute with the **NORDSCAN MUMBAI** from Port Kelang to Alang with a speed of 6+ knots , the transport passed Dondra Head (Sri Lanka) yesterday and the ETA Alang is February 7th

Photo : Master Thomas de Gauwdief ©

Pacific Adventurer oil spill probe prompts calls for tougher shipping regulation

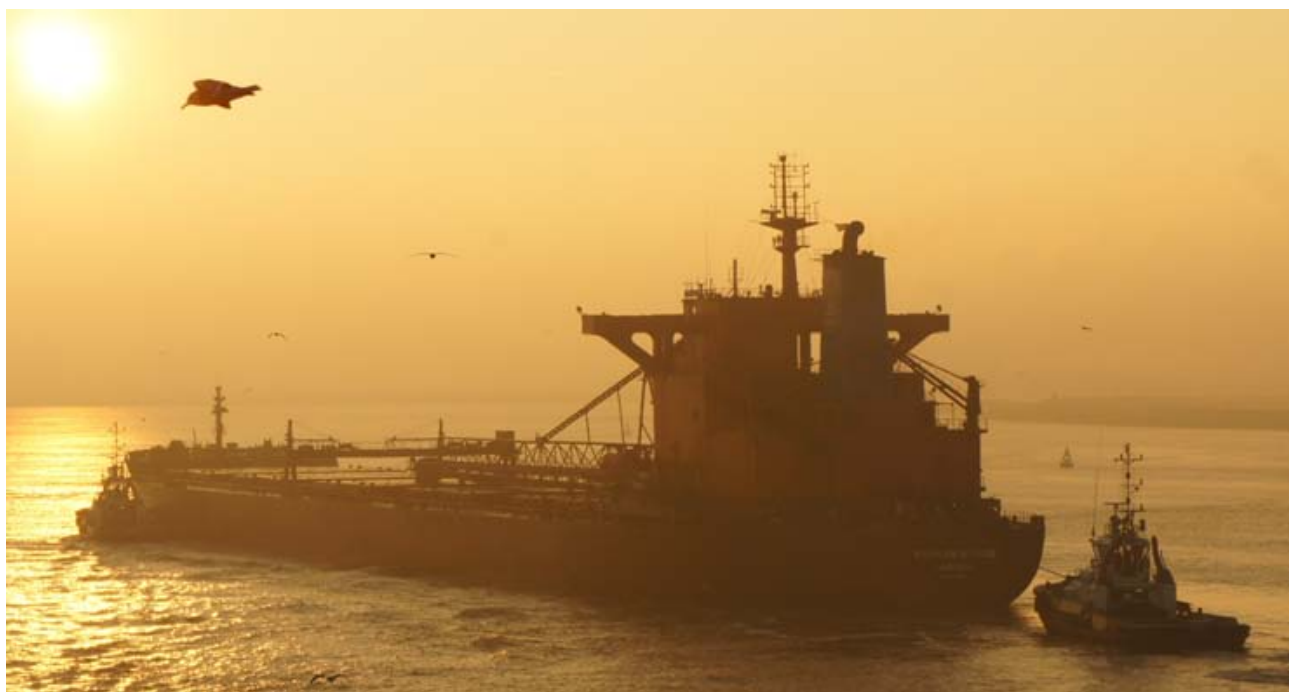
INVESTIGATORS found a litany of problems led to the **Pacific Adventurer** shipping accident that spilled oil from Moreton Island north to the Sunshine Coast two years ago. The Australian Transport Safety Bureau investigation probe identified four safety issues that contributed to the spill during storm conditions, prompting conservationists to call for tougher regulations.

Investigators found inspection and maintenance of lashings were deficient; there was no requirement for a third party to inspect equipment; cargo was not packaged in accordance with dangerous goods shipping requirements and an audit did not pick up on this.

The investigation found the ship was probably subjected to synchronous rolling during huge seas whipped up by Cyclone Hamish, producing violent motion, causing the lashings on the containers and possibly some of the containers themselves, to fail. "In addition, much of the fixed and loose container lashing equipment was in a poor condition and the inspection and replacement regime in the ship's safety management system had not been effectively implemented," the report said. The **Pacific Adventurer**, since renamed the **Pacific Mariner**, lost 31 containers of ammonium nitrate overboard off Cape Moreton. As the containers toppled, two fuel oil tanks spilled 270 tonnes of oil along more than 60km of beaches. The clean-up cost more than \$31 million.

