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

The RYNDAM deck officers say: 'Good Bye!' to the Caribbean & 'Hello!' to Europe…….

Due to travelling abroad this week the newsclippings may reach you irregularly

EVENTS, INCIDENTS & OPERATIONS

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

Ships' officers with B.C. Ferries voice concern

Ships officers gathered at B.C. Ferries' downtown headquarters Monday and marched through the downtown area to show their concern for safety and environmental issues they say could arise if they are removed from their union.

About 60 uniformed officers, most of them engineers, followed a bagpiper through the central courtyard of the Atrium building that houses B.C. Ferries' offices before heading down Yates Street to Transport Canada, where they dropped off a letter outlining their case. That was followed by a trek to the Ministry of Labour and Citizen Services in James Bay.

Ships officers spokesman Steve Neish said concerns started last September with a Labour Relations Board ruling that engineers, chief stewards and others could be removed from the B.C. Ferry & Marine Workers' Union. About 150 workers are affected, he said. A union appeal of the decision is currently underway, and the ships officers want Ferries' management to hold off on the process of excluding them until that appeal is complete, Neish said. Ships officers are also requesting a meeting. Neish said the officers are not saying that problems are imminent, but rather that their removal from the union will lead to future problems when reporting on issues aboard ship.

"It's definitely an erosion of not only our right to belong to a union, but in the longer term the operation of B.C. Ferries. This is about who makes the decisions on board the vessels about safety and the environment, and ships officers absolutely believe this would constrain their ability to make decisions free of any consequences."

He said management is looking for more control over the ships. But B.C. Ferries president David Hahn said the issue of ships officers being union members was among those mutually put to binding arbitration following a 2003 ferry strike.

"This particular issue, which was about more of a management presence on all the vessels, was critical then, it's critical today," Hahn said. "We've gone through a multi-year process on this, the decision's been made and now we live with it." He said that safety and the environment will not be affected, and that raising them as concerns is "a standard labour tactic". "I think these individual clearly want to stay in the union and they have that option, they just can't do it in those jobs that are clearly management jobs. They manage people, they manage very large engineering budgets and they manage part of a ship — the asset value of a spirit-class vessel is over $200 million." **Source : The Victoria Times Colonist**

Sea Asia 2011 opens

Sea Asia 2011 opens today as the biggest in the series yet, an indication that Asia's shipping community is primed to grab the many opportunities now arising. Singapore's deputy prime minister and minister for defence Teo Chee Hean officially opened the show and toured the exhibition this morning. Michael Chia, chairman of co-organisers the Singapore Maritime Foundation, said: "Sea Asia 2011 shows the resilience and dynamism of Asia's maritime industries and again points to the fact that this region will continue to play a leading role in the global maritime sector." Asian shipowners account for about 50% of the world's fleet and eight of the top 10 container ports are located in Asia. The third bi-annual Sea Asia 2011 runs from 12-14 April at Marina Bay Sands in Singapore. The show has attracted about 12,000 shipping professionals from about 60 countries. The show features an international exhibition exceeding a gross 13,600 square metres, up 70% from the inaugural event in 2007. Themed 'The Asian Voice in World Shipping', the opening session of the conference will focus on the container shipping & logistics sector. The 'Asian Voice' theme will continue with a look at the crucial bulk trades sector. **Source : Seatrade Asia**

The 8th ship of the German Carnival-Family AIDA Cruises named **AIDAsol** was christened in the Port of Kiel. The ship was named after a public concert with more the 45000 visitors on the new Cruiseterminal "Ostseekai" in Kiel. Directly after the naming ceremony the ship left the Port with more than 2000 Passenger to her maiden voyage to Ports in Western Europa. **Photo's : Frank Behling ©**

Irish first for RNLI lifeboat class

The Royal National Lifeboat Institution (RNLI) has named a class of lifeboat after an Irish river for the first time. Rivers in Wales, Scotland and England have been chosen in the past but the latest addition to the fleet, currently in construction, has been christened the Shannon. Arklow lifeboat operations manager Jimmy Tyrell, who has been campaigning for a lifeboat class to share a name with an Irish river, said he was thrilled. **Source : press association**

Capesize vessels are delivered at a pace of one new vessel every second day

In a clear sign that it will take a significant rise in global seaborne dry bulk trade in order to be able to absorb the flurry of new building tonnage thrown into the water, BIMCO has issued a new report, saying, among others, that at the moment Capesize vessels are delivered at a rate of one new vessel every second day. On top of that, 6 VLOC's have been launched with another 35 potentially up for delivery in 2011 (adjusted for slippage). The report also said that the active fleet has grown by 2.7% so far in 2011, caused by deliveries of 222 newbuilt vessels with an average cargo capacity of 85,000 DWT offset by 67 vessels with a total capacity of 4.8 million DWT being demolished.
On the positive side, "like in the tanker segments, demolition finally, but still surprisingly, has kicked off strongly – positively impacted by the high scrap steel prices. A 25 year-old large Capesize demolition was worth almost USD 11 million. However, the level of demolishing is still considerably below a level that could balance supply and demand and impact the freight markets positively" said the report by BIMCO's shipping analyst, Peter Sand. "BIMCO forecasts inflow of new dry bulk tonnage in 2011 to be a bit higher than in 2010 at 86 million DWT. As demolitions are expected to reach 12 million DWT, the fleet is forecast to grow by 13.8% in 2011. Newbuilding contracts are being signed at the slowest pace since Q2 in 2009. This is a very positive development, especially seen in the light of the unbelievable high contracting level in 2010 with 78 million DWT of new contracts" said the report.

In terms of the dry bulk market's outlook, BIMCO said that "the events in Japan, will, in the short term, be a negative story for the dry bulk market as expected high volumes into Japan will be some 10-20 million tons lower, as coal power plants and steel mills have be shut down for a while and some are expected to be so for up to 1 year. In the medium to long term, dry bulk is likely to benefit as reconstruction takes off. Iron ore, coking coal, thermal coal and wood for construction are likely to be in higher demand following the disasters. Unlike Australia, which was a supply story, Japan is mainly about demand falling short – the impact on the freight market has been insignificant as compared to the flooding in Queensland. BIMCO assesses that Capesize freight rates will remain in depressed territory in the coming months. Capesize Time Charter Average is likely to hover around USD 10,000–15,000 per day and backhaul trip charter earnings likely to continue to make negative returns. The Capesize fleet has already grown 4.5% this year and overcapacity in the segment will stay a drag on freight rates each time they try to escape the doldrums. Supramax and Panamax are likely to stay firm in the USD 15,000–USD 20,000 per day interval as demand supports this level. Overall, dry bulk commodity demand growth is expected to be around 7-8% in 2011, with iron ore and coal as usual in the driving seat. This outlook provides a solid demand picture to comfort and fence a collapse of earnings, as oversupply is haunting all segments" said the report.

