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After an 14.000+ nm voyage from Korea the STENA TRANSPORTER arrived in de Wilton Harbour in Schiedam - Photo : John van der Linden ©

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The **DISNEY WONDER** seen docked in Puerto Vallarta. Photo : Fabrizio MASSARI - Disney Wonder ©

Seafarer boycott of piracy areas 'now possible'

The ITF (International Transport Workers' Federation) signalled its revulsion at the increasingly widespread and brutal piracy epidemic and said it is moving closer to having to advise seafarers to consider avoiding working in all the

affected areas – including the Indian Ocean. The global union federation, which numbers 201 maritime trade unions representing 720,000 seafarers worldwide, took the step after a week-long consultation sparked by the increasing number and range of Somali pirate attacks, and by their now routine use of extreme violence and death threats against the 800 mariners they are currently holding hostage.

The ITF also endorsed the need to neutralise the threat of the captured, hostage-crewed motherships that are allowing pirates to roam the Indian Ocean unmolested, recommended the carrying of military guards on ships, and recognised the use of private armed guards, subject to certain conditions. There are currently over 800 seafarers being held hostage by Somali pirates, who executed two seafarers last month. They now routinely use death threats, torture and brutality such as keelhauling.

ITF seafarers' section chair Dave Heindel commented: "The world has lost control of piracy. Each day it's becoming more savage and more widespread. All the Arabian Gulf and most of the Indian Ocean are now effectively lawless. Yet there is a way that control can be regained: by actively going after pirates, stopping them and prosecuting them. Not this ludicrous situation of taking away their guns and setting them free to strike again. "The burden of dealing with pirates is being borne by a few nations and the burden of actually taking them to court by even fewer. We have repeatedly requested stronger intervention by all governments, including the flag of convenience states that are reaping the profits from so much of the world's shipping fleet without meeting any of the obligations. If we daily allow a few thousand thugs to rack up the danger and violence then we will soon reach a point where there is no alternative but to stop putting people and ships within their reach – with all the effects that could have on world trade and oil and food prices."

These latest moves by the ITF reflect growing concern or even disgust across the shipping industry that pirates are being allowed to endanger lives, kill and put a stranglehold on vital trade routes almost at will. The ITF, BIMCO, the International Chamber of Shipping, INTERCARGO and INTERTANKO have already warned that 'ship owners and their crews will be re-evaluating their current determination to ensure that this vital trade route remains open – over 40% of the world's seaborne oil passes through the Gulf of Aden and the Arabian Sea. The shipping industry will be looking at all possible options, including alternative routes, which could have a dramatic effect on transport costs and delivery times - piracy is already estimated to cost the global economy between \$7-12 billion per year"

(see www.itfglobal.org/press-area/index.cfm/pressdetail/5598/region/1/section/0/order/1).

The ITF's position is laid out in the following ITF statement and revised policy on piracy, adopted today:

ITF Statement on Somali Piracy

The ITF Seafarers' Section considers that the grave increase in the level of violence by Somali pirates directed against ships and seafarers has reached a tipping point which calls for bold countermeasures. This has been caused by:

- The cold blooded murder of two seafarers and drowning of another member of that crew;
- The increased brutality of the pirates and the systematic torture of crew members on hijacked ships;
- The increased and sustained attacks against ships running the gauntlet of gunfire and rocket propelled grenades in the area;
- The increase in the period of time seafarers are held captive;
- The increased use of motherships (ships previously captured with the crews on them used as human shields) which have significantly increased the area of operation of the pirates; and
- The increase in the number of attacks against vessels and the growing number of seafarers being held.

We therefore advise seafarers and their trade unions to begin to prepare to refuse to go through the danger area, which includes the Gulf of Aden, off the Somali coast, the Arabian Sea and the wider Indian Ocean.

We call on shipowners to join us in avoiding going through the area. The risk of passing through the affected area and the knowledge of the inhuman manner in which captured seafarers will be treated amount to a breach of their duty of care to seafarers. It is also reckless, to a point that, should a seafarer be killed by a pirate attack while the vessel transits the high risk area, it would amount to corporate manslaughter.

We call on the military to neutralise the threat caused by the use of motherships.

We call on Governments to take all necessary measures to restore the freedom of navigation in these critical trade routes and eliminate the threat of pirate attacks.

ITF Policy on Somali Piracy

Governments, especially flag States, should protect ships and ensure that ships which fly their flag comply with internationally accepted requirements and guidelines, and ensure that the ship takes all necessary measures which are commensurate with the risk it could face, in order to protect the wellbeing of the seafarers serving on the vessel. All Governments should co-operate in combating piracy;

Governments, especially flag States, should deploy naval assets to protect ships from acts of piracy and, where they are not available, make other contributions to improving the security of the area, including providing financial support for counter-piracy measures;

Flag States should also ensure that:

- All seafarers working on the ship are informed that the shipowner will take all necessary measures to protect them and their families in case they are kept captives as a consequence of a piracy act;
- Shipowners are committed to ensure that every seafarer held captive has their full wages (including any additional risk premium) paid to their families until such time the seafarer is released;
- Shipowners keep the families of captive seafarers properly informed about the steps taken to free their loved ones;
- Shipowners/shipmanagers have in place contingency plans to attend to the psychological and medical needs of the seafarers and their families during and immediately after the period of captivity;
- Shipowners/shipmanagers agree to fully co-operate with naval forces and law enforcement officials to bring pirates to justice, including paying wages, and paying accommodation and fares expenses incurred by any crewmembers who are required to testify.