A statement released by Swire, owner of the **Pacific Adventurer**, said the company had since voluntarily changed its container fitting systems, including replacing lashings and would consider any further recommendations. Wildlife Preservation Society president Simon Baltais said it should be mandatory for all vessels to meet a standard that minimised container loss.

"Self regulation will work for those who operate as good corporate citizens," Mr Baltais said. "Unfortunately there will always be those who operate with self-interest and maximising profit as their primary priority. "Mandatory minimum standards and severe penalties are the only ways to deal with self-interested operators." A stoush over the Pacific Adventurer clean-up bill took months to resolve. **Source : Couriermail**



The **YEOMAN BRIDGE** seen inbound for Rotterdam (Maasvlakte II project) to deliver stones

Photo : Syb Annema ©

IMO funds training for shipbreaking workers in Bangladesh

The NGO Shipbreaking Platform sent out a letter to the Bangladeshi Prime Minister (PM), calling on her to not accept a 3 million Euros investment of the International Maritime Organisation (IMO) for the purpose of training shipbreaking workers in Bangladesh. The Platform calls on the PM, Mrs Sheikh Hasina, only to accept the fund when the IMO commits to also invest in infrastructural development on the yards, which is crucial for real improvement in the industry. Otherwise, the investment plan will only increase the dumping of hazardous end-of-life ships on Bangladesh's beaches, primarily by western, foreign owners, which results in the continuing exploitation of Bangladeshi labourers and the coastal environment.

This week the Bangladeshi newspapers reported on the new investment plan that the IMO is proposing, which consists in giving Taka 35 crore (approximately 3 million Euros) to the government of Bangladesh to invest in the training of shipbreaking workers on the beaches of Chittagong. This was alarming news to the Platform and its member organisations who consider that this investment project is grossly insufficient to deal with the magnitude of the problem. It is rather an attempt to legalise the current practices of the shipbreaking industry in Bangladesh. Reliable sources told the Platform that the acceptance of the investment project was agreed upon at an inter-ministerial level. The NGO Platform takes this opportunity to call on the PM to react and refuse such an investment on behalf of the people of Bangladesh unless it also includes further funding for infrastructure.

In Bangladesh, ships are simply run ashore on tidal beaches where thousands of vulnerable migrant workers – many of them children – dismantle these huge structures by hand. There is no containment of pollutants and no safety measures to protect the workers from deadly accidents, such as explosions or being crushed by falling metal plates. In Bangladesh, last year, 28 young men were reported to have died on the job, local NGOs estimate the number to be much higher since no official records are kept. Also the many people that die of inhaling toxic fumes or of cancers due to asbestos exposure need to be added to the death toll.

Only investment in infrastructure aimed at taking the shipbreaking activity off the beaches of Bangladesh would adequately protect the environment and the workers of Bangladesh, by bringing to a minimum the many deaths and accidents on the yards and by protecting the coastal zones, already severely affected by the loss of fishery and forests. Grazia CIOCI, Acting Director of the NGO Platform on Shipbreaking ends by addressing the Bangladeshi PM with the following phrase, "With our confidence in your righteous thinking and humanitarian leadership, we urge you to request tangible infrastructural investment in the shipbreaking yards in order to achieve substantial socio economic improvement of the shipbreaking industry in Bangladesh Source : IMO



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Indian Navy sinks mother-ship of Somali pirates in Arabian Sea, 15 held

The Indian Navy ship **INS Cankarso** exchanged fire with a pirate vessel after two skiffs deployed from the ship were spotted on Friday morning near the Lakshadweep Isles. Fifteen pirates were taken into custody, and the ship recovered 20 fishermen of Thai and Myanmar nationality, who were the original crew of the fishing vessel.

The skiffs were originally tracked by the coast guard and the Indian Naval Dornier aircraft, which retreated to the 'mother pirate' vessel **Prantalay**, which had been hijacked in April 2010.

The **INS Cankarso** (a recently commissioned water jet fast attack craft), which was already deployed in the area for anti-piracy patrol, was directed to intercept and investigate **Prantalay**. The **INS Cankarso** initially fired a warning shot ahead of the bows of the pirate vessel to halt its progress on a westerly course. Instead of stopping, however, **Prantalay** opened fire on the naval ship. **INS Cankarso** returned limited fire in self-defence.