For the time being though, since early January, Capesize time charter rates have been below all the other segments including Handysize. While the 3 smaller segments have rebounded since then, Capesize is still down. "Current average of 4 time-charter routes is USD 10,371 per day. For comparison – a Handysize makes USD 11,849 per day, a

Supramax USD 15,921 per day and a Panamax USD 15,807 per day. Spot rates on main Capesize iron ore trades from Brazil and Australia, which are the top two suppliers to the Chinese steel industry, look as if they have bottomed out during January and February. This year's unfolding story in relation to iron ore trades will be the scheduled delivery of the first 6 out of 19 400,000 DWT VLOC's to the Brazilian miner, Vale. This is expected to impact the market, as Vale is a large charterer of Capesize tonnage to service its Asian customers. In 2010, Vale exported 131 million tons to China. Estimating 6 round voyage a year, the 6 new build VLOC's will be able to carry 14.4 million tonnes of iron ore p.a., equal to 11% of Vale exports to China. With another 13 to be delivered over the next 2-3 years, Vale will depend much less on the Capesize chartering market – as it will be self-sufficient in 25-30% of its tonnage demand. The vessels are intended to bring down Vale's price disadvantage to the Australian iron ore by taking out the longhaul maritime transportation cost element. The spot rates are on average 2½ times higher on Brazilian ore, being a close mirror of the difference in distance. It remains uncertain where Vale is going to establish its Asian iron ore distribution centre. First Qingdao was targeted, but failed to become a done deal. Lately Vale has focused on a Malaysian distribution hub, but another site remains an option, the Tianjin Dongjiang Free Trade Port Zone near Beijing – a new giant port and logistics centre. The final location will be vital to the success of VLOC's.

Seaborne Iron ore demand is expected to grow by 7% overall, where China will take the most and European demand will increase to a precrisis level. Also recently, the commodities trader Cargill has decided to become a ship owner once again, this time round mainly with the purpose of being an asset player. This adds to the number of large charterers making an entry into ship owning primarily with the object of controlling a larger part of the supply chain and converting variable costs to fixed costs. The demand for taking Capesize vessels on time charter is on a par with last year. Time charter rates are currently higher than spot freight rates, which indicates an extraordinarily weak spot market. Representative deals that support the rather flat medium term expectation in the market are, amongst others, Cargill taking the "Semirio", 174,000 DWT for two years at USD 17,000 per day and Rio Tinto taking "Bulk India", 177,000 DWT for one year at USD 16,500 per day", concluded BIMCO's analysis

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

The TSHD **STUYVESANT** seen moored in Rotterdam-Waalhaven – **Photo : Peter Gralla ©**

Japan to conduct radiation checks on ships

Japan is set to start radiation checks on ships and containers leaving three main international ports in and near Tokyo for foreign ports by the end of this month, Journal of Commerce reports. The Ports of Tokyo, Yokohama and Kawasaki -- known collectively as "the Ports of Keihin" -- account for about 40 percent of Japan's foreign trade containers. The Ministry of Land, Infrastructure, Transport and Tourism is now drawing up guidelines for radiation checks but has yet to set a specific start date, ministry officials said.

In accordance with the guidelines, the three port authorities will measure the radiation levels of ships and containers and issue certificates to prove they are safe, the officials said. "Any shipping firms, both domestic and foreign, can have the radiation levels of their ships and containers measured if they want," Kinya Ichimura, the ministry's security and emergency management official, told The Journal of Commerce on Monday. Ichimura also said, "We will start with the Ports of Keihin as they have suffered seriously from harmful rumors. After testing the waters for a while, we will consider whether to expand the coverage of radioactivity measurement to other Japanese ports."

The Fukushima No.1 nuclear power plant, about 140 miles northeast of Tokyo, was ravaged by the devastating earthquake and tsunami that hit the northeastern part of the country on March 11 and has been leaking radiation. According to the ministry, a total of 27 foreign container ships cancelled visits to the Ports of Keihin between March 11 and April 3. "But we don't know whether all of these cancellations are due to the nuclear accident," a ministry official in charge of the matter told The Journal of Commerce. Last month, Chinese authorities also turned away the container ship MOL Presencefrom the port of Xiamen, claiming that they had detected high levels of radiation. They allowed it to berth at Honk Kong on Friday after a return to Japan and further testing.

The Japanese Shipowners' Association hailed the ministry's decision. "We highly evaluate it. We want to see the radiation levels of ships and containers actually measured as soon as possible," a JSA spokesman said. The JSA spokesman said he expects the issuance of official safety certificates will dispel concerns about ships and containers leaving the Ports of Keihin. Koji Miyahara, chairman of NYK Line, also chairs JSA. **Source : PortNews**

Above seen Biglifts **HAPPY DIAMOND** seen arriving from the Middle East enroute Antwerp, the vessel is equipped with 2 cranes of 400 ton SWL, furthermore is 1 crane of 120 ton SWL, the **HAPPY DIAMOND** is the second ship of the D-type, out a series of 5 all built in China

Photo : P., M. & Ph. van Luik © www.shipsoffterneuzen.nl

Baltic index falls for 10th session, seen weaker

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, fell for a tenth straight session on Monday as slow business and growing vessel supply battered earnings. The index fell 1.24 percent or 17 points to 1,359 points in and was at its lowest since March 4. "Everything is still very subdued," said Peter Norfolk, research director at freight broker FIS. "In the short term the outlook remains fairly negative."
The main index has fallen nearly 20 percent this year as the dry bulk market has struggled with rising ship supply, which has outpaced demand for commodities. In contrast to dry freight, gold, corn and tin all hit record highs earlier on Monday, supported by a weaker dollar and fears of inflation. Floods and cyclones in Australia in February hit coal production, and some producers are still struggling to return to normal operations, hurting capesize activity. Weather-related and logistics problems at Brazilian ports have also disrupted iron ore shipments from there. "The weak export volumes continue to pressure the Pacific market and have flooded the Atlantic with available tonnage," Deutsche Bank said.
"Until (there is) a return of Australian export volumes, we do not expect to see a material increase in rates, especially for capesize and panamax tonnage." Brokers said the smaller panamax market, which had provided modest support in the past two weeks, was also softening, which was adding to the negative tone. The devastating March 11 earthquake and tsunami in Japan, a major importer of dry bulk commodities including iron ore and coal, have also weighed on freight activity.
The Baltic's capesize index .BACI fell 1.36 percent, with average daily earnings falling to $7,608 and was at its lowest March 8. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. "Bunker costs are limiting (capesize) earnings," said Arctic Securities analyst Erik Nikolai Stavseth. The Baltic's main index, which tracks the cost of shipping key commodities such as iron ore, cement, grain and coal, has halved in the past six months and languished at just over 1,500 points, close to levels last seen during the financial crisis in 2008.

The Baltic's panamax index .BPNI fell 1.89 percent, with average daily earnings falling to $13,343. Panamax vessels usually transport 60,000-70,000 tonne cargoes of coal or grains. "It was ugly in the panamax sector (last week) as grain houses and miners appear to have their cargo needs covered by short-term period charter-ins, leaving little spot business for unemployed ships," Cantor Fitzgerald said. **Source: Reuters**

NAVY NEWS

HMAS Adelaide heads for watery grave

AFTER 28 years of service and three years after being decommissioned, the once mighty former **HMAS Adelaide** will go down with a whimper rather than a bang tomorrow.The frigate, which served in two Gulf wars, Afghanistan and East Timor and intercepted the people smuggling boat at the heart of the children overboard affair, will finally be scuttled off the Central Coast after the No Ship Action Group ended its push to halt the sinking.

