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A photograph of a blue and white tugboat, the AVRA, towing a large yellow barge on a body of water under a cloudy sky.

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The BIGORANGE XVIII seen arriving in IJmuiden
Photo : Willem Koper ©

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Above seen the 2010 built ITA flag ro/ro vessel **EUROCARGO GENOVA** offshore Malta proceeding to Catania, Sicily awaiting orders on Thursday 7th April 2011.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Panamax rates to fall on ample tonnage

Rates for panamax dry bulk carriers on key Asian freight routes are expected to fall on ample supplies and growing uncertainty over demand for South American grain in the short term. For the capesize market, rates are also seen lower on limited demand after the Chinese holiday and a surplus of available vessels, shipbrokers said. The rate for panamax vessels travelling via the transpacific route tumbled to a one-month low of \$13,631 a day from \$16,328 last week. "There was more activity in the market after China returned from holiday, but this did not help rates to stabilize," said broker firm ICAP. "The average of the Pacific round voyage dropped below the \$14,000 mark, and we hear of tonnage fixing below at \$12,000-13,000 for shorter hauls." Short-term uncertainty over Asian demand for South American grain shipments also kept rates under pressure. "With grain season coming to an end, expectations for next month are rather weak," said broker firm Fearnleys. The Baltic Exchange's rate for shipments from Australia to Japan and South Korea, two major coal importers, fell to a one-month low of \$15,014 a day from \$15,750 last week. For the supramax market, rates for shipments from the east coast of India to China eased to a seven-week low of \$14,563 from \$15,217 last week. "India was quiet again with limited fresh cargoes," ICAP said. "With volumes so light, rates here may well continue to soften towards the end of this week." Benchmark capesize fixture rates from Australia to China eased to \$7.567 a tonne on Wednesday from \$7.325 last week. Rates for the Brazil-China route slipped to a two-week low of \$19.392 a tonne from \$19.796 last week. **Source: Reuters**



Outbound from Singapore seen the **BOURBON OCEANTEAM 104** and heading for the Halyard development in Northwest Australia, BO 104 is the latest addition for Operator TS Marine.

Photo : Capt. Chris J Parker (c)

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Somali pirates raise ransom stakes

Three months after he swapped them for a \$5.4 million ransom, Budiga the Pirate still dances a wicked jig in the dreams of the crew of the Marida Marguerite. On some occasions, sailor Sandeep Dangwal remembers the day Budiga trussed him up on deck and tortured him. On others, he recalls the day Budiga stripped the ship's captain naked and forced him into the deep freeze, or the time a fellow crewman was left to hang by his wrists from a 40-foot mast.

"Budiga was the nastiest pirate devil ever," said Mr Dangwal, 26, who spent eight months as a hostage. "I still have bad dreams about that bastard now, and whenever I hear about a new ship being hijacked it upsets me. I hate to think that other people might suffer what I suffered." Talking last week from his home outside Delhi, Mr Dangwal is the first sailor to speak out about a sinister new trend in Somalia's piracy epidemic, in which the modern-day buccaneers are turning to the kind of brutality more associated with their medieval predecessors. While the pirate victims of yesteryear might fear the cat o'nine tails or walking the plank, today they risk punishments such as being "cooled" in a ship's walk-in freezer, "cooked" on a hot metal shipdeck in the midday sun, or forced to phone a distraught relative while a pirate fires a Kalashnikov in close earshot. Previously known for treating hostages relatively well, the pirate gangs have adopted a new ruthlessness to pressure ship owners into paying ever higher ransoms, which already total hundreds of millions of dollars every year. Coupled with figures which show that the number of piracy attacks is still increasing, the trend has prompted a new level of alarm through the international maritime world. Leading figures in the British shipping industry have told The Sunday Telegraph that Western naval forces must now take far tougher action to prevent the problem "spiralling out of control".

At the same time, maritime trade unions have warned that their members may soon refuse to sail through the pirate "high risk" area - which now covers much of the western Indian Ocean. Such a move would paralyse the key global shipping route through the Suez Canal, and also threaten oil supplies from the Persian Gulf. "It's not just about the seafarers who are unlucky enough to be hijacked, it is stressful for all sailors who transit through the area, who now face four or five days in fear of their lives," said Jon Whitlow, of the International Transport Workers' Federation. "Who would put up with that in any other line of work?" Uppermost in the unions' minds is the fate of ships like the [Marida Marguerite](#), a 13,000 tonne chemical container vessel that was taken last May. For the first three months, the 22 crew were treated humanely, but as ransom talks dragged on, the pirates' patience frayed. "They took me on deck one day and tied my hands and my legs behind my back for two hours, and also tightened a cable around my genitals," said Mr Dangwal, an engine technician. "When I screamed, they tightened it more." Others suffered even more. The ship's captain was put naked into the vessel's freezer with his underwear filled with ice, spending half an hour in temperatures of minus 17C. When the chief engineer got the same treatment, and tried running around to keep warm, the pirates hung him from the freezer's meathook. The sailor who was suspended by his wrists from the mast, meanwhile, passed out after two hours. "There was a period when none of us thought we'd come out alive," said sailor Dipendra Singh Rathore, 22, a devout Hindu, who was so distraught that at one point he gave up praying. "I was not personally beaten much, but hearing what was happening to the others was bad enough." According to Major General Buster Howes, the British commander of the European Union Naval Force, there are now "regular manifestations of systematic torture" by pirate gangs. There has even been one incident of "keelhauling", a 15th century pirate practice in which sailors are thrown over one side of a ship and dragged by a rope under the keel to the other. "It is barbaric," said Bill Box, of Intertanko, the international association of independent tanker owners. "If they pull the sailor too quick, he will be ripped apart by the barnacles on the ship's underside, and if they pull him too slowly, he may drown."