A fire broke out on the pirate vessel, after which several personnel were seen jumping overboard. The **INS Cankarso** was subsequently joined by **INS Kalpeni** and **ICGS Sankalp**. Naval and coast guard ships and aircraft are presently in the area searching for any other fishermen or pirates. This incident comes soon after a Bangladeshi-flagged merchant vessel was apprehended last month near Indian waters.

The Indian ambassador to the UN, Hardeep Singh Puri, had recently presented a five-point action plan to combat the menace of piracy to the Security Council of the United Nations. In addition to the anti-piracy patrols in the Gulf of Aden since October 2008, the Indian Navy and the coast guard have been maintaining vigil west of the Lakshadweep Islands, and carrying out search operations for the past couple of months. This has kept international shipping lanes in this region safe from piracy attacks, with piracy incidents seeing a 75 percent decline since December 2010. The south-eastern Arabian Sea is a focal point of international traffic, and the security of these sea lanes in the Arabian Sea is critical to the flow of global trade. Source : DNAIndia

NAVY NEWS



The Belgian Frigate **F930 Leopold I** is a Karel Doorman class frigate of the Naval Component of the Belgian Armed Forces. Prior to 29 March 2007, the ship was known as the **HNLMS Karel Doorman (F827)**. It is one of the two frigates of this class that was purchased from the Royal Netherlands Navy on 22 December 2005, above the frigate is seen moored in Brest last weekend, she is enroute Sicily to participate in the exercise Proud Manta

Photo : Jacques Carney ©

Drunken driving charge costs sailor his post on nuclear sub

The top enlisted sailor on a Pearl Harbor-based nuclear submarine was fired following his arrest on a charge of drunken driving earlier this month. Senior Chief Petty Officer Savan Patel was relieved as chief of the boat on the **USS Louisville** on Jan. 5 by the sub's commanding officer, Cmdr. Lee Sisco, due to the loss of confidence in Patel's ability to serve, according to the Pacific Fleet Submarine Force.

Police arrested Patel a day earlier on charge of driving under the influence of an intoxicant. Patel was stopped at 9:25 p.m. Jan. 4 on the H-1 freeway west near the Kaamilo Street overpass. He posted \$500 bail and was released at 11:30 p.m., police said.

His first court appearance is scheduled for 8:30 a.m. Tuesday at the Ewa District Court. Patel, 32, has been in the Navy for 14 years. He has served on three Los Angeles-class submarines prior to his assignment to the Louisville and was selected for senior chief petty officer in 2007.

Patel was assigned as chief of the 361-foot nuclear submarine in charge of its 150 enlisted sailors in 2009. Court records show that Patel has had several traffic violations since being stationed at Pearl Harbor. He was cited for speeding twice, operating a mobile device while driving and crossing a solid white line earlier this month, and making an improper turn at an intersection in 2007. **Source : Staradvertiser**



The French **F 711 SURCOUF** visited the Haifa Naval Base as can be seen above

SHIPYARD NEWS



URAG's **JADE** seen with the newbuilding **CELEBRITY SILHOUETTE** at the Jos Meyer werft in Papenburg (Germany)
Photo : Jacob Versteeg ©

Sinopacific Shipbuilding Group gets first order in 2011

Sinopacific Shipbuilding Group has managed to win its first order of 2011 from new Turkish client DENSAN SHIPPING, Maritime-executive reports. The order is for two 58,000 DWT Crown 58 bulk carriers, which are scheduled to be delivered by the end of 2012. On Jan 24th, 2011, Mr. Simon Liang, Chairman & CEO of Sinopacific Shipbuilding Group, Mr. Hasan Akcal, Director of DENSAN SHIPPING and Mr. Jorg Beiler, Regional Manager for DNV in Region Greater China attended the signing ceremony. As a self-owned brand, **Crown58** is a Supramax bulk carrier fully designed by Sinopacific Shipbuilding Group. Crown58 has total order quantity of 65 vessels till now and has successfully delivered 38 vessels. Because of its advanced performance, reliable quality and higher operating income than market rates, **Crown58** has been widely recognized by ship owners in the world. In addition to **Crown 58**, the Sinopacific Shipbuilding Group's bulk carrier series also include **Crown63** (63,500 DWT bulk carrier) and **Crown118** (118,000 DWT bulk carrier), which are all self designed by Sinopacific Shipbuilding Group and have formed Sinopacific's Crown brand. While ship new building has been depressed recently, the first order of the New Year signifies a good start for Sinopacific's business performance in 2011. The ship owner, Turkey-based DENSAN SHIPPING, is a world-class shipping company with 43 years of high-quality ship management experience. DENSAN SHIPPING used to build bulk carriers in Japan, and this is the first time the company has signed contract with Sinopacific Shipbuilding Group's subordinate Dayang Shipyard.