Workers will spend today removing dozens of panels cut into the ship's hull above the water line in preparation for the scuttling, which will create an artificial reef and dive site At 10.30am, 16 "cutting charges" will create jets of liquid copper that will pierce the steel hull, allowing the Adelaide to take on water. If all goes to plan, the ship will come to rest in an upright position on the ocean floor, 30m below the surface. The ship was towed out of Sydney Harbour early yesterday under heavy police protection, with authorities concerned protesters may try to block the ship's passage. The No Ship Action Group urged the NSW Ombudsman to review the project, but admitted yesterday it could not stop the scuttling. "The only way to stop [the scuttling] would be to have a court injunction," No Ship Action Group spokeswoman Michelle Meares said.The group did that last year but could not afford another challenge and would not try to disrupt tomorrow's event. "We're a community group. We won't be going up against a warship with kayaks," she said. The group will hold a vigil today at Avoca Beach until the ship is sunk, she said. **Source / photo : Garry Luxton**

NATO ships on Gulf tour amid Iran tension

NATO warships were Monday moored in Dubai's main port alongside a slew of cargo vessels on a mission to boost military ties with Arab Gulf states, which have increasingly tense relations with Iran. The five-ship North Atlantic Treaty Organisation mine-sweeping force had already sailed to Bahrain and Kuwait under the 2004 Istanbul Cooperation Initiative (ICI), which aims to increase security cooperation with the Middle East. Tense ties between Arab Gulf states and Iran were exacerbated after the mid-March intervention of a Saudi-led Gulf force in Sunni-ruled Bahrain where security forces crushed a Shiite-led pro-democracy uprising. The intervention sparked a war of words between various Arab Gulf states and their Iranian neighbour, with both sides trading accusations of meddling in Bahrain, and Arab states alleging Iranian interference in Kuwait. The aim of the NATO mission, which is called "**Operation INAS BAHR**," or "Friendly Seas", is "to promote practical military cooperation with the countries of the Istanbul Cooperation Initiative", said assistant staff officer Lieutenant Giampiero Sanna of the Italian navy. It is "an excellent opportunity for military dialogue as a means to enhance understanding and promote cooperation", a handout on the operation said.

Lieutenant Anastasios Soulas, an officer on the Greek frigate **HS Spetsai,** the force's flagship, said the mission was planned long before uprisings that began in Tunisia and spread to other Arab states including Bahrain had even begun. "This kind of trip had to be prepared a long time ago, a long time before all of these things," Soulas said. "What we can tell you for sure is that all these countries have given us a very warm welcome, and they have all done their best to enhance this kind of cooperation," he said.

Various Western states, especially leading NATO member the United States, also have tense relations with Iran, accusing the Islamic republic of seeking to acquire nuclear weapons and backing militants in Iraq. Hulking military-grey US-flagged support ships from a separate force were also in Dubai's Jebel Ali Port, with machinegun armed patrol boats marked US Navy standing guard. The US Fifth Fleet has roughly 40 ships, including warships, coast guard and support vessels in its area of operations, which includes the Gulf, a spokesman said. Mines in the Gulf posed a significant risk to both military and civilian ships during the 1980-1988 Iran-Iraq war, during which the United States and various Arab countries especially Saudi Arabia, backed Saddam Hussein's Iraq. The mining of the Straight of Hormuz off Iran, one of the most important transit points for oil in the world, remains a nightmare scenario for the oil-rich Arab Gulf states, the United States and other Western countries.

The five NATO vessels set out from Crete on January 22 and sailed through the Suez Canal and the Red Sea to Bahrain, Kuwait, and then the United Arab Emirates, Soulas said. They will head back through Suez on May 5. He said that other stops were made along the way for logistics and to provide rest for the crew, but the official visits were limited to those three states. The force's several hundred Greek, Spanish Italian and German sailors set off for shore leave in Dubai after their April 10 arrival in the glitzy Gulf emirate, but they will be back to work for exercises with the UAE navy. "During our visit to the United Arabian Emirates, we've planned a demanding programme... with the UAE navy consisting of combined exercises" Captain Georgios Pelekanakis, the NATO force's commander, said in a statement. The NATO mine-sweeping force is currently made up of the **HS Spetsai**, which is not designed to counter mines but instead provides security for the four much smaller, lightly armed mine-sweeping ships - one each from Greece, Spain, Italy and Germany.

10 SEPTEMBER 2011 GAAN WE ER WEER VOOR

Voor de degenen die er in 1999, 2003 en 2005 niet bij konden zijn organiseren we wederom een reunie voor alle oud-opvarende van de mooiste boot van de KM - **Hr. Ms. Poolster**

De reunie zal worden gehouden in de WITTE RAAF op het marineterrein en begint om 10.00 waarna we tussen 12.00 en 13.00 uur aan " blauwe hap " gaan om vervolgens nog gezellig na te borrelen tot 16.00.

Inschrijven kan via http://www.terneuzeninbeeld.nl/blog/reunie-hr-ms-poolster/

Nieuwsgierig naar hoe het was op de vorige reunie, kijk dan op http://www.hrms-poolster.nl Wij hopen, mede namens alle andere oud-opvarenden, dat u een leuke dag zult hebben op 10 september 2011 in de Witte Raaf te Den Helder. **Alain Dooms, Claudia Brosens, en Willem Tuijtel - organisatie reunie Hr.Ms.Poolster**

SHIPYARD NEWS

S. Korea's shipbuilding giant STX O&S boasts huge growth potential

As the world's fourth-largest shipbuilder, STX Offshore & Shipbuilding, a South Korean shipyard, has bigger growth potential than local shipbuilding firms, analysts said. The company has the ability to build every type of vessels ranging from LNG carriers, containerships, tankers and bulk carriers to drill ships, cruise ships, offshore service vessels and ice breakers.

Moreover, it has built a vertically-integrated business structure, covering the areas of ship component, ship engine, shipbuilding, shipping and even energy and power plant. As the global shipbuilding industry bottoms out, the company is expected to enjoy faster growth with most diverse product mix and vertical integration of business structure. The vertical integration will give STX O&S various advantages such as timely supply of components, consistent quality control, stability of cash flow and faster growth opportunities, according to Mirae Asset Securities. Timely supply of ship components is required to meet strong demand when the shipbuilding industry is in a boom as seen from 2002 to 2007. Having ship parts makers as affiliates, shipyards can maintain timely deliveries of ships and expand capacity faster than peers. And it is easier to control quality of ships by having a good supplier of components as affiliates.

Given shipbuilders' cash inflows tend to lag behind those of shipping firms, stable cash flow management can be achieved by having shipbuilding and shipping companies together.

