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The OCEAN LUXOR (ex Smit Lloyd 30) seen off Port Redies with in the background seen the Sinai desert - Photo : Piet Sinke (c)

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EVENTS, INCIDENTS & OPERATIONS



The **TONSBERG** (Mark V-class) and **TAMESIS** (Mark IV class) seen moored at the Canada Quay in Zeebrugge –
Photo : Henk Claeys (c)

NATO ships thwart attack on Misrata harbour

Naples, Italy. In the early hours of Thursday 12 May 2011, while conducting Embargo patrols in the waters off the coast of Libya, NATO warships participated in a coordinated defence against a small boat attack threatening the port city of Misrata. Beginning at approximately 2 a.m. the Canadian Frigate **HMCS CHARLOTTETOWN** acting in concert with the British Destroyer **HMS LIVERPOOL** and supported by a French warship not under NATO Command, thwarted an attack on the port of Misrata by a number of fast small boats. The boats were forced to abandon their attack and

regime forces ashore covered their retreat with artillery and anti-aircraft canon fire directed towards the allied warships.



Above seen the Canadian Navy Halifax Class Frigate **HMCS CHARLOTTETOWN FFH 339** offshore Misurata, Libya on Saturday 7th May, 2011 during Operation Unified Protector escorting the MLT flag and owned fishing vessel **DIMITRA** chartered with the **Medecins Sans Frontieres**. Photo : Cpt. Lawrence Dalli - www.maltashippphotos.com (c)

HMCS CHARLOTTETOWN responded with a short burst machinegun fire and **HMS LIVERPOOL** also returned fire. Neither warship sustained any damage or injury during this engagement. This is the second action by pro-Qadhafi forces at sea and follows the mining of the approaches to Misrata harbour two weeks ago. NATO forces destroyed two mines and swept the area allowing safe passage for ships. **OPERATION UNIFIED PROTECTOR** is the NATO-led mission to protect civilians in Libya and enforce the United Nations Embargo. NATO's sustained maritime presence in the littoral waters of Libya began on 23 March 2011, aiming to diminish the capacity of the pro-Qadhafi forces to carry out brutal and systematic violence against the people of Libya. The actions of coalition warships on the morning of 12 May are an example of NATO's continuing success in stopping regime forces from attacking civilians.



Above seen the French Navy Cassard Class Destroyer **FS JEAN BART D615** offshore Misurata, Libya on Saturday 7th May, 2011 during **Operation Unified Protector** with Misurata Fuel Tank on fire in the background.

Photo : Cpt. Lawrence Dalli - www.maltashippphotos.com (c)

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Bob van Stek heeft MCR Prijs



De havenondernemers verenigd in de Marine Club Rotterdam hebben donderdag 12 mei de zogenoemde MCR-prijs 2010 – 2011 uitgereikt aan **Bob van Stek** (21) voor zijn opvallende prestaties bij het Scheepvaart en Transportcollege Rotterdam, onderdeel van de STC-Group. Hij begon in 2006 aan de MBO opleiding "Medewerker Havenlogistiek" (niveau 2) op het Scheepvaart en Transport College (STC) . Hij sloot deze in 2008 met succes af. Daarna besloot hij de vervolgopleiding "Manager Havenlogistiek" te volgen. Deze opleiding hoopt hij in juni 2011 af te ronden met het behalen van een diploma. Van Stek streeft er naar in het najaar 2011 te starten met de HBO studie "Logistiek en Economie" aan de Hogeschool Rotterdam.

Foto: Daniëlla Vermeer(c)

Lid College van Bestuur STC- Group, Ron Kooren stelde Van Stek kandidaat. Eerst intern en vervolgens ging de aanbeveling richting Marine Club Rotterdam: **Bob van Stek** is genomineerd omdat hij zich als excellente STC-Ambassadeur heeft laten kennen. Hij heeft een enorm doorzettingsvermogen, gekoppeld aan een positieve uitstraling en houding. Hij is klantgericht en zijn resultaten doorgaans op orde. In zijn stages laat hij zien dat hij de perfecte vertegenwoordiger is van de STC-Group. Kooren en de zijnen hebben de MCR kunnen overtuigen dat **Van Stek** de MCR prijs waardig is. Deze bestaat uit het een laptop die

ongetwijfeld zal helpen de promotionele presentaties nog mooier te maken.