While still confined to a minority of hijack cases, such brutality runs counter to the pirates' carefully-cultivated image as African "Robin Hoods". Until now, they have prided themselves on using only the minimum force necessary, claiming merely to be "taxing" passing vessels in revenge for foreign poaching of their fish stocks. One theory is that as foreign navies have tried to crack down on the problem, the ex-fishermen who originally dominated the piracy game have been replaced by hardened militiamen, who are also more likely to stand their ground when confronted. Seven hostages have died this year in stand-offs with the 25-odd foreign warships patrolling the region, including four American yachters on the [SV Quest](#) in February. Another evolution in pirate tactics is the use of "mother ships" - hijacked vessels which allow them to range for hundreds of miles, and which serve as floating jails for hostages.

Two weeks ago, the Indian Navy launched an attack on another mother ship, a Mozambican trawler called the Vega 5, arresting some 61 pirates and rescuing 13 hijacked crew members. But up to a dozen others still remain operational, despite the multi-national fleet knowing where they are. European naval commanders insist that attacking them carries too much risk of hostages getting killed, however, such is the threat that the shipping industry says only a "military solution" is now practical. "The mother ships represent an industrialisation of piracy, and we have to find a way of breaking the cycle," said Gavin Simmonds, head of international policy at the British Chamber of Shipping. "The military has got to be more robust, as the consequences of leaving the situation as it is are greater than those of using greater force." Hijacking figures appear to back the view that the anti-piracy fleet is having little effect. Last year saw a record 1,016 crew members taken hostage, compared with 867 in 2009 and 815 in 2008, according to the International Maritime Bureau. "The situation has not improved," said Captain Pottengal Mukundan, director of the bureau's piracy reporting centre. "Random demands are higher, and they are keeping ships for longer - some have been held for more than a year." Some now go as far as to back a "shoot on sight" policy. Jacob Stolt-Nielsen, a Norwegian shipping magnate, said earlier this year that history proved it to be the only effective way to police areas as

large as oceans. "I'm just telling it like it is," he said. "The way to solve the pirate problem is to sink the pirates and their ships." However, any more "robust" approach would involve Western navies reassessing their current rules of engagement, which generally allow lethal force only when they are directly engaged in acts piracy, and which place some emphasis on pirates' human rights. Not surprisingly, that is a consideration that Mr Dangwal has little time for. Anything that stops Budiga claiming more victims is justified, he says. "These aren't pirates, they are terrorists. There should be no mercy." **Source: Telegraph**



The **CPO JAPAN** seen leaving Ijmuiden – **Photo : Wouter van der Veen ©**

NATO ships in UAE to forge closer ties

Allan Jacob

NATO's maritime coordination with GCC countries has come a long way since the Istanbul Cooperation Initiative, launched in the Turkish capital in June 2004. As part of this initiative, the Standing NATO Maritime Mine Counter-measures Group 2 (SNMCMG2) ships are on a five-day visit to the UAE to forge closer military ties with the country's navy.

Operation Inas Bahr (friendly seas) of the group set out from Crete in January this year and the five ships of the force include the Greek flagship **HS Spetsai**, German **FGS Herten**, Greek **HS Kallisto**, Spanish ESPS **Tajo** and Italian ITS **Viareggio**. Their deployment will conclude in May. The NATO vessels arrived at Jebel Ali port this morning and joint exercises with the UAE Navy are scheduled for Thursday. Social, sporting activities and media events have also been planned. The UAE naval units will conduct a passing exercise (PASSEX) at sea with the NATO group at the conclusion of the exercise.

"It will be a six-hour exercise and six to eight vessels are expected to take part," said Lt Giampiero Sanna, Assistant Staff Officer with the Italian Navy and spokesman of the group. The SNMCMG2 is commanded by Captain Georgios Pelekanakis of the Greek Navy. "We would like to have the maximum interaction with local authorities. It is also an excellent opportunity for military dialogue to enhance understanding," he said in a statement.

This is the first visit of the group to the UAE, according to officials. The UAE has contributed fighter aircraft to enforce the NATO-led no-fly zone over Libya. "But this visit does not have a strategic objective to counter any other naval force in the region, it is only meant to enhance security and widen the scope of our cooperation with friendly countries," said Lt Anastasios Soulas, Operations Officer of the Spetsai, during a media visit to the vessels.