"DENSAN SHIPPING is one of our high-end clients and we highly value our cooperation," said related professional from the Sales & Marketing Department of Sinopacific Shipbuilding Group: "Ship owners seldom switch their ship builders. After careful comparison, our client chose us as the manufacturer for their carriers finally. The client visited our Dayang Shipyard in Yangzhou of Jiangsu Province and was impressed by our advanced shipbuilding facilities as well as efficient production and management process. This, combined with the recognition and reputation of the Sinopacific "Crown" brand in the sector, convinced the ship owner to place an order with us." This successful signing is another example illustrating Sinopacific Shipbuilding Group's product strategy in subordinate Yangzhou Dayang Shipyard -- "Perfection in simple products". With the deep and comprehensive understanding of the market and customer needs as well as leaner production management, Sinopacific Shipbuilding Group is confident to win more ship orders and create added value for more high quality clients. Source : PortNews



The newbuild **GRANDE TOGO** seen leaving the builders, Uljanik in Pula (Croatia) - Photo : Andre de Vroet ©





Saturday 29.01.2011 the first new build drill ship project **Hull H3603**, named **NORBE VIII**, went out for seatrials. A proud moment for the Odebrecht Siteteam, the DSME yard teams, Class surveyors and all vendors involved.

Photo : Frank Govers ©

Samsung Heavy takes profit on increased drillship orders

Samsung Heavy Industries announced Thursday a 32.6% jump in 2010 net profit to 888.4bn won, lifted by increased orders of high-value vessels such as drillships. South Korea's third largest shipbuilder posted operating profit of 997.2bn won (\$896.3m), up 25.7% from 2009 figures. Sales, however, slipped 0.3% year-on-year to 13.05trn won in 2010, the shipbuilder said in a statement.

Samsung Heavy said although yearly sales were similar to the previous year, orders for drillships bolstered the operating profit. Last year, Samsung Heavy won bids to build three drillships for companies in Europe and US. As of December 2010, the company had secured contracts worth some \$10bn. **Source : Seatrade Asia**

ROUTE, PORTS & SERVICES

Danish ports in dredging campaign

Port World reports that Danish Ports, a grouping of municipal-owned harbours across Denmark, is set to launch a dredging campaign to deepen the approaches and fairways at local ports.

The project is aimed at attracting larger vessels in a bid to boost overall throughput. According to media reports, the organisation consists of nearly all the mid range ports around the Danish coastline. It has been under increasing pressure from local businesses to deepen the approach to allow larger vessels to berth. Danish Ports business manager Tom Elmer Christensen said that each of the Danish port's normally get dredged an average of once every

three or four years due to the heavy silting in the country's waters. Christensen added that the cost of each dredging would average at approximately US\$3 million, although the costs for deepening the harbours will far exceed that.

He said the organisation would seek to recover some of the costs from the Danish government. Currently dredging operations cost Danish Ports around 25 per cent of its annual budget. About a dozen ports in the group will be either deepened, or have plans for expansion including some of the larger ports such as Esbjerg, Odense and Aalborg.

The largest ports within the group also have plans for significant expansion **Source : Dredging News Online**



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UASC expands its operations to Poland market



The **UASC YANBU** seen at the Westerscheldt River
Photo : Richard Wisse – www.richard-photography.nl (c)

United Arab Shipping Company (UASC) said it has set up operations in Poland. Effective February 1, the UASC operations in Poland will be run under a new company that is fully owned by UASC and called "United Arab Shipping Agencies Company Poland (UASAC Polska)". After 17 years of co-operation and service, Interfreight has laid the foundation for UASC to expand its services into Poland.