The ITF reaffirms its position that seafarers should never be armed;

Given the level of risk, ships – especially high risk vessels – should, subject to national law, embark armed military personnel for transit of the entire area where there is a significant risk of piracy. The military personnel should ideally come from the flag State or, failing that, from another State which has a bilateral agreement with the flag State to embark such personnel;

The ITF recognises that a growing number of shipowners are, in order to discharge the employer's duty of care to the seafarers on board, embarking private armed guards or using private security vessels. Such personnel should be suitably trained, and put on only when there is an agreement with the trade union(s) representing the seafarers and adequate provisions have been made to avoid the seafarers on board the vessel having to face any potential criminal or civil sanctions. The crew should also retain any right they may have to choose not to work within that zone and be repatriated without penalty;

Flag States have the primary responsibility to exercise their jurisdiction over persons who have been apprehended in a situation where there are grounds to arrest them. The alleged pirates should receive a fair trial and, if found guilty, face proportionate criminal sanctions. To this end flag States should conclude suitable bilateral agreements with other States which have deployed naval forces to facilitate the speedy extradition of pirates to the flag State;

Other States are encouraged to exercise jurisdiction over persons who have been apprehended by their naval forces and, where there are grounds, to subject them to a fair trial and, if found guilty, to proportionate criminal sanctions;

The ITF should maintain dialogue with shipowners' organisations to seek agreement on what measures can be taken to combat the threat of piracy and lessen the risk to seafarers and ships; and

The United Nations should take all necessary measures to address the underlying shore based situation in Somalia which has allowed piracy to flourish and to address the absence of effective governance and the lack of the rule of law, which has caused the population to live in dire conditions. **Source : ITF**



The "**BELUGA ENDURANCE**" inbound Oranjestad harbor, Aruba with a brand new LIEBHERR container crane for the Aruba port authorities.

Photo : Rafael E. Maduro ©

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Seen moored in the port of Stettin (Szczecin), Poland an old stone-dumping vessel / hopper '**SM-PRC-106**'.

Photo : Ralf Kroon ©

Madagascar searches for pirated Comoros ship

Madagascan authorities launched a search Thursday for a pirated Comoros-flagged vessel after the ship's captain and two suspected pirates arrived at the Indian Ocean island's shores to seek help. The **MV Zoulfikar** was captured by Somali pirates in November while on its way to Tanzania from the Comoros. It had 29 people on board. On Monday, a total of six people arrived on a small boat at Madagascar's northern Antsiranana port town to seek help. Among them were the **MV Zoulfikar's** captain and two Somalis suspected to be pirates.

All the six were detained for investigation. "We have not found the boat. We have circled in planes but we have not spotted anything," said Rolland Rasolofonirina, the coordinator of Madagascar's anti-piracy efforts.

Four spotter planes were being used in the search, said Rasolofonirina. The vessel was used as a "mother ship" from where pirates launched attacks on other ships after initially being held off Hobyo, a pirate hub in central Somalia.

Rasolofonirina explained that the vessel appeared to have run out of fuel while navigating during a recent tropical cyclone that swept through the region. The vessel has a nine-member crew and 20 passengers. All on board are from Tanzania, the Comoros and Madagascar. The arrival of the suspected pirates has baffled Madagascan officials as the sea bandits, who now prowl as far south as near Madagascar and the Seychelles, never dock at shores where they can be arrested. "We are really surprised. It is the first time we are seeing suspected pirates giving themselves up to authorities," said Rasolofonirina. Source : news.ph.msn.com



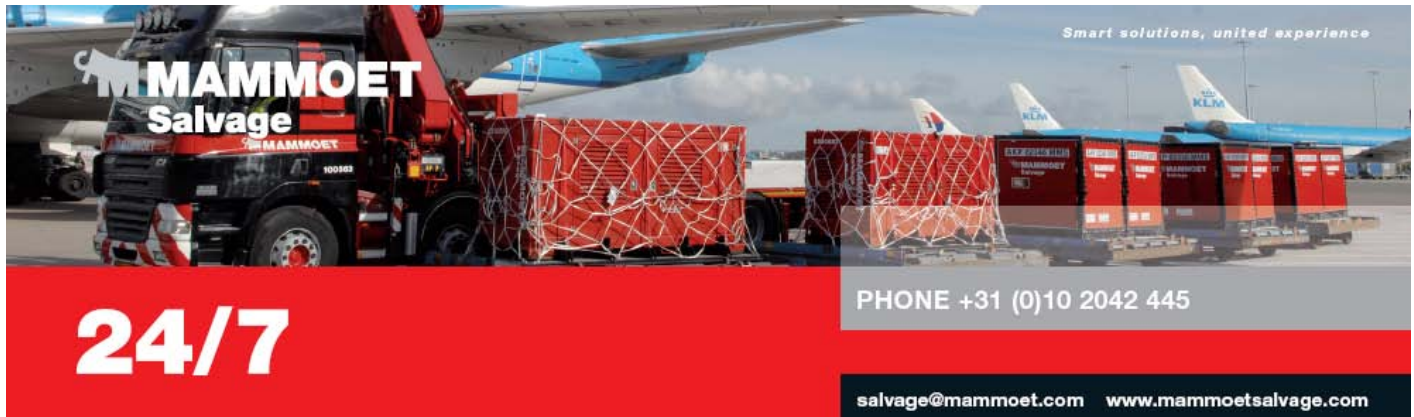
Farstad's **LADY AUDREY** seen anchored off Singapore – Photo : Piet Sinke ©