The flagship is a Frigate carrying 200 sailors, while the other four are smaller mine-hunters. The Greek frigate can reach a top speed of 35 knots and carries a chopper for surveillance and emergency operations. On the presence of four mine-hunting vessels, Lt Sanna said the threat perception from such devices planted in the waters of the region was low despite the blast which hit a Japanese tanker transiting the Strait of Hormuz last year. "Regional navies sometimes invite us for such visits to share know-how and build confidence. This is a peace-time, social visit and we hope to work closely with the UAE in the future," said Lt Sanna. When asked if the UAE could play a larger role in future NATO operations, Lt Sanna said the objective was to build on ties with like-minded countries in the region. The group's last port of call was Kuwait. It had also transited Bahrain and the next port is Salalah in Oman. Six countries of the Gulf Cooperation Council were initially invited to participate in the group in 2004. Kuwait, Bahrain and Qatar

joined the same year, while the UAE was the last to join the programme in 2005. Saudi Arabia and Oman have also evinced interest in its activities. **Source : khaleej times**



Three generations of (Dutch) pilot tenders bathing in the evening sun at Hook van Holland

Photo : Hans Hoffmann ©

An advertisement for Vlierodam B.V. The top part shows a crane lifting a large metal component. Below this is a logo with an anchor and the text 'DNV 2.7-1'. The bottom part shows a large ship at a port. The text in the advertisement reads: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting', 'Nijverheidsweg 21 - 3161 GJ Rhon - Tel. +31-(0)10-5018000', and 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl'. There is also a small logo for 'VRD' in the bottom right corner.

38 ships await icebreaker assistance in the Gulf of Finland

As April 11th (8:00am - MT), there are 38 cargo ships in the eastern part of the Gulf of Finland that requested icebreaker assistance, the Port Authority of Big Port St. Petersburg said. The Port Authority reports of 60 merchant ships currently located in the water area, 22 of them - in motion. Over the past day 13 ships have reached the entrance buoy of St Petersburg port. 17 vessels are westbound from the Gulf area, 18 ships called at the port and 17 - departed. Overall, there are 64 cargo ships and 411 local ships at the port. 3 vessels are subject to ice restrictions, two of them - at the port of St. Petersburg and one - at the port of Ust-Luga. **Source : PortNews**

Protest halts seismic testing



Greenpeace is claiming a victory over a Brazilian oil giant looking to investigate deep sea oil drilling off the East Cape.

Swimmers from a protest flotilla of five vessels yesterday entered the water in the Raukumara Basin and diverted Petrobras' oil survey ship, the **Orient Explorer**, off course, halting seismic testing, said Greenpeace climate campaigner Steve Abel. Petrobras was sold the rights to explore for oil last year. Its ship left Tauranga Harbour a week ago for the cape, where it planned to carry out seismic testing to explore the ocean for oil sediments.

The swimmers had large buoys with flags saying "Stop Deep Sea Oil", Mr Abel said. "If we don't stop this initial deep sea oil exploration, rigs could be off coasts all around New Zealand in the near future, each one increasing the risk of spills and fuelling climate change as the oil is burnt." The flotilla is supported by East Cape iwi Te Whanau a Apanui,

which says the company had no right to be in the waters that lie east of their tribal lands.

"This is not a protest," iwi spokesman Rikirangi Gage said. "This is an act of defence of our ancestral lands and waters that have sustained us for generations." The acting Minister of Energy and Resources, Hekia Parata, has expressed her disappointment at the action of the Greenpeace protesters.

"Petrobras has been awarded a five- year permit to explore what, if any, oil or gas prospects exist off the coast," Ms Parata said. "They have just started the first phase of a 3-year research programme ... "Oil and gas exploration could contribute significantly to our economy." **Source : NZPA**



The **CHEMTRANS RAY** seen enroute Rotterdam – **Photo : Ruud Zegwaard ©**

The end is nigh for MSC Chitra

Authorities in India have had a rethink of what to do with the ill-fated **MSC Chitra**, and are now looking to sink her in deep water. The ship, which collided with the general cargo vessel MV **Khalija-3** in August last year off Mumbai port was expected to be scrapped at Alang. However, attempts to move her have proved problematic and caused consternation at the Directorate General of Shipping leading to the decision over the weekend to sink the ship. The collision last year led to long delays at Mumbai, one of India's key ports. **Source : Seatrade Asia**



Seen April 9th 2011 departing Vancouver, B.C., on the Fraser River, the log ship **GLOBAL ENDEAVOR**

Photo : Mike Zelt ©

Master Classes voor jonge professionals in de haven en scheepvaart

Netherlands Maritime University en **Jong Havenvereniging** organiseren Master Classes voor young professionals die in en om de haven werken. Doel van Jong Havenvereniging (JHV) en Netherlands Maritime University (NMU) is jonge professionals een boeiende carrière in het havenindustriële complex en de scheepvaart te bieden. De Master Classes, een combinatie van theorie en praktijk, voorzien in de bestaande behoefte aan kennisdeling en inhoudelijke verdieping van specifieke havengerelateerde en maritieme onderwerpen.

De Master Classes belichten steeds een ander actueel thema op post-hbo niveau. Toonaangevende personen uit het havenindustriële complex diepen samen met vakinhoudelijke experts van de STC-Group de onderwerpen uit. De verschillende modules van de part-time Master 'Shipping and Transport' vormen de inhoudelijke basis van de Master Classes. De Master Classes worden gecombineerd met een netwerkborrel van Jong Havenvereniging. De eerste Master Class staat gepland op 19 mei aanstaande. Deelnemers kunnen zich aanmelden via masterclass@stc-nmu.eu of jong@havenverenigingrotterdam.nl. De Master Classes worden mogelijk gemaakt door het Pieken in de Delta Project 'HBO in de haven, de haven in het HBO'.