The **ATHENA** seen entering the River Tyne – Photo : Derrick Johnson ©

Drought stops shipping along Yangtze

Shipping along Yangtze River, one of China's most vital waterways, has been closed at some points to prevent ships being grounded due to water levels drained low by the worst drought in a decade.

Officials of the Yangtze River Waterway Bureau said Wednesday they closed the section from the major inland port city of Wuhan to Yueyang, about 185 kilometers (about 115 miles) upriver. It was unclear how many ships could be affected by the delays or how long they might last. Photographs in recent days have shown lines of barges and ships lined up along the river, waiting to move up or downstream.

State media reported that more than 60 percent of goods transported on inland rivers in China travel through the Yangtze, with shipping volume at 1.33 billion tons in 2009. "The water level is much lower than in recent years," said an official at the waterways department of the Yangtze River Waterway Bureau, who like many Chinese officials would give only his surname, Wu.

Dredging has kept the river mostly navigable up to Wuhan, though the width of the area that ships can pass through has narrowed to about half its usual 300 meters (about 1,000 feet), Wu said. "Ships have to be more careful as they travel through. Ships, just like truckers, often will overload their vessels to make more profits, but they can't do that this year," he said. Much of central, northern and southwestern China have been parched by what state media are calling the worst drought in at least 10 years, ruining crops and causing severe water shortages for millions living in the region. The lack of rainfall and damage to vegetation, combined with widespread desertification further north, has worsened the impact of spring dust storms that have swept through the country in recent weeks. Last week, round-the-clock emergency teams were deployed along the Yangtze's middle reaches to help prevent accidents. The operator of the Three Gorges dam, the world's largest hydroelectric facility, began discharging higher than usual amounts of water last week to help prevent water levels from dropping further, but the measures appear to have made little difference. It was unclear when the closed sections might reopen or how many ships may be affected. But the 6,300 kilometer (3,900-mile) Yangtze is notorious for its summer flooding, and seasonal rains could bring some relief. For now, though, fruit trees are withering upstream in Sichuan due to lack of rain, farmers say, and planting of rice and other crops in Hubei, near Wuhan, may be delayed, water resources officials reported. **Source: Associated Press**



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The **MSC AMERICA** seen in Lyttelton – Photo : Alan Calvert (c)

Dry bulk market on a downfall once again

In what is now pretty clear will be yet another challenging year for dry bulk ship owners, the Baltic Dry Index returned to its usual pattern of decreases, as it's obvious that the outstanding oversupply of dry bulk carriers is so massive, that demand simply can't and won't keep up. Yesterday, the BDI fell for the second consecutive day, ending at 1,320 points, down by 1.05%, led by falls in all markets, but most evidently by the Panamax segment's lack of demand. This has come as a sharp contrast to what was the case during the past few days, when the Panamax market was the one leading the freight rates' rise. Yesterday, Panamaxes lost 2.43% on average, while the loss in the capesize segment was less, down by 0.73%.

According to a relative analysis, provided yesterday by ship owners DS Norden, spot rates in the dry cargo market has been decreasing throughout the first quarter. The BDI fell by 14% at the end of the quarter, compared to where it was at the end of 2010. Similarly, the average for the BDI in the first quarter was 55% below the average for the first quarter of 2010. In general, the Capesize vessels were hit the hardest, whereas the other vessel types performed relatively better. However, the pressure on the smaller vessel types appears to be increasing following the end of the quarter. The drop in rates during the period was caused by a combination of continued addition of newbuildings, declining coal exports from Queensland, Australia, due to flooding, and finally declining imports of raw material to Japan after the earthquake in the north-eastern part of the country.