The establishment of UASAC Polska is part of the company's long term growth and regional expansion plans for staging an integrated global operation. UASC Polska has become the new port agent, taking over the existing activities from Interfreight in Gdynia. With the head office of UASAC Polska located in Warsaw and an initial branch in Gdynia, it will have a strong position within the market, making full use of UASC's advanced worldwide systems, as such enabling faster responses from customer service representatives, through direct access to the global UASC data. The Polish market will benefit from the widespread UASC network of services offered on existing and new destinations. UASC is constantly building on its commitment to raising the bar on customer service quality to maintain a comprehensive, fast, and reliable shipping services; "Linking the Middle East to the World" as a secure and efficient shipping services provider. **Source: GulfNews**



The TSHD **ORANJE** seen entering the Terneuzen locks – Photo : Erwin Warners ©

ONGC Q3 net profit up 132%

State-run Oil & Natural Gas Corp's (ONGC) third-quarter net profit jumped 132% at 7,083 crore, boosted by recovery of 1,900 crore dues from natural gas customers. Chairman R S Sharma said the sharp jump in quarterly profit augured well for the company, in which the government plans to sell 5% of its equity to raise an estimated 13,000 crore in March.

The company's net profit for the nine month period ending December 31 grew by 24% at 16,133 crore. Profit rose despite a rising subsidy burden, which is up 95% for the first nine months of 2010-11. Sharma said the government must have a clear policy on how much subsidy ONGC would have to pay to help state oil marketing companies sell fuel below cost. "It is important for investors in the follow-on public offer," he told reporters after announcing quarterly earnings.

ONGC's net realisation for crude oil sales in the quarter rose 12.3% to \$64.79 a barrel from a year ago, but for the nine-month period, growth was only 2.3% at \$58.72 a barrel because of higher subsidy outgo for keeping retail prices of diesel, kerosene and cooking gas below market rates.

The company is forced to sell crude oil at a discount to state-run fuel retailers that sell petroleum products at government-determined rates, often below cost. It gave a \$24.34 a barrel discount to the three state-run oil marketing firms; IOC, BPCL and HPCL in the third quarter, totalling 4,222 crore, a rise of 21%. ONGC's subsidy burden for the nine months soared to 95% at 12,757 crore due to a surge in global crude oil prices.

ONGC has made five discoveries which have been notified to the upstream regulator, the Directorate General of Hydrocarbon, Mr Sharma said. One of these discoveries include a natural gas find in the Mahanadi basin (MN-OSN-2000/2) where 3.26 million standard cubic metres per day gas flown during tests. It also found oil and gas in western onshore basin block Karjan Extn-II and western offshore Kutch block-I. Other discoveries were in Cauvery onland block Pundi and western offshore C-series block. **Source : Indiatimes**



The **VIBEKE** seen arriving in Singapore Jurong – Photo : Piet Sinke ©

Overall capacity of Indian ports touches 1 billion-tonne mark

"We are planning to raise the total cargo handling capacity of our ports from the current one billion tonnes to 3.2 billion tonnes by 2020," G.K. Vasan, Union Minister for Shipping, announced on Friday.

Speaking at a function at the Ennore Port to commemorate the overall capacity of the ports in the country touching one billion tonnes mark, he called it a "golden day" in the Indian maritime history and also a "landmark achievement." Even the ambitious target set for the next decade in the Maritime Agenda unveiled recently might not suffice because of the pace of the growth of Indian economy. While a plethora of policy initiatives had been spelt out, newer investment was a must to meet the challenges of high level of growth.

"It is imperative to improve operational efficiency," he added. He said that during the past 18 months 22 public-private partnership projects estimated at Rs.6,172 crore had been awarded. Ennore Port, the first corporate major port, which was originally started for handling only oil, had now grown into one handling various commodities. With the inauguration of a common user, coal, iron ore and car terminals by Union Textiles Minister Dayanidhi Maran at the same function, Mr. Vasan said the cargo handling capacity of Ennore Port would rise to 30 million tonnes from the current 15 million tonnes in a couple of years. By 2020, its capacity would shoot up to 90 million tonnes.

The coal terminal with a capacity of eight million tonnes per annum had come up at about Rs.399 crore. The iron ore terminal with the capacity of six million tonnes of the total 12 million tonnes planned had been developed at Rs.360 crore and the car terminal at a cost of Rs.110 crore.

He urged the Japanese Consul General, Kazuo Minagawa, who was present, to use his good offices to get Japanese assistance for improving the outer harbour of Tuticorin. Responding to Mr. Maran's plea for improving the Colachel Port, a natural port, Mr. Vasan said early steps would be initiated in this regard. Mr. Maran said the Shipping Ministry had planned to achieve 1.5 billion tonnes cargo handling capacity within two years. Tamil Nadu had a special place in the maritime history because it alone had three major ports and more and more industrial development in the State would require additional capacity for them. At the same time, that would spur a lot of employment as well, he added.