Hope fades for missing sailors in the Antarctic

Fear are mounting for three people who were on a yacht missing in Antarctica. Searchers have found the boat's only life raft damaged and covered in ice, but unoccupied. The boat's captain Jarle Andøy, who is known from TV both in Norway and Russia after a reality series called "**Sea Spray/One year of adventures in Norway**", was on his way to the South Pole by skis when the yacht went missing. Tuesday this week the Rescue Coordination Centre New Zealand (RCCNZ) said it picked up a signal from a distress beacon on the Norwegian-registered yacht Berserk 33km north of Scott Base in the Antarctic. Three crew members, two Norwegians and one South African, were left onboard while Andøy and one other crew member, 18 year old Samuel Massie had been dropped to the ice in an attempt to reach the South Pole. Two days after the distress beacon was launched, Andøy and Massie called the Norwegian Rescue Coordination Center to say that they were alive and on their way to the Scott Base. They were not able to reach "**Berserk**" by means communication. An empty and damaged life raft found in the Southern Ocean off

Antarctica has been confirmed as belonging to the missing yacht, VG writes. The Sea Shepherd Conservation ship “**Steve Irwin**”, headed by famous anti-whaler Paul Watson, has been searching for the yacht for the last couple of days. The water temperature in the area is -12°C meaning survival is only a few minutes.

In 2010 Jarle Andøy led an expedition to teach young people from Norway and Russia how to sail. The expedition was filmed by Norwegian and Russian TV crews and became popular series known as Sea Spray (Sjøsprøyt) in Norway and One year of adventures in Norway (Год приключений в Норвегии) in Russia. “**Berserk**” is known from several other reality series on Norwegian television. In 2004 the sailing boat sailed via the Belomorkanal from Arkhangelsk to St. Petersburg. **Source : BarentsObserver**



The **FLINTERZEE** seen moored in Dordrecht – **Photo : Cees de Bijl ©**

Rough seas hamper Libya evacuation efforts; China sends navy ship to support mission

Rough seas stranded thousands of Chinese workers hoping to be evacuated Friday from the chaos in Libya while hundreds of other foreigners including Americans were stuck aboard a ferry for a third consecutive day. Tens of thousands of foreigners are trying to flee the chaos in Libya, with Turks and Chinese climbing aboard ships by the thousands. Europeans are mostly boarding evacuation flights while North Africans race to border crossings in

overcrowded vans. European countries scrambled to send more ships and military planes to the North African nation and Britain mulled whether to send in its military to rescue stranded oil workers.

China dispatched a navy ship to support the evacuation of its citizens. The mission underscores the complexities facing China in protecting hundreds of thousands of its citizens in developing countries as the world's No. 2 economy promotes private business or work on dams, roads and other infrastructure projects in the Third World.

An estimated 30,000 Chinese live in Libya, the majority of whom are now seeking to flee the country where fighting between rebels and foreign mercenaries and Libyan militiamen loyal to Moammar Gadhafi has killed hundreds.

The bad weather forced Greece to suspend the evacuation of thousands of Chinese to the island of Crete on Friday. But about 6,000 Chinese nationals were expected at Cretan ports Saturday, according to local officials and tourism organizers. Up to 15,000 Chinese — about half the number of Chinese working in Libya on construction and oil projects — are expected to arrive by ferry in Crete and fly home on chartered flights.

Americans and other foreigners have been waiting aboard the Maria Dolores catamaran at Tripoli's As-shahab port since Wednesday, waiting to be evacuated to Malta. The U.S. State Department said on Twitter that 167 U.S. citizens and 118 citizens of other countries were on the ferry. The ferry hopes to depart at the earliest Friday afternoon. It would take at least six hours for it to reach Valetta, Malta.

"The situation in Libya is getting worse. We are not talking about chaos anymore, but really about a civil war," Polish Foreign Ministry spokesman Marcin Bosacki said on TVN24. "Most of the country is in the hands of rebels and they lack centralized power. That's why it's so dangerous. Gangs are on the prowl in many places."

Poland appealed to around 400 of its citizens in Libya to leave as quickly as possible, saying the window of opportunity is narrowing. However, just over 100 of them were contemplating leaving. They are mostly Polish women married to Libyans. "We firmly advise that they return," Bosacki said. "Getting to the airport is getting always harder, so if someone wants to leave they should do so as quickly as possible."

British naval ship [HMS Cumberland](#), which sailed from Benghazi on Thursday afternoon for Malta, carried 207 evacuees, including 68 Britons. The trip usually takes at least 15 hours but was expected to take hours longer because of rough seas. Greece had to overcome serious hurdles to obtain landing clearance to evacuate 230 Greeks from Libya to Athens early Friday.

"It was total chaos on every level, and quite troubling for the people involved. But we got our people out," said Deputy Foreign Minister Dimitris Dollis, who traveled to Libya to coordinate the effort. "It took us three days just to get clearance to land (in Tripoli and two regional airports). It's difficult to get permission when no one is running the country."