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Departure at Saturday last from Dordrecht mv " **FRISIUM** " from messrs Boomsa Shipping Sneek.

Photo : Daniëlla Vermeer ©

Workships Wind Powers Ahead



On Sunday, 20 March, the Workships Contractors BV sponsored Maxfun 25 "**MAXITINUS**" put her new suit of sails to good use by winning the WSVW Winter Series race by a corrected margin of 1 Hour and 20 Minutes on the Veersemeer in Holland. Skipper Martijn Le Duc enjoyed the opportunity to use the new sails for the first time having only just returned from an inspection of the Workships managed rig, Seafox 6 in Thailand the day before. Bravo Zulu **MAXITINUS**. Workships Contractors BV is a privately owned ship and project management company based in Rotterdam, the Netherlands. Workships is currently developing several projects supporting the offshore wind industry, of which, **MAXITINUS** is leading the way. WWW.WORKSHIPS.NL

UK to devote extra £6 million to fight piracy

The UK is to devote an extra £6 million (US\$9.7m) to fight piracy in the Gulf of Aden and the Indian Ocean, which is thought to be costing the global economy around \$12 billion a year, ifw-net reports. Foreign Secretary William Hague said £5.3 million would be given to the United Nations Office on Drugs and Crime counter piracy programme to build regional capacity for piracy prosecutions and detentions in Somalia, Kenya and Seychelles.

And £600,000 will be provided to fund enhanced optical imagery equipment for the Seychelles Coastguard to allow surveillance aircraft to take high-quality video and photographs to aid the capture of pirates and provide valuable evidence in court cases. Hague said: "There are currently around 820 Somali pirates either serving sentences or awaiting trial around the world. I am pleased that the UK's new support to counter piracy efforts in the Indian Ocean

will aid the location, capture and detention of pirates across the region.” However, one London-based law firm that specialises in piracy said this week “matters were deteriorating at every level”.

Richard Neylon, a partner at Holman Fenwick Willan welcomed the extra funding but said: “The number of crew and vessels captured is increasing, size of ransom is increasing and the length of time of capture is increasing.” HFW is one of the few London law firms that negotiate for the release of vessels.

On piracy trials, he asked: “Where do you attempt to try them? Do you fly them back to the UK? Or, say, take them to Kenya or the Seychelles, where there is a large number awaiting trial already? Often, they are let go. This is not a deterrent. “The coalition naval forces are doing all they can with limited resources, but the marine industry is demanding action from the international community.”



The **JRS Pegasus** inbound at Otago Harbour to exchange containers - **Photo : Ross Walker ©**

IMO report puts Egypt on maritime transport black list

The International Maritime Organization ranked Egypt one of the most dangerous countries for maritime transport in a recent report. The report evaluates more than 200 member countries and puts them on either a black list, gray list or white list based on their observation of shipping regulations and safety procedures. The organization's 2010 report ranked Egypt 62nd out of 83 countries on the black list, Almasryalyoum reports. Other countries on the black list include Libya, Syria, Mongolia, Togo, and North Korea. According to the report, Egypt's ranking has declined over the last two years, moving from the gray to the black list. Tunisia, Algeria, Morocco, Iran and Panama are on the gray list.

Countries on the white list include France, the United Kingdom and Sweden. Qatar--the only Arab country on the white list--ranked number 38, outperforming Japan.

An official Egyptian maritime transport source attributed Egypt's ranking to a number of factors--most prominent of which are widespread corruption in the auditing of ships and ferries, maintenance procedures, and in upholding the laws regulating the quality and operation of ships. The same source explained that the performance of Egypt's fleet has declined in recent decades and said efforts are being made to move Egypt off the black list. **Source : PortNews**

NAVY NEWS

Final voyage for HMAS Adelaide



The decommissioned **HMAS Adelaide**, escorted by tug boats, leaves Sydney Harbour on April 11, 2011, en route to Avoca Beach on the NSW central coast, where it will be sunk and used as an artificial reef. 2251

Photo : Ian Edwards (c)

A decommissioned warship will be scuttled to create an artificial reef on the New South Wales central coast later this week. Ex-**HMAS Adelaide** left Glebe Island wharf at 6.10am (AEST) this morning with three tugboats guiding it through Sydney Harbour.

The ship is due to arrive on the central coast today before being sunk off Avoca Beach on Wednesday. The wreck is set to become a dive site but local activists are vehemently opposed, saying the ship's lead-based paint will damage the environment. There are also concerns about the impact on marine life such as humpback whales. "There's an Aboriginal whale caller who's now here, who's been out with us on the rocks," No Ship Action Group spokeswoman Michelle Meares said. "We understand it's a breach of the law for the State Government to scuttle the vessel with explosives with humpbacks in the area. "So we're hoping this senseless sea dumping can be stopped."

But Graham Harding from the Crown Lands Department says the operation has been carefully planned and there will be no single, large explosion. "These charges will slowly cut their way through the plates of the ship and then the water will come in and it should sink to the bottom - 30 metres - in an upright position." He says measures have also been taken to protect marine animals. "We have got spotter aircraft in the sky today from National Parks.