Mr. Minagawa said three major Japanese ventures set up near here —Nissan and Toyota, both car manufacturers, and Toshiba- a turbine maker—would be able to use Ennore Port substantially. Explaining the priority accorded to Chennai by Japanese entrepreneurs, he said "Chennai is the Gateway to the East." K. Mohandas, Secretary, Shipping, expressed hope that the Maritime Agenda would be able to provide the capacity to effectively handle the growth of the economy. Further developments could take place "substantially with private investment." Rakesh Srivastava, Joint

Secretary (Ports), Ministry of Shipping, and M.A.M.R. Muthiah, Managing Director, Chettinad International Coal Terminal Pvt. Ltd., offered felicitations. **Source : The Hindu**

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The 65 ton BP **FAIRPLAY 26** seen operating in the port of Rotterdam - **Photo : Hans Hoffmann ©**

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The PANAMA flagged semi submersible MV **WISH WAY** arriving in the new port of Ngqura, close to Port Elisabeth, carrying a dredger and three rock dumping vessels.

Photo : Capt. Christian Schmidt ©



Iron-ore to break ice towards China

Norwegian shipowner says 4-5 voyages with iron-ore could sail from Kirkenes to China via Arctic this year given the right conditions. Melting ice due to climate changes makes the shortcut from Europe to the rapid growing market in China via the Northern Sea Route far more attractive today.

- We cooperated with a Danish shipping company that owns the ice-classed bulk-carrier “**MV Nordic Barents**” last year. The vessel made a historical voyage when it became the first non-Russian flag to sail the Northern Sea Route in transit, says Felix Tschudi to BarentsObserver.

Tschudi is a Norwegian shipowner and a major shareholder in Sydvaranger Gruve, an iron-ore mining company located in Kirkenes on the shores of the Barents Sea. Tschudi says they paid some €146,000 to Rosatomflot, the Russian state own company that assisted “MV Nordic Barents” with a nuclear powered icebreaker last autumn.

- 4-5 similar voyages are planned for 2011. The plan depends on many factors, especially the dry bulk freight market, Tschudi tells BarentsObserver.

The iron-ore mine in Kirkenes re-opened two years ago, and has like many other mining companies China as an important buyer. Located in the very north of Europe was earlier seen as a disadvantage due to high costs for shipping. With the opening of the earlier ice-covered Northern Sea Route, the Barents Region is moving from being a remote corner to becoming a central hub for shipping between Europe and Asia.

Felix Tschudi says the potential savings are too big to be ignored.

- Fuel costs and time saved is important factors in shipping business, explains Tschudi.

The distance from Kirkenes, near the border to Russia's Kola Peninsula, to China via the Arctic is half the distance of the voyage via the Suez Canal. Earlier this week, BarentsObserver reported that Rosatomflot has received 15 applications to accompany voyages across the Northern Sea Route in 2011.

- Several oil or gas tankers were applying for the route in 2011, Mikhail Belkin, Rosatomflot assistant director told Reuters on Wednesday.

- In 2011 the shipping on the Northern Sea Route is going to increase significantly, Belkin said.

Source : BarentsObserver



The **TWINKLE EXPRESS** seen moored in Amsterdam – Photo : Erwin Willemse ©

FSC's terminal at Port St. Peterbug starts handling boxships

A container terminal of Fourth Stevedoring Company started operating on a regular basis. The stevedore offloaded today 161 reefer containers from the APL Line's Empire containership, Seaport of St. Petersburg Group's press service said.

The first boxes were handled in a test mode on Dec. 25, 2010 when the Atlantic Ro-Ro Carriers' containership docked at the terminal's berth, after upgrade of the terminal facilities. Since then, the terminal has handled another 6 boxships of shipping companies, Sea Connect, Atlantic Ro-Ro Carriers and Team Lines.

To date, the container terminal has handled 1,102 TEUs, the Group said. Overhaul of the terminal operated by FSC began in 2009. During 2009-2010, the company took delivery and commissioned the main handling equipment.

Now, with the new state-of-the-art equipment the terminal can handle all kinds of import/export containers, boosting its capacity to 345,000 TEUs a year.

The terminal is equipped with 4 STS cranes, 10 RTG cranes, forklift trucks of capacity over 3 tons, and other equipment. The terminal encompasses 28.7 ha, warehousing facility for simultaneous storage of 9,000 TEUs.