"As expected, the addition of newbuildings to the dry cargo fleet continued at a high level. It is estimated that a total of 22 million dwt. was delivered, corresponding to a growth rate of approximately 16% on an annual basis. The majority of the tonnage was delivered to the global Capesize fleet, which increased by more than 4%, whereas the Handysize fleet only increased by 1.5%. The growth was counterbalanced by a major increase in the scrapping volumes which grew by nearly 5 million dwt. – corresponding to approximately 4% of the fleet on an annual basis (source: R.S. Platou). If the fleet development from the first quarter continues, the supply growth rate will amount to approximately 13% net, which is still estimated to be too high to be absorbed by an otherwise great increase in demand" Norden said.

Commenting on the panamax market this week, Fearnley's said that "the increase in activity and rates especially in the Atlantic from mid last week dropped somewhat as from beginning this week. T/a now largely steady and owners more reasonable and willing to repeat last done. More coal in Atlantic was the main reason for the positive upswing with rates pending between 15-16k. For ESCA the grain is still main driver with levels between 25,000 -26,500 + bb 550-600k. As more and more spot Capes offering in on Panamax stems, where this is possible, the result can influence negative on Panamax as well and predictions for coming weeks are more conservative. I the Far East rounds paying 14k and short period tic more".

As for the Capesize segment, it said: "The week has been fairly quiet, with steady levels. Although freight levels slightly down, levels are flat due to lower bunker prices. Still a good number of ballasters and some vessels waiting outside Brazil, with lack of fronthaul cargoes for May dates. For West Australia to China, levels remain unchanged

around usd 7.50 pmt, last done today usd 7.40 pmt by FMG. It seems people in general accepting the difficult and challenging state of the Cape market, and that the situation will remain for some time”.

Regarding the smaller ship types (Handy/Supramax) the market has been “stable/flat with positive undertone in the Atlantic meaning more enquiry hitting the market today. Lack of prompt vessels. Trips to the Far East around usd 22-25k per day for Supras nevertheless a lot of actors are still assessing the market’s direction. The Pacific market remains quiet with holiday in Korea and monsoon setting soon in India closing WCI iron ore activity. For Indo-India, Supras in North China are getting close to 13.5k. WCI-China rates slid to 15k and from ECI around 13k but few ships seen ballasting to Indonesia as not much cargoes ex-ECI. Red Sea, ferries on Handymax/Supras are fixed at very mid 20’s pmt on voyage basis to WC India. Large Supras for RBCT/India round now asking 15k. Not too much activity on short period as market bit volatile and speculative and hear index type vessels fixed at mid-teens” concluded the shipbroker in its weekly report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **POLLUX-A** seen moored in Puerto Plata (Dominican Republic) - **Photo : Willem Dijkstra (c)**



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Rhine River Water Level May Drop This Week, Hampering Shipments

Water levels on the Rhine River, which have dropped to the lowest in 18 months, may fall further this week, potentially hampering shipments of products from gasoline to grain, according to a German government agency. "There's not a lot of water coming from upstream," said Ulrich Nowotsch, an official from the Wasserschutzpolizei, which patrols German waterways. "Water levels are expected to drop in the next three or four days in Duisburg, Koblenz, Mainz," he said from Duisburg, Germany. Falling water levels have cut the amounts that can be carried on barges by as much as 70 percent, pushing freight rates to the highest level in 18 months. The cost of shipping gasoil to Duisburg in Germany from Rotterdam or Amsterdam rose to 8 euros (\$11.50) a ton yesterday, the highest price since November 2009, according to data compiled by Bloomberg News.

The Rhine links industrial sites including BP Plc (BP)'s Gelsenkirchen refinery and BASF SE (BASF)'s Ludwigshafen chemicals site to Europe's busiest port in Rotterdam. A canal system running into Poland, the Czech Republic and Austria joins the Rhine at Duisburg, west of the Gelsenkirchen plant.