"No other yards globally are as vertically integrated as STX O& S, which has generated many new business opportunities as seen in several cases. In the long term, STX Group are moving towards becoming a total solution provider," Lee Sok-je, a Seoul-based shipbuilding analyst at Mirae Asset Securities said. The shipbuilder's share price has soared recently. STX O&S surged by the daily limit of 15 percent to 27,250 won on Thursday, posting the biggest advance since September 2008. It also jumped 4. 77 percent to close at 28,550 won on Friday. "STX O&S is the cheapest shipbuilding stock globally. We expect a sharp recovery of its profitability this year, while strong order flows will clear the massive discount levied on the company, " Lee said in a report. Founded in 1967 as Daedong

Shipbuilding, STX O&S saw the most robust growth after being acquired by STX Group in 2001. Revenue increased from 442.7 billion won (409 million U.S. dollars) in 2001 to 4.19 trillion won (3.87 billion dollars) in 2009, with total assets rising from 608.2 billion won to 7.62 trillion won over the cited period.
Daedong was a small shipyard specializing in PC tankers and small bulk carriers, but STX O&S has included LNG carriers, containerships and larger bulk carriers in its product mix by investing more than 1 trillion won in new facilities over the past years.

Building new types of vessels incurred high costs at an early stage. When the shipbuilder delivered its first LNG carrier in August 2010, it posted a weaker margin in the third quarter last year. But, such efforts resulted in the improved stability of its operations, Lee at Mirae Asset Securities said. Besides manufacturing new products, STX O&S also expanded its business by taking over European parallels and forayed into the Chinese market. Back in 2008, STX O&S acquired STX Europe, formerly called Aker Yards, which builds large cruise ships, offshore service vessels, ferries and arctic vessels. STX Europe has a market share of 57 percent among cruise ships with more than 3,000 berths delivered since 1990, according to Clarksons, the world's largest ship broker. STX OSV Holdings, one of STX Europe's three units, is the world 's biggest maker of oil-rig support vessels. Another unit STX Finland has a strong presence in arctic vessels by securing a market share of 60 percent in ice breakers, which are forecast to be attractive because of the effect of global warming. STX Dalian Shipbuilding Complex (STX DSC), a Chinese subsidiary of STX O&S, also added diverse offerings to the company's product mix, including bulk carriers, car carriers and containerships to offshore structures such as drill ships, pipe layers and floating storage units (FSU).
STX DSC started construction of its vessels in March 2007 and delivered its first ships in 2009. Even though STX DSC has incurred continued losses for the past four years, it is expected to show positive profit figures this year, Mirae Asset predicted. South Korea's Ministry of Knowledge Economy estimated in January that global shipbuilding orders may increase 4 percent this year to 35 million compensated gross tons (CGT) as economic recovery drives demand for containerships and LNG carriers. STX O&S is expected to benefit from the boom as it is well positioned to deal with the potential new orders thanks to smaller order books and vertical integration of business structure. The current small order book will give STX O&S opportunities to secure higher priced orders later. Global ship prices are forecast to keep rising due to the appreciation of Asian currencies and the expected rise in steel prices. "Most yards, starved for cash, tend to rush for low-priced contracts at the bottom of the cycle, but STX O&S is able to resist the temptation of low-priced contracts as it did during the global financial crisis," Lee at Mirae Asset said. **Source: Xinhua**

Viborg Shipyard bags PSVs modules contract from AHS

Vyborg Shipyard has signed a sub-contract with Arctech Helsinki Shipyard (AHS) for the construction of modules for two ice-class platform supply vessels (PSVs), the Russian shipbuilder press service said. The modules are scheduled for delivery in December 2011 and for the second PSV – in Q2, 2012. AHS plans to deliver the two PSVs to Sovcomflot in the spring 2013.

The contract will help Vyborg Shipyard that has faced production decline and layoffs create more jobs. In May 2010 Rosmorport and Sovcomflot Group signed a memorandum of cooperation with STX Finland Oy, Aker Arctic Technology Inc. and Southeast Trading Oy, specializing in the design and construction of icebreaking and rescue fleet.

Vyborg Shipyard specializes in the construction of drilling rigs for the development of marine and offshore deposits and vessels of small and medium tonnage. Net loss of VS (to RAS) for the first 9 months of 2010 amounted to RUB 202,651,000 versus net income of RUB 1,227,076,000 a year earlier. The company’s revenues shrank by 2,7 times to RUB 7,849,754,000. In March, VS had to lay off 37.5% of the workers. **Source : portnews**

Chinese shipbuilder adds to order back log

Singapore-listed Yangzijiang Shipbuilding (Holdings) Ltd reports that it entered into six effective shipbuilding contracts in the month of March 2011 with an aggregate contract value of US$214.2 million.

The new contracts comprise two 82,000 dwt bulk carriers, two 10,000 dwt bulk carriers and two 4,800 TEU containerships. Deliveries are scheduled from 2012 to 2013. Including these latest contracts, Yangzijiang Shipbuilding has secured fourteen effective shipbuilding contracts with an aggregate value of US$512.3 million in the first quarter of 2011. **Source : MarineLog**

Above seen Enterprises Shipping's 9.357 dwt refrigerated cargo "**PIERRE DOUX**" (138 x 22 m) on her 2nd special survey at **Cernaval Shipyard** in Algeciras Port.
Photo : Enrique Pérez - Cernaval Shipyard ©

How India can catch up in ship repair market

The Indian ship repair industry can vie for a much larger pie of the $20-billion global market. But the players need to improve their service delivery strengths by investing in trained manpower, developing ancillaries to ensure faster supply of spare parts, and adhering to timelines, amongst others. "The ship repair market in India, which was at Rs 2,596 crore in 2010, has the potential to touch Rs 4763.4 crore by 2015," Mr Ajay V. Sharma, Director, Mantrana Maritime Advisory, said. "In the last six-eight years, this industry has grown by three times," Mr Sharma said. Mr S.

Krishnakumar, Head, Ship Design and Engineering, Larsen and Toubro, pointed out that every year, in the size of 200 metre-sub-200 metre range vessels, about 230 call on the Indian shores at least five times.
The offshore sector, where India is seeing a lot of activity, will also drive the growth of the industry. Most of the vessels deployed in the offshore sector go to Singapore and Dubai to get their repair works done even though it involves additional logistics costs for them. Indicating that the domestic ship-repair industry has a lot of catching up to do, Mr Sharma said, “Unless you are very bad , the shipowner won't want to go anywhere else,” indicating that the domestic industry has a lot of catching-up to do.

Calling for lessons from Singapore, Mr Krishnakumar said, “The Singapore ship repair industry has set up facilities on shoe-string budgets (barring large players); invests in intensive practical training; and has developed standardised procedures for repair across shipyards.” Singapore accounts for 25 per cent of the $20-billion ship repair works taken worldwide annually. India needs to build capacity and competitiveness, particularly in ancillary industry and logistics. “We cannot blame external factors for the industry's current state. Indian industry has never focused on serious investments in ship repair yards,” Mr Krishnakumar said. He added that the Indian ship repair needs to invest in training to convert India into a key ship repair destination. Mr Sharma also stressed that timely deliveries do not happen at Indian ship repair yards. “During the recession years, Hindustan Shipyard Ltd and Cochin Shipyard Ltd started working on ship repair by fluke. In difficult times, shipyards tend to depend on ship repairs business to keep afloat” said Mr Sharma.