Turkey also faced severe problems in obtaining landing permits, but it was able to launch flights between Tripoli and the southern airport of Dalaman. Four Turkish military cargo planes brought more than 400 Turks home from Tripoli, the Foreign Ministry said. More than 8,000 Turkish citizens have been evacuated by 26 planes and two ships so far, the prime minister's office said. Turkey has 25,000-30,000 citizens, most of whom work in construction projects, in Libya. Around 200 Turkish firms operate in Libya. "We have asked companies who are not facing an imminent danger not to evacuate their workers from Libya," Turkish Prime Minister Recep Tayyip Erdogan told ATV television in an interview Thursday night. "But if they are in danger, then we will arrange transfer for them to airports or ports and take them."

Strong winds affected eight more Turkish military planes ready to take off from an airport close to the Mediterranean, NTV television reported. Indonesia, Italy and Romania are among other countries that have evacuated or were preparing to pull out its citizens and other foreigners from Libya. **Source : StarTribune**

Suezmax tanker looking good in the coming months says broker

A new report from London-based shipbroker Gibson said that the Suezmax market could experience a firm rise in earnings over the next few weeks. With the tightening supply of VLCC tonnage in the Atlantic and growing resistance by charterers to rocketing VLCC rates, it is the best time for Suezmax owners to join the party. "The recent sharp rise in VLCC freight rates has left the rest of the tanker market trailing in their slipstream. Due to the high number of cargoes coming from the Middle East after the Chinese New Year, the demand for VLCCs has been growing rapidly.

Within the last two weeks, TCE earnings on the benchmark VLCC route TD3 (ME Gulf – Japan) have jumped from \$9,000/day to \$49,000/day. At the same time VLCC tonnage in the West has also thinned significantly, leading to a jump in VLCC earnings on TD4 (WAF-USG) from \$24,000/day at the start of February to \$46,000/day currently” mentioned the report.

Still, as it warns, in current market conditions such a race upwards is an unusual development and is likely to be quite short-lived. VLCC rates seem to be reaching their peak now and charterers will be digging their heels in and trying to push rates lower. However, as long as VLCCs remain in tight supply, there is a chance for the Suezmax market to strengthen. The relationship between the rates in VLCC and Suezmax sectors is strong and serves as a rebalancing force in the market. The rise on one side usually leads to growth on the other. This was reflected in a most recent jump in Suezmax earnings on their benchmark route TD5 (WAF-US) from a stagnant \$10,500/day, which hardly covered operating costs to \$16,000/day. That was a good first piggyback from their bigger brother. “If history is anything to go by, when VLCC earnings are around \$50,000/day, Suezmax earnings are at least \$25,000/day. Although this may not sound like a gold rush, it would allow owners to catch breath. The main question now is how long VLCC rates will hold their current levels, allowing Suezmax rates to move higher. Considering the current momentum, rates could power through most of March, with few losses. After that owners may have a few more weeks before charterers gain the upper hand. Sadly, as exciting as they are, such increases cannot change the weak market fundamentals. The fleet oversupply will be plaguing the tanker market for some time and these spikes will only be a temporary relief for owners” concluded Gibson.

Of course, the tanker market could face the impact (positive or not remains to be seen) of the recent and latest riots in the Middle East and North Africa, with Libya now stealing the spotlight. As of yesterday, analysts have estimated that about 25% or even 50% of oil production had been halted, with some pipelines even damaged. This, coupled with ports remaining shut for the most part, has limited cargo outflows from Libya towards Europe, thus forcing tanker owners to divert their vessels towards other destinations. In the meantime, up until the beginning of the week, rate gains were the norm on a number of key tanker routes, with the trend going on for a fortnight. This development came following several months of misery for tanker owners, during which earnings even failed to surpass breakeven levels. According to CR Weber, “on the dirty tanker side of the industry, the smaller gains seen in the Aframax sector were insufficient to boost overall earnings above breakeven. Despite the European markets seeing TCEs rise to between \$15,000 and \$30,000 per day, the Caribbean market is still hovering around zero and East-of-Suez markets are just marginally better. However, it is important to note that the market for Aframaxes and Panamaxes are more short-haul feeder-route oriented and therefore generally trail the more long-haul oriented tankers by anywhere between 4 and 8 weeks. Thus, we remain optimistic that these size classes will experience their own spike in the not so distant future” said among other the shipbroker in a recent report. Debating the prospects of a sustainability to this positive recent trend, it said that this is debatable and disagreement remains over its source. “On the one hand, OPEC producers could be ramping up production to ease high oil prices and preserve world economic growth. On the other hand, the higher production levels could be due to higher-than-expected demand growth from both Asia and (to a lesser extent) the West. Irrespective of its source, it has given owners some important reasons to be a bit more optimistic (if still very much guardedly). Firstly, VLCC TCEs on the MEG-East route are now at highs not seen since June 2010, when some 10% of the trading fleet was on storage business. Factoring also the 2% fewer units in the world fleet, the effective trading fleet was essentially 12% smaller than it is today. Secondly, at 116 cargoes the February Middle East spot market program was its longest since 2000 – despite the consensus expectation for it to be shorter than January’s, which concluded with 108 cargoes, due to the fewer days of the month” said CR Weber.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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The TSHD **GERARDUS MERCATOR** seen coupled to the **CSD Hondius** in the Port of Itaquai (Brasil). Here Jan de Nul is working on the construction of the new (Naval) base for Submarines

Photo : Crew Gerardus Mercator ©

Backlog of 33 ships reported in the Gulf of Finland

As of 8:00am, Feb. 25 there were 33 cargo ships in the eastern part of the Gulf of Finland. The vessels are waiting for icebreakers assistance, the Port Authority of Big Port St. Petersburg reported. Currently, there are 74 merchant ships in the area, 6 of them - in motion.