"We're down to about 25 or 30 percent of capacity," said Joachim Hessler, operations manager at Maintank Schiffahrtsgesellschaft mbH, which handles diesel and jet fuel deliveries. "Barges can still travel." The barge clearance level at Mainz dropped to 175 centimeters this week, the lowest level since November 2009, according to German government data available on Bloomberg. The clearance level is the depth at which a barge can travel without the risk of running aground. The cost of shipping gasoline to Karlsruhe in south Germany from Rotterdam advanced 9 percent to 30.75 euros, Bloomberg data show. The Miro refinery, part owned by Royal Dutch Shell Plc (RDSA), is in Karlsruhe.

Source: Bloomberg



The **MARIDIVE IV** (ex **WARTURN**) seen operating off Abu Redies (Egypt) - Photo : Piet Sinke ©

Pacquiao-Mosley fight eyed as cause of ship running aground

If Sarangani Governor Miguel Dominguez is right, the fight between Filipino boxing icon Manny Pacquiao and American Sugar Shane Mosley indirectly caused a cargo ship to run aground seven kilometers off the coast of Kiamba town in Sarangani province last Sunday. The 224-meter, Panama-registered Australian ship was on its way to India to deliver 66,000 tons of coal when it sailed into shallow waters and got stuck in a protected coral reef. Dominguez said he suspected the only reason the ship sailed close to shore was that its crew, mostly Filipinos, wanted to pick up clearer

television signals. "I have a feeling they sailed close to the shore to watch the fight," Dominguez told reporters on Tuesday. He said the initial findings of the Coast Guard, which blamed human error for the ship's running aground, might support his theory.

He said ships sailing to India from Australia via waters off Sarangani have always stayed away from the shore. Meanwhile, Dominguez said the provincial government was preparing to file charges against the owner of the vessel as did not only pose the danger of oil leak but damaged a protected coral reef that it smashed into as it ran aground.

He said he was just waiting for the technical report from the Coast Guard before filing the complaint. Dominguez local authorities were closely watching the cargo ship because it might leak oil that could further compromise the waters near Kiamba. "The area where the accident happened is part of the Sarangani protected seascape. We have sent scuba divers, together with representatives from the Department of Environment and Natural Resources and the Coast Guard to survey the area and to determine the extent of damage," Dominguez said. He said an action plan was already being finalized in the event that an oil spill occurs. Scuba diver and environment advocate John Heitz told the Inquirer that the ship could be towed when high tide comes this weekend. He said based on their ocular inspection, the ship dug itself three meters deep into the reef. "They need the high tide to float the ship. The next high tide is expected to happen this weekend," Heitz said. **Source : Inquirer Mindanao**



Svitzers **LONDON** seen moored in Chaquramas – **Photo : M.Treffers ©**

Crew still languishing in ship, thank firm for aid Sajila Saseendran

Amid dimming hopes, the officers and crew of supertanker **Samho Dream**, who have been braving impending hunger after being stranded in Dubai waters, have found a Good Samaritan in a Dubai firm. International Bunkering Middle East, a member of a Europe-based shipping and bunker trading group, has delivered provisions including canned and fresh food items to the stranded ship.

An employee of International Bunkering has confirmed that it was his company which supplied the provisions to Samho Dream, free of cost following reports published in Khaleej Times. "We are in this business and our guys are also out in the sea ... we can imagine how difficult their situation could be," said Felix Teo Yu Chuan, a senior bunker and lubricant trader with the firm.

“Our Managing Director Carsten Ladekjaer and team decided to supply them with canned and fresh food items for free after reading about their situation,” he said adding that the supply would be sufficient for those aboard till the end of the month. One of the 26 men on board said the crew did not know who supplied the provisions four days ago. Apparently, they were initially hesitant to accept the relief fearing that they would be asked to pay for it. However, once they got to know that it was free of cost, they accepted it.

When Khaleej Times informed them that it was a donation, they thanked International Bunkering Middle East. Nevertheless, other woes continue to plague the ship that has been stranded in Dubai waters, along with another oil tanker **Samho Crown**.