The Sea Port of St. Petersburg Group is part of the Universal Cargo Logistics Holding BV. The Group comprises First Stevedoring Company CJSC, Second Stevedoring Company CJSC, Third Stevedoring Company CJSC, Fourth Stevedoring Company CJSC operating at the Big Port of St. Petersburg, and Universal Transshipment Complex at the port of Ust-Luga and the number of service companies. **Source : PortNews**



The cruise liner **Seabourn Sojourn** sailing from Lyttelton after her first visit. - **Photo : Alan Calvert ©**

Tanker Newbuilds for Cork-Based Global Operator

An order for two 51,000 dwt chemical products tankers from Ardmore Shipping, to a South Korean shipyard, are to be delivered next year and in 2013, writes Jehan Ashmore.

The contract for the double-hulled newbuilds, classified to IMO 3 specifications, was signed last August with SPP Shipbuilding Co. Ltd. With the entry of the vessels, this will mark the first time Ardmore Shipping Ltd has ordered new tonnage. This is impressive considering the company was founded only last year and with a rapid rise in expansion through the acquisition of four vessels. Ardmore Shipping Ltd manages the activities of the Ardmore Shipping Group, which is engaged in the ownership and operation of chemical and products tankers trading on a worldwide basis. The Irish registered company runs its global fiscal operations from the group's head-office based in Cork. Like the existing fleet, the newbuilds are also to be registered in Majuro, the capital of the Marshall Islands, a republic nation in the Pacific Ocean. The Micronesian nation of atolls and islands attained independence 25 years ago under a Compact of Free Association with the United States.

Last month, two vessels entered service for the company, the **Ardmore Centurion** (2005 / 28,987 dwt) formerly the **Elisa**, is to date the company's only joint chemical and products tanker. The second December debutant was the slightly older, **Ardmore Seatrader** (2002 / 47,141 dwt) a products tanker, formerly the St. Georg. In fact both vessels were handed over within a 12-hour timeframe and on opposite sides of the world. When the second newbuild is completed in 2013, this will bring to three the number of chemical and product tankers in service, with the Ardmore Centurion, which was also built in South Korea but at the STX Shipyard Jinhae. The **Ardmore Seatrader**, built by the Onomichi shipyard in Japan, now forms the third product-only tanker, out of the four-strong mixed vessel type fleet.

This leaves the two remaining product tankers, the **Ardmore Seamaster** (2004 / 45,840 dwt) which entered service in October. The vessel was the former **Formosa 12** and was also built in Japan but at the Shin Kurushima shipyard. She will be employed under a long-term charter to D/S Norden of Copenhagen.

The last vessel of the Ardmore Shipping Group fleet, is the **Ardmore Seafarer** (2004 / 45,744 dwt) which entered service in July. The former **Zoa Express**, was completed at the Minami-Nippon Usuki shipyard in Japan. She was re-named in honour of the Ardmore's seafarers and in recognition of 2010 as the International Maritime Organisation (IMO) Year of the Seafarer. Interestingly that in the Year of the Seafarer, in particular for the welfare of the crew of the Ardmore Seafarer, she came under the threat of pirates!... While on route from Dar Es Salaam to Fujairah the vessel was attacked by the pirates, 1,000 (nm) nautical miles off Somalia and some 500 nm off the coast of India. Thanks to quick and decisive actions, Captain Benamu and his crew evaded capture, ensuring that the pirates were unable to seize control of the 179m (length) X 32m (breadth) vessel. **Source: AFLOAT**



The South Korean research/supply vessel **Aaron** sails from Lyttelton 26.01.11 for Terra Nova Bay in the Antarctic.

Photo : Alan Calvert ©

Port of Long Beach set to boom in 2011

Coming off a record year of growth, the Port of Long Beach expects more gains this year in trade-related jobs, cargo and development as the global economy emerges from the deepest recession in decades. The port handled nearly \$150 billion in imports and exports in 2010, including 6.26 million twenty-foot equivalent containers, or TEUs, a 23.7 percent increase from 2009.

It was the biggest year-to-year increase in the port's 100-year history, said Richard Steinke, Port of Long Beach executive director. Steinke was speaking Friday at the annual State of the Port address, which drew several hundred workers, executives, lawmakers and residents to the Hyatt Regency downtown. "The outlook for 2011 is very promising," Steinke said. "The cargo rebound brought back thousands of jobs ... and was one of the few bright spots in the local economy."