Photo : Ralf Kroon ©

16 vessels awaiting icebreaker assistance at the ports are subject to ice restrictions: 10 ships - in the Big Port St. Petersburg, 4 - in Vyborg, 1 - in Vysotsk and 1 - in Ust-Luga. Over the past day 24 vessels came to St. Petersburg's entrance buoy, 17 are westbound, 16 entered the Big Port St. Petersburg and 24 left the port.



The **STEN BALTIC** seen in IJmuiden – Photo : Simon Wolf ©

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The **CARIBBEAN PRINCESS** seen moored in Bonaire – Photo : Jan Mostert ©

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NAVY NEWS



USS Shoup DD 86 US Navy Arleigh Burke Class Destroyer seen above anchored off Hobart, Tasmania, Australia
Photo : Glenn Towler - Hobart, Tasmania, Australia ©

Indian Navy decides to despatch 3 naval warships to Libya

The Indian Navy has decided to despatch three naval warships including its largest amphibious vessel INS Jalashwa to evacuate its citizens stranded in trouble-torn Libya. "We have sent a proposal to the Defence Ministry to send three

warships including two destroyers and the [INS Jalashwa](#) to Libya to bring back around 18,000 Indians stuck there," Navy sources said here.

"The final decision on sending the warships on the 7,000 miles voyage to Tripoli would be taken at the highest-level by the Defence Ministry in consultation with the External Affairs Ministry (EAM)," they added. If the ships are ordered to move towards Libya, it will take them at least 10 days to reach their destination.

The Defence Ministry had received a request from the EAM to see if it could help in bringing back Indian citizens from there. Officials said there were a number of issues including facilitating the entry of Indian vessels into Libyan harbour were also being considered by the Government.

The [Jalshwa](#) is the largest available ship with the Indian Navy, which can be used for carrying out humanitarian efforts of this kind. The warship is usually deployed in Vishakapatnam under the Eastern naval Command but was deployed in Mumbai on the western seaboard for taking part in the TROPEX exercises. The EAM has already hired a ship named Scotia Prince with capacity of carrying 1,200 passengers to do the task. **Source : DeccanHerald**



Another photo of the [P 840 HOLLAND](#) which was shifted last week to Vlissingen Oost for outfitting
Photo : Henk Reurink ©

U.S. Navy: Cost of Ohio Class Subs Down \$1 Billion

The Navy has been able to reduce the expected cost of its Ohio Class submarine replacement by more than \$1 billion with an overall goal of trimming more than \$2 billion per vessel, according to the Pentagon's top weapons buyer. Pentagon officials have generated the extra cost savings by examining the drivers of cost in the vessel's design, according to Pentagon acquisition executive Ashton Carter.

Originally, cost estimators projected the SSBN(X) price tag at about \$7 billion per submarine. The submarine's cost is now down to \$6 billion with a goal of getting the cost down to \$4.9, Carter said during a Feb. 22 presentation at a Center for New American Security event in Washington. If the Navy were forced to pay \$7 billion per submarine, it would not be able to afford any other ships, Carter said. This same approach of looking at the drivers of cost in a weapon's design will be used during upcoming acquisitions, including the Air Force's new bomber, a Marine Corps effort to field a new helicopter for presidential transport and the Army's Ground Combat Vehicle, Carter said. **Source : DefenseNews**

SHIPYARD NEWS



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DCI order at IHC Dredgers confirmed

Dredging Corp of India (DCI) has signed a contract worth 5 billion rupees with the Netherlands-based IHC Dredgers BV to acquire a dredger to modernise its fleet. According to a report by Reuters, the trailing suction hopper dredger, with a capacity of 5,500 cubic metres, is scheduled for delivery on September 14th.

The firm is planning to acquire higher capacity trailer suction hopper dredgers suitable for deep draft ports, it said. It also aims to buy smaller utility dredgers to use in shallow areas and fishing harbours. "DCI endeavours to participate in most of the dredging contracts in India which results in lowering the dredging rates and thereby benefits ports, navy and shipyards," said the company. In April last year DCI signed a contract with IHC Dredgers for two trailing suction hopper dredgers.

The two vessels will be delivered in December 2012 and June 2013. The purchases are being funded from DCI's internal resources and external commercial borrowings. **Source : Dredging News Online**

New ocean giant as steady as China goes

China's decision to commit to an economic future led by manufacturing is good news for container shipping giants. Encouraged by signs Asia isn't slowing down, Maersk Line, the world's largest mover of ship-borne exports, has just penned a contract with Korean DME shipyard to build 10 of the world's largest container vessels. At first glance, the \$1.9-billion (U.S.) "gamble" is nothing more than cost-saving disguised as boldness: The Triple-E types are touted as being 50-per-cent lighter on fuel and carbon-dioxide emissions while carrying up to 18,000 containers per run - about 15 per cent more than the largest container vessels currently in use.