Some experts called for Government interventions in this sector to make it attractive. “A service tax was levied in 2005 on the labour element. Additionally, the State Government levies works contract tax on the value-added work, making ship repair activity relatively costlier,” said Commodore M Jitendran, CEO, Pipavav Shipyard Ltd. Earlier, he was the Chairman and Managing Director of Cochin shipyard Ltd. There is also a need on the part of major ports which are under Centre's jurisdiction to focus on earnings from ship repair works also. “Mumbai Port Trust has two dry docks operating on first-come and first-serves basis. Rentals of the dry docks are not market-driven. Also Coast Guard and Navy vessels are prioritised,” Mr Sharma pointed out. There is a need to enable long lease of water front by major ports for ship repair work. “All that we need to set up ship repair facility is a tiny little parking space to float a dock” said Mr Krishnakumar, adding that about 200 metre of water front would be required to exploit the potential. “The Government could consider setting up special economic zones for repair yards” Mr A.P.V. N. Sarma, former Secretary, Shipping, told Business Line on the sidelines of a shipbuilding seminar in MumbaiThough there were discussions in the Ministry for such a move, a formal proposal was not taken up, he added.

“Mumbai, Kakinada and south Kochi regions are lucrative investments options for ship repair activities in the back drop of the active offshore work being undertaken in the vicinity,” Mr Sharma said. Also, there are not many players in the ship repair sector, as there are in the shipbuilding sector in the country today. Mr Krishnakumar stressed the need for industry to be more involved with the ancillary and evolve good labour practices. “Most of the sub-contractors in Dubai and Singapore are from India. There is a huge Indian diaspora of workers, supervisors and managers currently employed outside are willing to return. The challenge is for the Indian industry to attract them,” said Mr Krishnakumar.
Source: The Hindu Business Line

ROUTE, PORTS & SERVICES

Ven-Trafiken chooses Carus

Yet another island ferry operator has chosen Carus as supplier for their booking and ticketing systems. After a thorough evaluation, Ven-Trafiken concluded that Carus offered the best solution in terms of skills, experience, cost and quality.

Ven-Trafiken is going through a major business upgrade which includes a new ferry, a new terminal in Landskrona and the renewal and modernization of their systems. Carus will deliver its CarRes reservation system for booking and ticketing which will include systems to enable ticket sales and control even on board the ferries. Carus will also deliver ticket kiosks both for indoor and outdoor use. Ven-Trafiken issued a public tender and conducted a thorough evaluation of the offers presented by the ticketing and reservation system providers in the market in which they compared functionality, skills and experience as well as the proposed implementation processes presented by the companies against the total cost of installation and ongoing maintenance of the system for booking, ticketing and automation. In this evaluation Carus received the highest score and thereby won the contract.

Magnus Anderson, CEO of Ven-Trafiken says: "A long tradition in the ferry industry and extensive experience in island ferry operations makes us confident in the performance of Carus. Our assessment that Carus is the right supplier for us has also been further confirmed by the experiences we have exchanged with other ferry operators using the CarRes system." "Since Ven-Trafiken will take the system into service after this year's peak season, the total project elapsed time for installation and implementation will be much longer than we are used to, although the active work will be concentrated to an intensive five week period right after Ven-Trafiken's peak season," says Carus CEO Anders Rundberg.

Above seen the **AZAMARA JOURNEY** moored in Road Town, Tortola (Britisch Virgin Islands).
Photo : Kees Schotel ©

Seadrill in new $600m drillship deal

Norwegian ship owner Seadrill said today it is continuing its rig shopping spree with an order to build a new $600 million ultra deep-water dual derrick drillship at the Samsung yard in South Korea. The price tag includes project management, drilling and handling tools, spares, capitalised interest and operations preparations, said the rig owner.
Delivery of the unit is scheduled for the third quarter of 2013. Last week, Seadrill was reported to be on the verge of confirming a separate order to build an additional two new tender assist rigs at Cosco Shipyard in China, following its earlier order for two such units at over $130 million. The new drillship unit will be similar to the two drillships ordered from Samsung in November, said Seadrill. The dynamically positioned unit will be capable of operations in water depths up to 12,000 feet, and will have a hook load capability of 1250 tonnes. This rig will be outfitted with a seven-ram configuration blow out preventer stack, to target operations in areas such as the Gulf of Mexico, Brazil and West Africa. Seadrill said it has simultaneously secured an extension of the maturity date for a further option agreement to build a seventh drillship to be delivered from Samsung since 2008. The company said it has no specific plan to exercise this option, but might consider it if "the strong underlying trend currently seen in the deep-water market continues".

Chief executive Alf Thorkildsen said: "The decision to add another ultra deep-water newbuild to our modern fleet is based on the recent improvement in market outlook for ultra deep-water units, with significantly more tender activities. “The new drillship has an attractive delivery window, a favorable construction price and payment schedule and an equipment specification list that will meet our customers' future needs.” **Source: UPI**

The **JEWEL OF BAWSHAR** as she went by on her way to Geelong off Portsea 12-4-2011
Photo : Andrew Mackinnon - www.aquamanships.com ©

Hanjin Shipping takes two 8,600 containerships

Hanjin Shipping announced Tuesday that it has received two 8,600 teu containerships from its yard. **Hanjin Rotterdam** and **Hanjin Seattle** are the last two of the series of five 8,600 teu ships received from Hyundai Sambo Heavy Industries. These vessels are equipped with fuel-efficient and eco-friendly engines that can reduce fuel consumption and carbon dioxide emission. The ships will be deployed in Hanjin Shipping's Asia-North Europe 6 (NE6) service soon after the delivery. **Hanjin Rotterdam** is scheduled to be deployed this week while **Hanjin Seattle** will be deployed at the end of April. The port rotation of the NE6 service is Kwangyang, Busan, Ningbo, Shanghai, Xiamen, Hong Kong, Yantian, Felixstowe, Hamburg, Rotterdam, Singapore and Kwangyang – **Source : Seatrade asia**

SFL - Acquisition of four 4,800 TEU Newbuilding Container Vessels and Long-term Charters

Ship Finance International Limited, announced that the Company has agreed to build four 4,800 TEU newbuilding container vessels at a state-owned shipyard in China with scheduled delivery in 2013. The aggregate construction cost will be approximately $230 million, with a majority of the payment due on delivery of the vessels, and we expect to secure bank financing for up to 80% of the purchase price.

The vessels will be chartered on time-charter basis to a large, European- based container line for seven years from delivery, and the charter rate will be approximately $26,250 net per day per vessel. The vessels are high specification, so-called wide-beam container vessels, optimized for higher cargo intake and very efficient speed/consumption economics compared to existing vessels of similar size. Ole B. Hjertaker, CEO of Ship Finance Management AS, said in a comment: "We are very pleased to further expand our presence in the container market with these state-of-the-art containerships with long term charters to a reputable international container line. It demonstrates our ambition to continue building and renewing our fleet, expanding our presence in the container market with modern assets and high-quality counterparts. This project will add approximately $270 million to our charter backlog, which currently stands at more than $7 billion." **Source: Ship Finance International Limited**

The **GANN** seen outbound from Rotterdam – **Photo : Jan Simons ©**

Westports container throughput up 20 pct in Q1

Westports Malaysia Sdn Bhd posted a 20 per cent growth in container handling for the first quarter this year compared with the same period last year, Bernama reports. In a statement here today, it said the positive improvements were also seen in performance of conventional operations and physical expansion of the port.