"They are keeping an eye on any animals that might be in the vicinity." The No Ships Action Group won an injunction against the scuttling a year ago, and then referred the matter to the New South Wales Ombudsman. But Bruce

Barbour says he won't be intervening. Premier Barry O'Farrell has consistently supported the controlled sinking of [HMAS Adelaide](#).

State Minister for Small Business Katrina Hodgkinson says the scuttling operation has passed several environmental tests. "I've heard most recently the comparison between the [HMAS Canberra](#) and the [Adelaide](#), the situation between those two ships is extremely different," Ms Hodgkinson said. [HMAS Adelaide](#) served the Navy from 1980 to 2008 including a tour in the First Gulf War. **Source : [abc.net.au](#)**



The Hydrographic Ocean Survey Vessel [HMS SCOTT H 313](#) seen returning to Devonport Naval Base after a six month deployment to the South Atlantic and Antarctica. Having steamed 22,500 nm HMS Scott will have a short maintenance period before returning to the South Atlantic and Antarctica. **Photo : [Ian Denton](#) ©**

Pak adding submarine muscle as India dithers

Even as India dithers in even finalizing its new submarine programme called " Project-75 India", Pakistan has moved swiftly to seal a deal with China to acquire six advanced submarines equipped with crucial air-independent propulsion (AIP) systems. Conventional diesel-electric submarines have to surface or snorkel every few days to get oxygen to recharge their batteries. But those fitted with AIP can stay submerged for much longer periods to significantly boost their stealth and combat capabilities, somewhat narrowing the gap with nuclear-powered submarines which of course can operate underwater for virtually unlimited periods.

While India is still years away from getting an AIP-equipped submarine, Pakistan already has one in the shape of PNS Hamza, one of the three French Agosta-90B submarines inducted by it over the last decade. Moreover, work is also underway to retrofit the French "Mesma" AIP in hulls of the other two submarines, PNS Khalid and PNS Saad.

The six new-generation submarines from China, the improved Yuan-class boats with "Stirling-cycle" AIP, will further add a punch to Pakistan's underwater warfare capabilities. India, in sharp contrast, has so far refused to consider the Mesma AIP option in the ongoing Rs 23,562-crore project (P-75) to build six French Scorpene submarines at Mazagon Docks (MDL), already running three years' behind schedule with the boats now slated to roll out from 2015 to 2020.

"There has also been a huge cost escalation. To incorporate the steam-based Mesma AIP in the 5th and 6th Scorpene would cost another \$100 million or so," said a senior defence ministry official. "Moreover, Navy is more keen on fuel-cell AIP. DRDO is developing one such system, which has been tested on shore. If it comes through, it can be considered for the 5th and 6th Scorpene," he added.

To further compound matters, there is excruciatingly slow progress on P-75I, which envisages acquisition of six new stealth submarines, equipped with both tube-launched missiles for land-attack capabilities as well as AIP, for over Rs 50,000 crore. The RFP (request for proposal) to be issued to foreign collaborators like Rosoboronexport (Russia), DCNS (France), HDW (Germany) and Navantia (Spain) will be possible only towards end-2011 at the earliest.

"If one foreign shipyard can give AIP, it cannot provide land-attack missile capabilities, and vice-versa. So, P-75I is very complex...it will take at least two years to even finalize it, and another six-seven years after that for the first submarine to be ready," he said. The plan till now is to directly import two submarines from a foreign collaborator, with three being built at MDL in Mumbai, and the sixth at Hindustan Shipyard in Visakhapatnam under transfer of technology.

Incidentally, Navy will have only five of its existing 10 Russian Kilo-class and four German HDW submarines by 2020. Consequently, even with the six Scorpene, India will be far short of its operational requirement of at least 18 conventional submarines for the foreseeable future. **Source : The Times of India**

British sailor who opened fire on sub was furious about being denied repeated requests for leave

A man who opened fire on a British nuclear submarine allegedly snapped after officers turned down his repeated requests for leave, investigators said Saturday. The shooting, which killed one Royal Navy officer and gravely injured another, shocked the ship's crew and the officer's family, who described him as an "utterly devoted" family man, according British newspaper The Sun.

Investigators claimed 22-year-old Ryan Donovan was supposed to begin guard duty when he donned body gear and took his Navy-issued assault rifle onto the submarine. He fired off six rounds as visitors ducked for cover before being disarmed. Donovan, who was reportedly furious about having to serve back-to-back tours, was arrested on murder charges.

Local council leader Royston Smith, who was on board at the time, charged Donovan in the middle of the rampage to stop the shooting. "He had a magazine with 30 rounds in it so I took the view that someone had to stop him," he told BBC News. "At some point I decided that the best form of defense was to try to disarm him. I guess I'm lucky he didn't hit me." A group of schoolchildren was getting ready to board the ship when the rampage began

SHIPYARD NEWS



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The **NEPTUN 9** seen at the Van Laar shipyard in Ijmuiden – Photo : Joop Marechal ©

SPP Shipbuilding wins order for five bulk carriers

South Korea's SPP Shipbuilding Co Limited said that it has won an order from a Turkish company to build five bulk carriers. The order marks the company's first overseas order since SPP Group merged its shipbuilding subsidiaries, SPP Shipbuilding and SPP Plant & Shipbuilding, at the beginning of the year. Under its latest order, SPP will build one Supramax weighing over 82,000 tonnes and four Handysize bulk carriers, each weighing around 35,000 tonnes. As of the end of February 2011, the company held 133 ships totaling 2.38 million compensated gross tonnes on its order book. **Source: Yonhap News**