There's another reason why bigger is better: the world's largest country and its shipyard-dependent neighbours have cornered the market on shipbuilding steel. But, with an option to buy another 20, the Danes see something else in Asia. While the world weighs the advice of finance men, the Chinese fund lords have decided they'll build manufacturing capacity at home secured by raw materials purchased abroad. With one million students at Wuhan University alone, how could Beijing not see a future full of competitive products for export?

The die is cast, and Maersk is determined to have the edge on the Europe to Asia routes. And, don't expect to see one of the 400-metre behemoth Triple-Es call at a U.S. port any time soon - they're too big. Only a handful of global ports can handle a vessel of this size. At home, Europe is upping the bar for shipping by insisting on "short-shipping", a building program, infrastructure and rules in support of cleaner (gas-powered, if possible) vessels serving the Continent alone. The big bunker burners are being banished to the open sea. With the China to Europe trade route expected to grow steadily, the only question may be will there be enough ships? **Source: The Globe And Mail**



The Bonn & Mees sheerlegs **MATADOR** seen lifting the 380 tons door of the Krammerlock, to allow the change out of the rollers on the bottom - **Photo : Jan Pollemans ©**

Baltiysky Shipyard starts building lead ship for Kontur Co

Baltiysky Shipyard (St. Petersburg) Feb.25 laid down the lead ship of a series of four oil barges ordered for Kontur LLC, the PortNews correspondent reports from the keel-laying ceremony. "Over the past 20 years Russia has seen a dramatic situation in river shipping industry. It is primarily true for oil tankers fleet. Unfortunately, these ships do not meet modern requirements for safe transportation of oil cargoes on inland waterways. At the same time, the need for such a mode of transportation is growing year by year ", Kontur LLC General Director Stanislav Korneev said, speaking at the ceremony. It was important, Mr. Korneev said, that the order was placed at the Petersburg plant, and the company's partner is Bank Saint Petersburg.

Stanislav Korneev said that the contract for four newbuildings will initiate the company's large shipbuilding projects. By mid-2011 the fleet of Kontur Company is expected to be increased to 30 vessels of total capacity of 53,000 tons.

The turn-key contract for oil barges was signed by the two companies on November 11, 2010. The Project vessel was designed by Petersburg LLC Marine Engineering Bureau. Main ship's dimensions: length overall -108 m, beam - 16,6 m, depth - 4,75 m, displacement – 6,300 tons, the weight of a ship unloaded - 1,02 tons. The vessels construction will be supervised by the Russian River Register.

The non-self-propelled oil barges' hull will be reinforced by double bottom and double sides in the area of 12 cargo tanks (of total capacity of 5,944m³). The engine and boiler room will be located in the stern of the vessel. This type of barge is operated without a permanent crew on board. The barge is to be pushed by tugboats, or pulled by towboats.

The barges are indented for transportation of petroleum products with flash point 60 C° and above, including those requiring heating. Navigation area - inland waterways and marine areas for non-self-propelled cargo vessels, where the thickness of ice cakes does not exceed 20 cm. The fist barge is scheduled for delivery in mid-June 2011. The vessels will be constructed simultaneously on two stocks A and B. St. Petersburg-based Baltiysky Shipyard JSC (part of United Industrial Corporation, UIC) is one of the largest shipbuilding enterprises in Russia. The company specializes in the construction of icebreakers and ice-class vessels (nuclear-powered or diesel), of large vessels for shipping of

various cargo and warships. The company manufactures a wide range of engineering products, power equipment. It is also a supplier of ferrous and steel castings.

Kontur LLC is part of group of companies Kontur, comprising Baltic Fuel Company Ltd , JSC MBC, LLC Kontur St. Pb, LLC Kontur Transport Company, CJSC Perspektiva. The Group's enterprises are key suppliers of bunker fuel to Russian and foreign vessels in the waters of the Neva River and the Gulf of Finland, and Port of St. Petersburg.

In 2010, sales volume of Kontur LLC reached more than 300,000 tons of petroleum products, about 35% of sales - low sulfur content products. In 2010 the company operated 24 vessels with a total capacity of 24,000 tons. **Source :** PortNews

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Schepen vlotter naar haven van Gent

Vanaf 1 maart zal het scheepvaartverkeer naar de haven van Gent vlotter verlopen van op zee tot aan de kade. Daartoe maakten Nederland en Vlaanderen heldere afspraken.

Elk zeeschip naar Gent (en dus ook Terneuzen) wordt voortaan al 6 uur voor de aankomst bij de loodskotter op zee ingepland. De haven- en vaarwegbeheerders, loodsen, sleepdiensten en het bedrijfsleven stemmen daartoe hun activiteiten beter op elkaar af. Het is bovendien de bedoeling om filevorming voor de sluizen van Terneuzen tegen te gaan. Ook een oponthoud van een bepaald schip moet hierdoor minder impact hebben op de planning van de andere schepen.

Deze nieuwe afspraken moeten de schepen vlotter naar de haven loodsen. Maar meteen wordt nogmaals aangetoond dat er nood is aan een nieuwe, grotere zeeluis in Terneuzen. De nieuwe regeling werd opgemaakt tussen het Havenbedrijf Gent, Rijkswaterstaat, Zeeland Seaports en de nautische partners van het Kanaal Gent-Terneuzen en doorloopt een proefperiode van drie maanden.