Westports container throughput was 1.5 million twenty-foot equivalent unit (TEU), the highest ever quarterly achievement compared with 1.2 million TEUs in the same period last year. "Local volume increased by 13 per cent while transshipment was up by 30 per cent," said Westports. Its Chief Executive Officer, Ruben Emir Gnanalingam said the company has grown by 20 per cent and the company was confident of achieving six million TEUs this year.

"The outlook for 2011 remains positive although the world was shaken by recent quake and tsunami in Japan and the on-going crisis in the Middle East and Africa. "I foresee our annual container throughput notching double-digit growth for 2011. The container port sector still has an upside potential as overseas economies continue to improve," he added.

In keeping pace with its growth, Westports has embarked on building the first 300-metre berth of Container Terminal (CT) 6, which would be ready in the second half of this year while the next is scheduled to be completed by middle of next year. Ruben said Westports' CT-7 is expected to be ready by 2013 to meet the upsurge in volume. "In terms of equipment, we will be getting eight new quay cranes this year, followed by another seven next year," he added.

Koper Port to use Euro 35 million loan to expand container terminal

Port Technology reports that the Slovenian Port of Koper has received a 20 year loan from the European Investment Bank (EIB) for the expansion of its container terminal and help in ensuring the stabilisation of the ports debts. Luka Koper, the port operator, announced in a statement that the initial loan will reduce financing costs and the weighed average cost of capital, and significantly extend the average maturity of debt financing.

However, the loan was approved by the EIB on the condition that it may request collateral or make a margin call if total dividend payments exceed 50 per cent of net profit for the year, according to Invest Slovenia. Container transshipments are a key business for the Koper port and they surged 39 per cent last year to 476,731 units, with Koper Port being the biggest container port in the north of Europe's Adriatic Sea. **Source : dredging News Online**

One of KOTUG latest newbuildings **RT LEADER** arrived for the first time in Rotterdam
Photo : Frans de Lijster ©

Tidewater promotes three to VP positions

Offshore services giant Tidewater Inc. reports the promotions of **Nelson Greer**, **Mark Handin** and **Darren Vorst** to Vice Presidents of Tidewater companies, effective April 1, 2011.

Mr. Greer joined Tidewater in 1982, after completing 13 years in the British Merchant Marine. He completed the Harvard Business School General Management Program in 2006, and holds a Chief Engineer Unlimited Class 1 Engineering License. In his various management positions with Tidewater, he has been based in Angola, Nigeria, Congo and Gabon, prior to his current posting in Singapore. His Tidewater experience includes engineering, technical management, operations management, area management and, most recently, regional management, with responsibility for Southeast Asia, Australia, the Middle East, North Africa and India. He will continue to supervise the same geographies as Vice President.

Mr. Handin joined Tidewater in 1996, after having earned his B.A. in Economics from Boston University in 1991 and his Master of Business Administration from the University of Texas at Austin in 1996. His initial postings with Tidewater were in Singapore, Mexico and Brazil, before being promoted in 2001 to Area Manager in charge of Company operations in Trinidad, and, thereafter, in similar roles in Venezuela, Brazil and Southeast Asia. In 2009, he was promoted to the position of Regional Manager for Tidewater's business activities in Europe and Africa. He will continue to oversee these same regions as Vice President, currently based in Aberdeen, Scotland.

Mr. Vorst earned his Bachelors of Business Administration from Texas A&M University in 1987, and worked for six years at Price Waterhouse in Houston, including his final role as Audit Manager. He joined Tidewater as Treasurer in January 2009, following 14 years in various senior financial positions with offshore drillers Transocean (1993 to 2002) and TODCO (2003 to 2007). His many roles at Transocean included regional finance manager of the shallow water division, corporate senior strategic planning analyst, director of budgeting and forecast, Middle East region controller and manager of internal audit. At TODCO, Mr. Vorst served as Controller until July 2003, when he assumed the role of Treasurer. At Tidewater, he has responsibility for all treasury and banking functions. Tidewater Inc. owns 382 vessels, the world's largest fleet of vessels serving the global offshore energy industry. **Source : MarineLog**

The **VORSTENBOSCH** is the largest bunker tanker in the Rotterdam-area with a length of 147 mtr. beam of 22.8 mtr and draft of 5.2 mtr she is operating for the **Verenigde Tankrederij.**
Aalborg Industries BV delivered the Thermail oil installation onboard this vessel
Photo : Pieter Borg ©

European container export up, import down in February

Container exports from Europe in February increased on all the main trade routes compared with January, and were also higher than in the same month a year agoifw-net reports. And imports into Europe were down on all trades except from South America, which increased by 2.5%.

The latest data from Container Trade Statistics (CTS) shows that February volumes from Asia to Europe were down overall by 37% to 830,600teu compared with January, and 11.9% down on the previous year. Traffic from Europe to Asia grew 2.3% on January to 459,500teu, up 1.6% year on year.

Meanwhile, rates on Asia-Europe continued to decline. CTS's eastbound February price index, which uses the average rate for 2008 as a base figure of 100, was 90, following an index of 93 in January – its eighth consecutive month of decline. Westbound, the index declined for the sixth month in succession, registering 95 in February.

Volumes from India and the Middle East to Europe declined 3.5% on January, but increased 9% year on year. Exports increased 1.4% month on month and 7% year on year. Imports from South and Central America were 15% up on a year ago and European exports to South America were up 4% in February compared with January and just under 20% year on year. Exports from Europe to North America increased by 9%, but imports fell 0.4% in February compared with January. Volumes in both directions remain 4-5% up on a year ago.

The **MARINER SEA** seen approaching the IJmuiden locks - **Photo : Willem Koper ©**

France Launches Tender for Seine Nord Canal

France launched the final tender for a company to build and operate a canal that will link Paris to Europe's inland waterway system and its largest port, Rotterdam. President Nicolas Sarkozy said work on the $6.4 billion Seine-Nord Europe canal, Europe's most ambitious engineering project, will begin before the end of the year. The 66-mile long and 177-foot wide canal, which is due to open to shipping in 2017, will join Paris to the 12,500-mile long Rhine-Scheldt network of wide gauge waterways in northern Europe, including Germany's Ruhr industrial belt and the ports of Antwerp and Rotterdam.