HHI close to tying up Solvang gas pair

Hyundai Heavy Industries will shortly conclude an order for at least two very large gas carriers (VLGCs) with Solvang. The ships are due for delivery from the third quarter of 2013 and the deal includes options for more. Market reports suggest that the vessels are understood to be priced at \$70m to \$72m each. **Source : Seatrade Asia**


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Port of L.A. to waive tariffs for shippers delivering donations to Japan

The Port of Los Angeles will waive its tariff for shippers who deliver donated goods as part of the earthquake and tsunami relief effort in Japan, Dailybreeze reports citing the LA Port Authority. A letter will be delivered to the port's tenants to let them know that the tariff will be waived for shipments from charitable organizations, said Geraldine Knatz, executive director of the Port of Los Angeles.

In a related move, tsunami warning signs have been posted along the port's waterfront, showing inundation areas and evacuation routes for local residents and workers, Knatz said. **Source:** dailybreeze.com



The **HAWK** seen loaded with Van Oord materials departing from Rotterdam bound for Australia

Photo : [Harry van den Berg](#) ©

Freight forwarders protest against Port Klang's manpower shortage

A severe lack of manpower at Port Klang is crippling its operations and about 100 freight forwarders have protested against the inefficiency. Freight forwarders held a protest late last week at the entrance of Port Klang's north port, denouncing the customs department for not having enough manpower to process documents of goods to be brought in or taken out. Port Klang is Malaysia's largest sea port and the country's leading gateway to import and export goods. "Previously, it used to take us barely two hours to complete the documentation for goods but now it is taking two days or more. The reason given to us is that the department lacks manpower," a freight forwarder was reported saying. Malaysia's anti-corruption authorities have on 28 March arrested 62 customs staff, with nearly 40 of them based at the Port Klang customs office. The freight forwarders argued that the port should have back-up staff following the arrest that resulted in the manpower shortage. **Source : Seatrade Asia**

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The **STENA TRANSPORTER** seen at sea – **Photo : Capt. Kees Joore ©**

The Containership Company ends service: 'It's looking very bad,' says CEO

THE recent liner start-up, The Containership Company (TCC), initially operating a no-frills shuttle from the Port of Taicang upstream from Shanghai to Los Angeles, has decided to cease operations and go into "reconstruction".

"I don't know what we're going to do, but it's looking very bad. It's not a profitable business," TCC chief executive Jakob Tolstrup-Moller told the maritime journal Tradewinds. "We expect the outcome of the reconstruction will be that we pay all our creditors and protect all TCC's shareholders' interests; employees, investors, the shipowners, the owners of the equipment etc," he told American Shipper in an email.

"Our expectation that freight rates would rise this year hasn't happened, so we have been forced to terminate our transpacific service," Mr Tolstrup-Moller told London's Containerisation International. ' TCC said it lost US\$7.4 million in its first eight months of operation, including \$2 million in start-up costs. "The volume out Taicang has not been as anticipated, primarily due to the competitive situation between Chinese ports," said Mr Tolstrup-Moller.

In a filing to the Norwegian stock exchange, the company said it is now split into two units, the Denmark-based TCC A/S Denmark, which runs liner operations and TCC ASA (Norway), which manages the company's assets. "Whereas TCC A/S is now under reconstruction, TCC ASA is still operating in a normal manner. TCC ASA will focus its business around chartering out vessels that TCC ASA either owns or has on long-term charter. Reconstruction is the best way forward to protect the assets in TCC A/S Denmark," he said. TCC operates its single Great Dragon Service, recently adding the ports of Taicang, Ningbo and Qingdao to its initial Taicang-Los Angeles shuttle. The carrier offered low

port-to-port rates, but as freight rates softened, bunker prices increased, TCC's business was exposed to increasing risk.

Forwarding giant Kuehne + Nagel sounded an ominous note on its sea freight Twitter feed, saying: "The Containership Company (TCC) is discontinuing transpacific service. Watch out: with these low rates and high bunker costs, carriers with small vessels will discontinue certain services. More to come!" TCC will not complete eastbound voyages of its 3,000-TEU class ships, the **California Dragon** and **Nanjing Dragon**, due to depart Taicang May 7 and 14 respectively. Nor will it complete westbound voyages of the **Jiangsu Dragon** and **Shenzhen Dragon**, which were to sail from Los Angeles on May 8 and 16 respectively. **Source : Schednet**

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The **FIDUCIA** seen in IJmuiden – **Photo : Marcel Coster ©**

Chart operation expands in Dubai

Kelvin Hughes has announced a new distribution arrangement with Zener Marine of Dubai, covering the full range of paper and digital charts and publications.

Zener is already a distributor and service agent for Kelvin Hughes radar, ECDIS and VDR in Dubai, and the new agreement includes paper and digital hydrographic charts and publications from Japan to the Baltic and Eastern USA along Panama with a concentration on Middle East coverage, and technical publications from the UKHO, IMO, ITU, Witherbys and Seamanship. A further agreement covers the Weems & Plath range of nautical instruments, which

Kelvin Hughes says makes these available in Dubai for the first time, and includes the Endurance range of non-tarnishing brass clocks and barometers.