Mega terminal planned at Chennai

Port News reports that the government of India is planning to build a mega container terminal at Chennai, India's second busiest container port. India's Minister of Shipping G K Vasan confirmed the plan in a written reply to questions about the project.

The request for proposal (RFP) bids for the project, which were originally due for opening on 9 December 2010, have been extended up to 18 April 2011 over concerns regarding environmental clearance for the project, he said.

Bidders have sought extension of the bid due date fearing that any delay in environmental clearance would push up the cost, the minister added. The terminal is designed to handle 4 million TEU per annum, Mr Vasan said. **Source :** Dredging News Online



In Singapore the first part of the new **Huisman** crane for the **BOREALIS** was offloaded from the **HAPPY BUCCANEER** - Photo : Bart Klos ©

Qingdao Port plans to be regional hub

Qingdao Port is seeking a more ambitious position among its major Northeast Asian rivals as it tries to transform itself into a regional shipping center offering premium businesses in cargo handling, logistics and related industries.

"Over the next five years Qingdao Port will add 300 million tons of capacity to augment throughput to 600 million tons and 20 million TEUs (20-foot equivalent units) of containers by the end of 2015," Chang Dechuan, chairman and chief executive officer of the Qingdao Port Group, told China Daily.

Located in Jiaozhou Bay on the southern tip of Shandong Peninsula, the port is the world's seventh-largest by throughput and the eighth-largest container port. In 2010, it handled a total throughput of 350 million tons and container throughput of 12 million TEUs. But its management looks beyond these accomplishments, especially as a group of neighboring rivals - such as the Chinese ports of Tianjin, Yantai and Dalian, and South Korea's Busan - are also quickly developing and eroding its advantage in certain sectors.

With a total area of 10.56 square kilometers, Qingdao Port is less than one-fourth the size of other domestic ports, undermining its efforts to become a major bulk-cargo shipping center and regional shipping hub. It has been overloaded for some time, handling more than the 150-million-ton maximum capacity it was designed for. Expansion of its facilities is high on the agenda.

According to Chang, the port will invest 30 billion yuan (\$4.6 billion) to achieve its goal of becoming Northeast Asia's regional shipping center. Chang said that by 2015 Qingdao Port will comprise four port areas: The Dongjiakou area will serve as a shipping and storage center of bulk cargo and energy; the Qianwan port will be a container shipping hub in Northeast Asia; the Huangdao port will be an oil product and chemical logistics hub; and the old port will handle grains, chemical fertilizer, steel, aluminum, equipment, cold chain shipping containers and feedstuff.

In 2010, the Port of Qingdao maintained its leading position in raw-material handling. It is the world's largest iron ore port, and China's largest import port for crude oil.

It has completed the construction of a 300,000-ton crude-oil dock, and a 300,000-ton ore dock in Dongjiakou port is under construction. "We are always paying attention to state-of-art facilities, and with the renovated hardware, we are able to reshuffle the nation's shipping industry," Chang said.

Chang revealed that the funding for all the expansion projects will be raised by the port itself. Aside from dock construction, the money will also be used to introduce new technologies and restructure work processes. "This project could be Qingdao Port's main step toward becoming a great international port," he added.

Over the years, the port has focused on developing the container sector, with cooperation from investors from home and abroad. Its container branch involves international investors, including the world's largest container ship and supply vessel operator, Denmark's AP Moller-Maersk Group, the British shipping giant P&O Group, China Ocean Shipping (Group), and China Merchants Group.

"This is a great model for cooperation," Chang said. With the combined investment, Qingdao Port is expected to surpass South Korea's Port of Busan to become Northeast Asia's market leader in terms of throughput within the next two years. **Source : ChinaDaily**



The **PRIDE OF YORK** completed her drydocking at A&P, Hebburn yard and departed bound for the Humber

Photo : Kevin Blair ©

Deep Sea Supply confirms sale of Sea Marten and Sea Otter

Deep Sea Supply has confirmed that it has sold the anchor handlers [Sea Otter](#) and [Sea Marten](#). The vessels, which are the smallest AHTS vessels in the company's fleet, are currently on time charter contracts to Petrobras. Deep Sea Supply said the vessels were sold to an international offshore supply company at attractive prices of US\$20.2 million per vessel. **Source : Offshore Shipping Online**



Dockwise [TERN](#) loaded with sternblock section of [Noble Leo Segerius](#) seen in Singapore the sternblock will be transported by the [TERN](#) to the BrasFELS yard in Brazil - **Photo : Jan Wolter Oosterhuis ©**

An advertisement for Lamnalco Group. It features two blue tugboats moving through the water, leaving white wakes. In the foreground, two workers in orange safety gear and white hard hats are shown. One worker is on the left, looking through a binocular viewer, and the other is on the right, holding a rope. The background is a light blue sky. The Lamnalco Group logo is in the top center. The text "Customer inspired" and "Quality & performance" is in the center. The contact information is at the bottom.

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The THSD **PALLIETER** seen operating in the Port of Cape Town – Photo : Aad Noorland ©

NOL to order more vessels

Singapore's Neptune Orient Lines (NOL), the world's seventh largest container shipping firm, will order more vessels to address an expected shortage in the global freight market within a few years, its chief executive said. The remarks come three days after A P Moller-Maersk, the world's biggest container shipping firm, said it placed a US\$1.9 billion order with Daewoo Shipbuilding & Marine Engineering to build 10 of the world's largest container ships for delivery between 2013 and 2015, reported Reuters.