The canal will be able to accommodate bulk cargo and container carrying barges of up to 4,400 tons and is expected to divert the loads of up to 500,000 trucks a year from French roads to barges. The government expects the canal to handle around 13 million metric tons of cargo annually. The canal will have four inland cargo terminals, seven locks, two rail bridges and 57 road bridges and flow through a 3,000-foot long aqueduct. The waterway will link the river Oise, a tributary of the Seine, with the Dunkrirk-Escaut canal at Compiegne north of Paris. The Seine-Nord project was first proposed 20 years ago but has been delayed due to rows over finance between the central government, local authorities, French ports, the European Union and private contractors. Launching the start of the selection process following a deal on financing the project, President Sarkozy dismissed concerns over its cost at a time of tight public finances. The correct response of a country to the economic crisis should not be entrenchment. On the contrary, it should be investment," Sarkozy said. "This project will put Paris at the heart of Europe. It is shocking that France's water networks have been cut off from the heart of Europe so long." **Source: Journal of Commerce**

FLEX LNG moves ahead on Papua New Guinea FLNG project

FLEX LNG is reports that agreements have been executed with InterOil, Pacific LNG, LNGL and Samsung Heavy Industries for an FLNG project that would liquefy natural gas from the onshore Elk and Antelope gas fields in the Gulf Province in Papua New Guinea. Commencement of operations is targeted for 2014.

FLEX LNG completed the generic Front End Engineering and Design (FEED) in 2009 and the project specific FEED is targeted to start in May 2011, with the parties to work towards reaching a final investment decision (FID) before the end of 2011. The agreements are a result of a strong collaboration over the past 12 months between FLEX LNG, Samsung Heavy Industries, InterOil, Pacific LNG and LNGL to work together to develop what is likely to become the first ever floating facility to produce LNG.

FLEX LNG was incorporated in 2006 and has four shipbuilding contracts with Samsung Heavy Industries for LNG Producer hulls utilizing the SPB LNG containment system. On September 17, 2008, FLEX LNG signed a contract with SHI for the Engineering, Procurement, Construction, Integration and Commissioning of the world's first floating liquefaction unit. By using the proven nitrogen expander liquefaction cycle, the LNG Producer is to source gas from numerous potential offshore or onshore locations worldwide where natural gas today is either left stranded or is being flared.

Samsung Heavy Industries has agreed, subject to a final investment decision (FID) to restructure its commercial relationshipwith FLEX LNG with the intention of transfering substantially all previous instalments paid to it under the existing four shipbuilding contracts to the single FLNG unit destined for the PNG project. FLEX LNG would retain its right to construct additional FLNG units at SHI.

FLEX LNG and Samsung Heavy Industries will be responsible for the design, engineering, construction and commissioning of the FLNG vessel. FLEX LNG will also be joint operator of the FLNG unit together with LNGL, which is a joint venture between InterOil and Pacific LNG. Construction of the FLNG unit will be fully financed until delivery. The equity already paid in by FLEX LNG to Samsung Heavy Industries will cover all payments to Samsung Heavy Industries until delivery of the FLNG unit, when one final instalment will be due. FLEX LNG will not require any additional working capital from its shareholders prior to reaching FID. FLEX LNG's funding requirement between FID and delivery of the FLNG vessel is limited to general working capital and project management cost in the period.

The FLNG vessel is expected to be moored alongside a jetty, which will be shared with LNGL's land•based LNG facilities, and have a nominal production capacity of close to 2 million tons of LNG per annum and to process an estimated 2.25 trillion cubic feet of gas over a firm 25•year period. FLEX LNG will receive, less agreed deductions and premiums, 14.5% of the revenue from the sale of LNG from the FLNG vessel for an initial 15 year period. For the next 5 years FLEX LNG will receive 12.5% of the revenue and 10% of the revenue for the last 5 year period. During the life of the contract, LNGL will become a part owner of the FLNG vessel.

As a part of the arrangements InterOil and Pacific LNG will receive options, exercisable no later than 15 days after FLEX LNG shareholder approval of this equity transaction, to acquire 11,315,080 common shares in FLEX LNG at an average strike price of 4.5909 NOK. This is approximately a 12% premium to the average share price during October 2010 when an initial non•binding agreement was executed between FLEX LNG, InterOil and Pacific LNG.

As compensation for providing a conditional security package, which is to be provided by InterOil and Pacific LNG to ensure payment of the final Samsung Heavy Industries instalment once construction of the FLNG unit has been completed, FLEX LNG has agreed to grant further equity to InterOil and Pacific LNG. Upon the project achieving FID, InterOil and Pacific LNG will receive shares at par value equivalent to 5% of FLEX LNG. An additional amount of shares equalling up to 15% ownership in FLEX LNG may be issued to InterOil and Pacific LNG at par value in three 5% tranches during the period from FID until 9 months after FID.

The agreements signed with InterOil, Pacific LNG, LNGL and Samsung Heavy Industries are all conditional upon FLEX LNG's shareholders approving the proposed equity transaction with InterOil and Pacific LNG. Such approval is targeted no later than the end of April 2011. **Source : MarineLog**

Hanjin, Cosco put bigger ships on FE-USEC Suez loop from April 24

TAIWAN'S Hanjin Shipping has announced that it is upgrading its Far East to US east coast loop via Suez from April 24 by increasing ship sizes from 4,300-TEU to 5,500-TEU. Its AWE-5 (All Waters East Coast-5) service, which covers the Far East and the US east coast is currently operated by Hanjin Shipping and Yang Ming Line with nine of 4,250-4,300 TEU class ships.

From the end of April, Cosco will join as a new partner and the vessels will be replaced with nine of 5,500-TEU ships, three of which will be deployed by Hanjin. The AWE-5 rotation will be Kaohsiung, Hong Kong, Shenzhen-Yantian, Ho Chi Minh City, Singapore, (Suez Canal), New York, Norfolk, Boston (Suez Canal), Singapore and back to Kaohsiung. **Source : Schednet**

Hanjin long-term charters two 10,100-TEU newbuildings from Danaos

GREEK shipowner Danaos Corp. has taken delivery of two 10,100-TEU newbuildings built by Hyundai Samho Heavy Industries. Both container ships have immediately started 12-year time charters at a fixed charter rate with Hanjin shipping, which has named the vessels, the **Hanjin Germany** and the **Hanjin Italy.**

The two newbuildings bring Danaos' operational fleet to 53 containerships with a total capacity of 243,529 TEU.

Kochi port issues show-cause to Jaisu for delay in dredging

The Cochin Port Trust has issued a show-cause notice to its dredging contractor Jaisu Shipping asking

The Cochin Port Trust has issued a show-cause notice to its dredging contractor Jaisu Shipping asking the company why it should not be blacklisted from participating in further tendering process for dredging operations in the port.