Zener's D.S. Raval, who leads the venture, said: "With over 20 years experience in the charting business in both India and the UAE, I'm very excited to be able to provide the local market with unique products and services from Kelvin Hughes. We will be offering the full range including outfit management, loose leaf updates, customised log books and international chart NTM's and tracings. In addition we will be supplying the ChartCo electronic data delivery and updating services which is a unique offering for this area. As we move towards ECDIS mandation we will see growing importance of products such as Kelvin Hughes' ECDISplus in which all the components of ECDIS implementation are available in one package to make the adoption process as straightforward as possible. Zener Marine is now able to offer this package to all its local customers."

Martin Taylor, managing director of Kelvin Hughes' charts business said: "Dubai is a critical shipping location and the ability to support existing customers and the local shipping companies is vital to Kelvin Hughes' position as market leader. This is even more critical with the fast approaching IMO mandation of ECDIS in the majority of the SOLAS fleet. Local support for this challenging changeover from paper to digital will be invaluable for all shipping companies involved. Zener Marine has been a very effective equipment distributor for us in this area and we are sure that they will be equally effective as a distributor of our chart products and services."

Zener Marine's general manager Ivan D'Souza commented: "We are very happy to be expanding the current business relationship between Zener Marine and Kelvin Hughes and we believe the two companies history of innovative products combined with excellent local service will result in the best possible navigation solutions for our customers in the ever expanding UAE and regional shipping markets." **Source : The Motorship**



Rubish seen in the suction mouth of the TSHD **ELBE** which is operating in the port of IJmuiden

Photo : H. Blomvliet ©

Philippines' ICTSI wins 2 port contracts

It will operate and manage container ports in India and Subic Bay

MANILA-BASED container port operator International Container Terminal Services Inc (ICTSI) has bagged two major port contracts in India and Subic Bay. ICTSI said it has entered into a container port managing and operating agreement for the Kattupalli Container Terminal in Tamil Nadu, India.

The agreement was signed with L&T Shipbuilding Ltd, the developer of the integrated shipyard-cum-port with a 1.2 million TEU (twenty-foot equivalent units) annual capacity container terminal in Kattupalli. The terminal is under construction and will be operational by January next year. Located near Chennai in Thiruvallur District, the terminal has two 350-meter-long berths and a total area of around 20 hectares in Phase 1. During the second phase of development, terminal capacity will be increased to handle 1.8 million TEUs.

ICTSI has also clinched a deal to operate and manage the New Container Terminal 2 (NCT 2) at the former US naval base of Subic Bay. ICTSI was recently awarded the contract by the Subic Bay Metropolitan Authority. ICTSI was considered the sole qualified bidder for the contract to operate the new terminal in a public bidding held last year.

NCT 2 is adjacent to NCT 1, which is operated by ICTSI's subsidiary, Subic Bay International Terminal Corp. NCT 1 and 2 have a total terminal area of 30 hectares, berth length of 560 meters and combined capacity of 600,000 TEUs a year. It has 84 reefer stations and four quay gantry cranes. NCT 2 is part of a US\$215 million port development project co-funded by the Japanese government through the Japan Bank for International Cooperation.

The completion of the two port terminals is expected to boost Subic's bid to become a major player in the containerised and non-containerised cargo handling business in the Asia-Pacific region.

Subic Bay was converted into a free port and industrial zone following the departure of the US Navy in 1992. It is now home to more than 700 manufacturing and trading companies. Listed ICTSI is a leading port management company involved in the operation and development of 23 marine terminals and port projects in 17 countries worldwide.

Source : [Business times](#)



The Yacht [NAVIGATOR](#) seen moored in Malta – Photo : [Gejtu Spiteri](#) ©

First large tanker to dock at Ust-Luga oil terminal on April 15

The 114,000dwt tanker [Primorsky Prospect](#) (owner Sofcomflot) is expected to call at the Port of Ust-Luga export oil terminal (owned by Rosneftbunker) on April 15, 2011, PortNews reports citing a source in the Port Authority.

The dredging of the Ust-Luga's berths is ongoing and the depths of berths are now 16 meters, the Port Authority said.

Gunvor's division – JSC Rosneftbunker is the customer-developer of the liquid bulk terminal worth some RUB 26bn, now under construction. The terminal's projected capacity is 30 million tons of petroleum products a year. In 2011, Rosneftbunker plans to export 10-11 million tons of petroleum products via the terminal. On Jan. 31, 2011, the terminal loaded the first oil cargo onto SCF Neva, the 47,000dwt product tanker owned by Sovcomflot. Source : [PortNews](#)



The **SHANGHAI SPIRIT** seen off Portsea proceeding in to Melbourne 11-4-2011

Photo : Andrew Mackinnon - www.aquamanships.com ©

PwC to study viability of Samalaju port

Bintulu Port Holdings Bhd (BPHB) has appointed PricewaterhouseCoopers to carry out a detailed study on the viability of the proposed Samalaju port project in Bintulu. Chief executive officer Datuk Mior Ahmad Baiti Mior Lub Ahmad said the study, which would begin on April 11, was expected to be completed in three months' time.

"The ongoing environmental impact assessment (EIA) study on the project is due for completion by June this year. "The hydraulic study was completed two months ago. The findings will be used for the port's design," he told StarBiz.