Neighboring Los Angeles also enjoyed a tremendous rebound, with trade volumes up about 15 percent, to 7.2 million TEUs. While growth in Los Angeles wasn't as robust as in Long Beach, L.A. scored a major economic coup in December, when longtime Long Beach tenant Cal United Terminals vacated 95 acres of property on Pier D for space on L.A.'s side of the harbor. The move will cost Long Beach about 385,000 TEUs in the coming year - about 6 percent of its current total annual volume - though the loss could be erased if trade increases at the port's numerous other terminals.

Even with relocation, however, growth in Long Beach in 2010 helped offset unemployment and cuts in other major regional industries, with thousands of new jobs created in longshore work, trucking, warehousing, rail industries and

construction. Job growth is forecast to continue throughout 2011, though at a slower pace, according to the National Retail Federation, which is predicting gains of 7 percent to 12 percent for the year.

But Long Beach will give a boost to the suffering construction industry, which will benefit from the estimated \$4 billion the port has dedicated to modernization projects during the next several years. Two of those projects will begin this year, including a \$950-million replacement of the Gerald Desmond Bridge and a \$750-million modernization of three aging marine terminals in the port's middle harbor. Together, those projects will employ more than 4,500 people annually through mid- decade. The port is also preparing a draft environmental impact report on a \$650-million redevelopment of Pier S, a former oil farm that has sat largely vacant for several years.

Port authorities plan to transform Pier S into an ultra- modern container terminal with an on-dock railyard, quick-pass truck gates and electric outlets for visiting ships, allowing them to turn off their diesel auxiliary engines while in port.

That project could begin by early 2012. "We need to be ready (for the future), and that means spending about \$4 billion in the next decade" to increase efficiencies through modernization and redevelopment, Steinke said.

But while 2010 was a banner year in terms of growth - far outpacing what many economists had earlier expected - the port has a long way to go before it surpasses its best-ever year, 2007, when 7.3 million TEUs passed through Long Beach. Reflecting on the port's modest beginnings, Steinke said the port would continue being a major factor in the city's overall economy for decades to come.

It's currently the source of about 30,000 jobs in Long Beach alone, and that figure is likely to grow along with port volumes this year and beyond. "Many other industries have come and gone in Long Beach, but international trade has remained ... and is here to stay," Steinke said. **Source : Press-Telegram**



Above seen a view of Port Chalmers on Sunday the 30th of January. From left to right are the container ship **Maersk Bratan**, cruise ship **Seabourne Sojourn** and the bulk carrier **Albert Oldendorff** loading logs for Incheon.

Photo : Ross Walker ©

.... PHOTO OF THE DAY



Built as "**Poseidon**" in 1973 at Verolme Shipyard Heusden for J.P Broekhoven Zeist, sold to Great Lakes USA in 1997 and renamed in "**Victoria Island**" home port Majuro, awaiting in the Port of Abu Dhabi to start a beach reclamation in the capital of the Emirates

Photo : Maarten Mostert ©

BOEKBESPREKING

Door : Frank NEYTS

"Oorlog in Atjeh"

Bij Uitgeversmaatschappij Walburg Pers verscheen onlangs "**Oorlog in Atjeh. Het journaal van luitenant-ter-zee Henricus Nijgh, 1873-1874**". Bezorgd en ingeleid door Herman Stapelkamp. Een belangrijk deel van zijn 34-jarige loopbaan bij de zeemacht verbleef luitenant-ter-zee Henricus Nijgh (1845-1917) in het roerige Atjeh, het onafhankelijke sultanaat waaraan Nederland in 1873 de oorlog verklaarde. Het was de langste en wreedste oorlog die Nederland in drieëneenhalve eeuw koloniale heerschappij voerde. Vele tienduizenden Europese en inheemse militairen en dwangarbeiders sneuvelden, raakten gewond of bezweken aan tropische ziekten. De materiële schade in Atjeh was enorm. Vanuit eigen waarneming hield Nijgh een dagboek bij over deze nietsontziende oorlog. Nijgh vervulde getrouw zijn plicht, maar was wel kritisch. Zijn verhaal is uniek omdat het te velde werd opgetekend.

"**Oorlog in Atjeh**" (ISBN 978-90-5730-694-5) telt 216 pagina's, en werd als hardback uitgegeven. Het boek kost 27,50 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

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