The ship and oil tanker have been stranded for over three months after the South Korean company Samho Shipping ran into rough weather following piracy attacks on two of its vessels including Samho Dream itself. The crew of Samho Dream have made a fresh appeal to Samho Shipping and their management office in Philippines, Solpia Marine and Ship Management Inc. “The ship is not conducive for living anymore. We are suffering a lot. We lost the right to meet the basic needs in order to live. We cannot maintain proper meal time and sometimes we eat spoiled food due to insufficient supply of fuel that runs the generators. We have limited water supply (having 1 hour/day of usage) and no proper toilet to use. Generators are only (for) use at night time and so, it’s very hot during daytime especially since summer is starting now in Gulf,” their email, a copy of which is with Khaleej Times, said. “We understand the company’s (situation). But you should also understand our side. Maybe, we can bear the heat that touches our skin, the spoiled food we eat, washing our laundry and saving water within an hour.

But knowing the situation of our families is not good anymore. We are working here to give our families a good life. How can we give that to them if our salaries and their allotments are not given?” the crew asked. Warning that the company had breached the terms and conditions of their employment contract, the crew demanded immediate action to solve their problems on board.

“If you cannot comply your responsibility to us and our families it is so much better to send us home with our SALARIES AND COMPENSATION. And all the travel expenses should be shouldered by the company. Let us not wait till something happens here on board because everyone is running out of patience as each one is fighting by himself in order to survive this ordeal,” the mail added.

A representative of the South Korean Consulate in Dubai, meanwhile, said the Ministry of Land, Transport and Maritime Affairs in his country, which contacted Samho Shipping acting on a report from the Consulate, was assured that making the crew’s payment would be the first priority of the debt-ridden company. The assets of the company are now under the control of seven banks.



The maiden call of the **MAERSK ELBA** in the port of Gdansk at the Deepwater Container Terminal as a extended Maersk AE 10 service. It is a biggest containership that ever called any Polish port. The Record will be broken on May 25th with an Emma Maersk class ship. **Photo : Jakub Bogucki ©**



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Nigerian vessel impounded

A Nigerian commercial vessel was Wednesday impounded at the Takoradi Port after its seaworthiness was doubted by the Ghana Maritime Authority (GMA). The vessel, **MT Livia**, built in Norway in 1973, was transporting drilling fluid from Nigeria for Ghana's offshore oil operations.



It bore certificates which expired in 2010, but it was contracted by a broker to deliver the drilling fluid to MISWACO, an oil service provider in Takoradi. However, the local office of MISWACO said it was disappointed by the action of its brokers who contracted the vessel. The staircase that links the vessel and the wharf, as well as the stairs to the engine room, the Captain's Bridge and the upper deck, was found to be very rusty, while the mini craft for emergency purposes had broken down. The anchor and berthing ropes, the davit cable, the life loft and the lifebuoy were not working, as

the cable was lying on the upper deck, while other life-saving devices on the deck were said to have expired many years ago. The guard rails and other metallic structures that hold the shackles and other lifesaving devices were also not complete, while part of them had broken down due to high sea corrosion.

Almost all equipment on the deck of the vessel was described as scrap. When the ship arrived at the port, the GMA had to feed the crew on board, as they could not cook because the generators were not working, while the agent had to hire an external generator to enable the ship to offload its cargo. The GMA has directed the Customs Division of the Ghana Revenue Authority (GRA) not to clear the vessel to sail out of the port. Officials of the Ghana Ports and Harbours Authority (GPHA) are holding meetings to determine the fate of the vessel. The GMA has warned service providers to be aware of the country's Shipping Act and added that it will not take kindly to any company going contrary to the law. For his part, the Country Director of MISWACO, Mr. Francois Couffy, said as an international company, MISWACO had a reputation to protect, adding that the vessel was not what the company had paid for.