BPHB was asked by the Sarawak government via a letter of intent about six months ago to submit a detailed proposal on the proposed new state port, the fourth in Sarawak. The existing three state ports are in Kuching, Sibul and Miri. If the proposal is accepted, BPHB had said earlier that it would be given the job to build, own and operate the Samalaju port on some 450ha earmarked by the state government. The proposed port, a crucial component of the Sarawak Corridor of Renewable Energy (SCORE) development, will serve the energy-intensive industries to be set up in Samalaju Industrial Park in Bintulu.

Mior Ahmad said BPHB briefed Sarawak Chief Minister Tan Sri Abdul Taib Mahmud on BPHB's proposal on the new port last month. "We will engage with the state authorities to discuss the terms and conditions of the port's privatisation before we submit our detailed proposal to the government," he added. He said four major investors had confirmed setting up their manufacturing facilities in Samalaju Industrial Park. The park's basic infrastructure, such as roads and water and electricity supply, are being developed. Japan's Tokuyama Corp is constructing its manufacturing facility to produce polycrystalline silicon for solar panels. The factory is expected to be operational in early 2013.

OM Holdings Ltd (OMH), which is listed on the Australian Securities Exchange, and Asia Mineral Ltd will both set up a manganese smelter in the park. OMH, which plans to produce 600,000 tonnes of manganese and ferro silicon alloys a year, expects its preliminary study on the project to be completed by the middle of this year while its bankable feasibility study to be ready in the third quarter. OMH has entered into an exclusive negotiations with Sarawak Energy Bhd's wholly-owned subsidiary, Syarikat SESCo Bhd, on a long term power purchase agreement for 500MW to be supplied to its smelter. Asia Minerals targets an annual capacity of 400,000 tonnes.

Press Metal Bhd, which operates an aluminium smelter in Mukah Division within SCORE, said early last week that the phase two expansion of its smelter operation would also be located in the Samalaju Park. The company said it had received approval from the state planning authority for the expansion project to be undertaken by wholly-owned subsidiary Press Metal Bintulu Sdn Bhd. Phase two project will be developed in several phases, and the new smelter would have an estimated capacity of 240,000 tonnes per annum.

Also planned in the park are two other major aluminium smelter projects. One of them involves a joint venture between Australia-based Rio Tinto Alcan and Cahya Mata Sarawak Bhd (CMSB). These energy-intensive industries will draw their power supply from the 2,400MW Bakun hydroelectric dam, which is set to produce electricity in two to three months' time. Mior Ahmad said Bintulu Port registered a total cargo throughput of 40.6 million tonnes last year, up from 38 million tonnes in 2009.

"We project a marginal increase to 41mil tonnes this year," he added. To beef up port operations and enhance the efficiency in cargo handling, BPHB would invest in several quay and rubber-tyre gantry cranes this year, he said.

Source : The Star



The arriving **MARGOT N** assisted by 2 Fairplay tugs seen from the departing **XIN OU ZHOU** in Rotterdam

Photo : Rik van Marle ©

Maritime Week may draw record participants

Organised by MPA, the show is holding 25 events, including Sea Asia 2011

THE sixth Singapore Maritime Week (SMW) - which promises to be the largest yet - was launched yesterday at the Suntec City Entertainment Centre Atrium. SMW, which will run until April 15 and is organised by the Maritime and Port Authority of Singapore (MPA), is expected to draw about 17,000 people to its 25 events that will be held throughout the week, a record number of participants.

'I am glad that the Singapore Maritime Week continues to reach out to the community through its various programmes. With the strong support of participants from the international maritime community, I am sure that Singapore Maritime Week will continue to be a success as it reflects Singapore's development as an international maritime centre,' said Transport Minister Raymond Lim, who launched the event yesterday.

The key events during the week will include Sea Asia 2011, the Singapore Maritime Lecture, the International Chemical and Oil Pollution Conference and Exhibition 2011, and the International Maritime-Port Technology and Development Conference 2011.

To herald the start of SMW on Saturday, more than 70 maritime industry insiders built a 4m-by-2m maritime-themed mural using more than 100,000 Lego pieces at Suntec City.

'We are very heartened by the strong response from the maritime community to the mural. The mural not only depicts the vibrancy of Maritime Singapore, but more importantly symbolises how every individual in, and every part of, the community comes together to form the vibrant ecosystem that is Maritime Singapore,' said Lam Yi Young, chief executive of MPA. Yesterday, Mr Lim completed the mural by placing the final Lego piece in the specially commissioned showcase.



The **OCEAN COUNTESS** seen in Oslo – Photo : Reinier Jansen ©

Eekels Elektrotechniek also in the Eemshaven.

Together with shipyard Niestern Sander, Eekels Elektrotechniek has opened a fully equipped workshop located directly to the quay in the Eemshaven with the aim to serve the current and future ship repair market more rapidly and more efficiently. A part of this 100 square meter workshop will be arranged as a workshop and store for Eekels Elektrotechniek. By joining both companies and together with our very well equipped workshop in Delfzijl its possible to offer a very quick response time in any field of ship repair.

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.... PHOTO OF THE DAY



The **COASTAL FIGHTER** seen arriving in IJmuiden – Photo : Willem Koper ©