Chief Executive Ronald Widdows, however, did not say how many more ships he would order above the 10 vessels announced last year for delivery in 2013-2014. NOL, which operates 145 ships with a total capacity of 585,000 TEUs, had total cash of \$977 million on hand as of 2010-end. Widdows said 2011 would be a "normal year" where supply and demand for container ships would both grow by around six percent. The global shipping industry has rebounded strongly from the worst downturn in history in 2009 as the recession hit global trade and forced many companies to lay up ships and cut jobs. The industry, seen as a key indicator of global economic activity, however, would face a shortage of ships in the coming years due to surging demand, especially in Asia. "Look at the order book, the size of the ships that are coming in 2013 and 2014, there are not many ships. There better be some more ordering of ships because there is not enough tonnage to meet the demand," Widdows said in an interview at NOL's headquarters in Singapore.

The CEO said he does not expect Maersk's order for 10 mammoth 18,000 TEU container ships to have any significant impact on its operations or the broader industry. "It has no play or influence on the dynamics that affect the business anytime soon," Widdows said. "Their market share in Asia-Europe (routes) is very large, multiples of many other companies. It doesn't really apply to most others in the industry," he added. NOL planned to turn over many of its ships under charter within the next two to three years. "Because we didn't order many ships in the last decade, we have a lot of charters and a lot of those come due in the next few years," Widdows said. "It makes sense to continue to purchase ships. Not a lot more, but more. I need the capacity," he added. Last year, NOL placed a \$1.2 billion order for 10 vessels with 8,400 TEU capacity to be delivered in 2013 and 2014 and signed a letter of intent for two 10,700 TEU vessels. NOL reported a better-than-expected fourth quarter profit of \$177 million last week, but warned that the outlook of the industry is uncertain. Widdows said intra-Asia routes have been taking a lot of capacity from other sectors as trades between China and other countries in the region have sharply increased over the past few years. The volume of NOL's intra-Asia cargoes accounted for 40 percent of its total capacity last year, compared with just 26 percent in 2003. Source : PortNews



The **CN BIG RED** seen outward bound from Amsterdam – Photo : Erwin Willemse ©

Tralee Harbour plans 200-berth expansion

MORE reports that Tralee and Fenit Harbour Commissioners in Ireland are planning a new, 210-berth marina expansion in County Kerry. The detailed plans were submitted to Kerry County Council by the Commissioners in mid-February for the proposed marina expansion at Fenit Harbour, Tralee.

It aims to expand and develop the project at Fenit Harbour to include the relocation and extension of the existing rubble mound break water eastwards of its current location, provision of a new 210 berth marina expansion with associated marina infrastructure, and installation of a new sheet pile break water within the harbour. According to the website unearthore.com permission is sought for the infilling and reclamation adjacent to the northern leg of the existing break water to form infrastructure for future harbour developments. Additional car parking, oyster training bays, new boat lift, expansion of the existing commercial berth, upgrading of the existing site services to compliment proposed development and capital dredging works are also involved.

The developers said that an Environmental Impact Statement has been prepared with this application, which is being co-ordinated by the Architect, Malachy Walsh and Partners. Source : Dredging News Online

Jinhui earnings hit by impairment loss and weak dry bulk

Jinhui Shipping and Transportation has posted a dip in net profit and revenue for the financial year 2010, weighed down by an impairment loss of \$74m. Revenue for the year inched down to \$348m compared to \$349m in 2009, and net profit declined to \$87m from \$154m. The Hong Kong-listed firm also blamed the continuing weak dry bulk sector for the tough 2010, as escalating newbuildings further dragged down the already weak charter rates. In the fourth quarter, the ship chartering and owning company saw net loss of \$35m compared to a net profit of \$33m in the last corresponding quarter. "As a result of the hit of the substantial impairment loss (of \$74m) on owned vessels and vessels under construction, and the loss on cancellation of shipbuilding contracts, the group turned to loss-making in the last quarter of 2010," Jinhui said. Looking ahead, the company expects inflationary pressure to be the main worry due to the rapid increased in money supply. "On a positive note, inflation should be positive for shipping from a traditional perspective, together with a global shortage in food supply possibly acting as a positive wildcard," it said. As at 31 December 2010, Jinhui owns 31 vessels consisting of two post-panamaxes, one panamax, 27 supramaxes and one handymax. Source : Seatrade Asia



The 2011 built **FOB WATH 1** seen in the port of IJmuiden after drydocking at Van Laar shipyard

Photo : Marcel Coster ©

MARITIME ARTIST CORNER



Water color of the 3600 hp Salvage tug **TTB SALVOR** made by Maritime artist **Ronald van Rikxoort**

OLDIE – FROM THE SHOEBOX



Above seen the **Indian Valour** on 29/9/1984, she was inbound for Grangemouth to load parts for a Power Station in Bombay [Mumbai] **Indian Valour** was built in 1971 by A.G. "Weser" Werk Seebeck, Yrd No954-9,629grt for India S.S. Co Ltd Calcutta.

Photo : Iain Forsyth ©

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.... PHOTO OF THE DAY



Above seen the [Svitzer Mercia](#) outbound to the U.K., after completing repairs to one of her Voith propulsion units at the Padmos yard at Stellendam, Netherlands - [Photo : Hans Hoffmann](#) ©