He explained that MISWACO had been taking its supplies from neighbouring Cote d'Ivoire until the turmoil in that country compelled the company to rely on Nigeria. "We would not have allowed the vessel to bring in our consignment if the agent had told us the state of the vessel," he said. The Daily Graphic found it difficult to contact the brokerage firm which had contracted the vessel to transport the drilling fluid to Ghana. **Source : myjoyonline**

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The **SIVA SINGAPURA** seen approaching the IJmuiden locks – Photo : Marcel Coster (c)

NAVY NEWS

Patrouilleschip Holland overgedragen aan Defensie



Het nieuwe patrouilleschip **Holland** is in Scheveningen overgedragen aan de Defensie Materieel Organisatie (DMO). Met 4 handtekeningen droeg de directeur van scheepswerf Damen Schelde Naval Shipyard (DSNS) 'het schip van de toekomst' over. Het dagelijks beheer van het vaartuig is in handen van de Koninklijke Marine. "Er

is gevlamd om de **Holland** op tijd af te krijgen", zei directeur DSNS Hein van Ameijden. "Iedereen bij ons, maar ook de commandant en de bemanning hebben de laatste maanden rond de klok gewerkt om een mooi product af te leveren. Ik wens u veel plezier en succes met de Holland."

De **Holland** is het eerste patrouilleschip van een nieuwe klasse, de Oceangoing Patrol Vessels (OPV's). Deze klasse komt in de plaats van de eerder verkochte M-fregatten. De OPV's zijn een slag kleiner en hebben wat minder bewapening aan boord, maar zijn prima uitgerust om taken als anti-piraterij, humanitaire hulp- en evacuatieoperaties en anti-smokkeloperaties uit te voeren.

Commandant van de **Holland** kapitein-luitenant-ter-zee **Chris van den Berg** en zijn 50-koppige bemanning zijn al vanaf januari 2010 in Vlissingen. Daar schreven ze onder meer de boekwerken die nodig zijn om het patrouilleschip draaiende te kunnen houden. Volgens **Van den Berg** voldoet het schip volledig aan de verwachtingen en zijn de lessons learned van vorige en huidige operaties goed verwerkt in deze nieuwe klasse schepen.

Eind dit jaar wordt bij het bedrijf Thales de speciale mast afgebouwd en vervolgens in Vlissingen op het patrouilleschip bevestigd. De mast bevat het Geïntegreerde Sensor- en Communicatie Suite, een geavanceerd systeem dat met radars grote luchtdoelen, maar ook kleine en langzame objecten zoals een drenkeling of een drijvende mijn, op afstand kan

detecteren. Indien nodig kan het schip een NH90 helikopter en 2 Fast Raiding Interception and Special Forces Craft (FRISC) als interceptor inzetten.

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Navy ship leaves for four years in the Gulf

A MINE hunter left Faslane last Wednesday for active service in the Gulf and will not see the west of Scotland for four long years. The crews of the Sandown Class Mine Hunter **HMS Ramsey** will rotate every six months or so but the ship, managed from the Clyde, will stay East of Suez, fully operational the entire time.



The Sandown Class Mine Hunters are not the biggest ships in the world - measuring only 52 metres in length and weighing in at 600 tonnes. But with a ship's complement of 36 officers, men and women, at pound for pound and inch for inch, the Sandowns are possibly the most expensive warships in the world. They can map the sea bed and spot mines capable of crippling, or even sinking, the biggest ships in the world.

Photo : Lars Vliegenthart (c)

In the best naval traditions, close friends and family toured the ship before she sailed and enjoyed lunch with their loved ones before taking part in a short religious service conducted by Father Andrew McFadden, the Chaplain of the Faslane Flotilla. **HMS Ramsey's** captain, Lieutenant Commander Alex Bush, originally from Northamptonshire and now living in Rhu, said: "In a ship as small as **Ramsey** we all have to work together to get the job done properly - but what a job that is - clearing the seaways for other ships to follow. And you must remember that 95 per cent of Britain's trade is still done by sea.