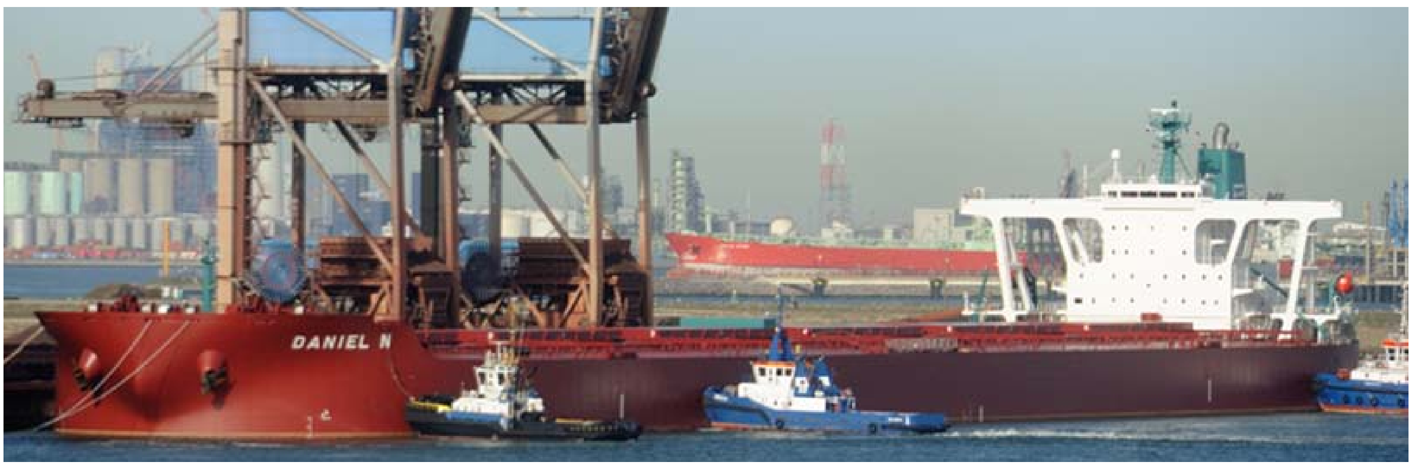
The company has been given two weeks time for explanation. If the reply is not found satisfactory, the port will blacklist Jaisu from carrying out further dredging operations at the Kochi port. If blacklisted, Jaisu Shipping will not be eligible to participate in any fresh bid floated by the port and on a larger policy basis, the company may be banned from other major ports too, official sources in the port said.

The show-cause notice comes in the wake of Jaisu abandoning the work and its failure to complete the capital dredging in the channel for the Vallarpadam terminal despite being given time in addition to the original contract time. The sources pointed out that Jaisu Shipping could not achieve the 14.5 metre draught in the ICTT berth basin, which was assured to DP World according to the contractual agreement with the terminal operator. The port management had given several extensions at various stages to deepen the ICTT berth basin before March 31.

The port authorities last week had seized the dredgers belonging to the company which were being taken out of the port area without the permission of the authorities. The dredgers were located with the help of the Coast Guard and brought back to Kochi. The port had also obtained an interim injunction from the court restraining Jaisu from taking any of the vessels out of the port area.

It is also pointed out that dredging operations would cost the port more than Rs 525 crore and the contractor had not been able to provide satisfactory results so far. Meanwhile, the port management has called for a short tender to carry out work on the remaining portion of capital dredging to remove two million cubic metres at an estimated cost of Rs 40 crore. The tender will be opened on April 26.

The port is also going ahead with the tendering process for maintenance dredging for the next three years, unlike in the past, to maintain its channel. The cost is estimated at Rs 300 crore (Rs 100 crore annually). The management has also sought a grant of Rs 80 crore from the Shipping Ministry each year to continue the maintenance dredging work, the officials said. **Source : the Hindu businessLine**



The **DANIEL N** seen arriving at the EECV in Rotterdam-Caland canal – **Photo : Fred Vloo ©**

Singapore to launch new port operations control at Changi

The Maritime and Port Authority of Singapore, or MPA, will soon launch a new Port Operations Control Centre at Changi that will be equipped with a new Vessel Traffic Information System to enhance vessel traffic management in and around Singapore's waters, Bernama reports.

Announcing this, the Minister in Prime Minister's Office, and second Minister for Finance and Transport Lim Hwee Hua, said as a premier hub at the very heart of the Straits of Malacca and Singapore, "we have placed a strong emphasis on navigational safety to prevent accidents that could lead to an oil or chemical spill." As oil and chemical spills are often transboundary in nature, regional cooperation is vital.

Singapore works closely with the other littoral states to keep the Straits of Malacca and Singapore safe for international shipping," she said at the opening of International Chemical and Oil Pollution Conference and Exhibition 2011, at Resorts World Sentosa Monday. She said through the Cooperative Mechanism on Safety of Navigation and Environmental Protection, the three littoral states regularly engage user states and industry players in dialogue and joint projects to enhance navigational safety and prevent pollution.

We have also established standard operating procedures under the Revolving Fund Committee to jointly combat oil spills in the Straits. These procedures proved useful when they were activated during last year's oil spill. **Source : PortNews**

Newest version of the European Atlas of the Seas now online

A new and improved version of the European Atlas of the Seas is now available on the website of DG Maritime Affairs and Fisheries: http://ec.europa.eu/maritimeatlas. It includes 24 new maps, hundreds of updates and improvements. New maps include:

- Natura 2000 protected maritime sites
- Pollution response vessels
- Coastal GDP

The atlas is an easy and fun way for students, professionals and anyone interested to learn more about Europe's seas and coasts, their environment, related human activities and European policies. The source of the Atlas data is mainly European Commission and agencies. it is available in English, German and French.

Take a look at the Atlas http://ec.europa.eu/maritimeatlas and inform your networks that they can now find and use even more atlas information. The European Atlas of the Seas was one of the actions outlined by the Commission when it launched an Integrated Maritime Policy for the European Union in 2007.

A pilot version of the atlas has been available on DG Maritime Affairs and Fisheries' public website since May 2010. The new version takes into account the feedback received on the pilot version from the public survey and user testing.

See: http://ec.europa.eu/maritimeatlas

Construction gets under way for Hong Kong cruise terminal

Chief Executive Donald Tsang has officiated at the foundation stone laying ceremony for the Cruise Terminal Building at Kai Tak in Hong Kong, which will berth the largest cruise vessels in the world. He was joined by Acting Secretary for Commerce & Economic Development Gregory So and Secretary for Development Carrie Lam. The Hong Kong Government has funded its design and construction, and will lease it for management and operation.

The terminal and first berth will open in mid-2013. The second berth will be commissioned in 2014 after dredging works on the seabed are completed.

The terminal will feature environmentally friendly facilities to provide world-class services to passengers, with a commercial area of 5,600m2 and a landscaped deck with open space for public enjoyment. **Source : Dredging News Online**

Fesco ships world's largest mobile crane from US to Shanghai this week

FESCO Transportation Group has announced it is transporting a 1,850-ton mobile crawler crane produced by Lampson International from Kennewick, Washington, to arrive in Shanghai on April 15.

It is described as being the largest land-based mobile crane in the world with a lift and carrying capacity of 2,358 tons and is outfitted with a 400-foot main boom and a 160-foot jib. The crane is being shipped from the port of Everett to Hunan province to be unloaded in Shanghai to assist in the construction of a nuclear power plant.

"Fesco offered a competitive ocean freight rate, but the real value was in the all-inclusive package they offered," said Herbert Coulter, Lampson's director of purchasing/logistics, in a statement. "It included all ocean freight, terminal receiving and handling, as well as long shore loading labour which made the logistics effort seamless throughout the entire project." **Source : Schednet**

Due to travelling abroad this week the newsclippings may reach you irregularly

…. PHOTO OF THE DAY …..

The **NORMAND CUTTER** seen in drydock in Gibraltar – **Photo : Cor Blok ©**