Photo : Lars Vliegenthart (c)

"This is the Royal Navy's way of playing its part in keeping those sea passages safe for trade as well as for our bigger warships." It is a long journey for a small ship - down through the choppy Bay of Biscay and left into the Mediterranean, on again through the Suez Canal and left again, this time to the Straits of Hormuz and eventually on to Bahrain. Source : [helensburghadvertiser](#)

Australian Navy forced to charter civilian ship

IN a rare peacetime move the Navy has been forced to charter a civilian ship to cover a major capability gap. Taxpayers will fork out \$3.4 million to P&O Maritime Services for a two-month hire of the Antarctic super icebreaker [MV Aurora Australis](#).

The navy is unlikely to mount operations in Antarctic waters but the 94m ship, painted bright orange, will give the struggling amphibious lift fleet a boost with its 700-tonne cargo capacity, billets for 116 passengers and a small helicopter hangar. The ship is being hired to cover the loss of the heavy lift ship [HMAS Tobruk](#) after it was docked yesterday for urgent maintenance. The navy's two amphibious ships [Manoora](#) and [Kanimbla](#) are also out of action. Source : [dailytelegraph](#)

Amphibious Ship For Sale, Sold: RFA Largs Bay

Australia's Navy announces that the government has signed a Letter of Intent with the U.K. Government, made the first two of three agreed-upon £22 million payments, and successfully conducted sea trials and private inspections. International shipping firm Teekay Shipping Australia found no major defects.

The next step is to consider what modifications are necessary for Australian use, to be followed by government approval of any plan. They still expect [Largs Bay](#) to arrive down under in late 2011 and be ready for use in 2012. Even so, Australia still faces key gaps ahead without an amphibious ship. [HMAS Tobruk](#) has entered a two-month maintenance period and will also face six weeks of dockside preparations for cyclone season in September and October 2011.

The government has an agreement with New Zealand for joint use of the multi-role [HMNZS Canterbury](#) during [Tobruk's](#) maintenance periods, but New Zealand will always have priority use. The government responded with an A\$3.38 million charter of the 94-metre long-range icebreaker and support ship [Aurora Australis](#) from P&O Maritime Services. She can carry 700 metric tonnes of cargo, transport 116 passengers, embark watercraft, support helicopter operations, and support bases in the Antarctic with limited or no port facilities. This ship is chartered from May 8/11 to June 30/11, with options that could extend it to the end of July. Source : [Defense Industry Daily](#)

Russia sends destroyer to protect vessels from piracy off Somali coast

The Russian Defense Ministry on Thursday informed that a Russian task force led by Northern Fleet's destroyer Severomorsk was deployed to protect vessels from piracy off Somali coast. According to RIA Novosti, the anti-submarine destroyer will start patrolling the pirate-infested waters in the Gulf of Aden in June. The Severomorsk departed from its home base in northern Russia on May 8.

"A task force led by Northern Fleet's [Severomorsk](#) destroyer will start escorting commercial ships in the Gulf of Aden and off the Horn of Africa in the first half of June," said Defense Minister Anatoly Serdyukov. The Udaloy class destroyer will be joined on route to the Gulf of Aden by the [Yelnya](#) tanker from the Baltic Fleet and a tug boat from the Black Sea Fleet. Russia has maintained presence in the region since October 2008. The latest Russian anti-piracy mission in the Gulf of Aden was carried out by a Pacific Fleet's task force led by the [Admiral Vinogradov](#) destroyer. On April 17, its four-month-long patrol duty came to an end after successfully escorted 14 convoys of commercial vessels.

In recent years, Somali pirates have hijacked hundreds of ships, taking in hundreds of millions of dollars in ransom, but hostages are usually treated well and released in healthy conditions after a ransom is paid. The European Union Naval Force (EU NAVFOR) is leading operations to patrol the shipping lanes near Somalia in an effort to reduce hijackings, but the anti-piracy force has warned that attacks are likely to continue.

According to a recent study, maritime piracy cost the global economy up to \$12 billion last year, with Somalia-based pirates responsible for 95 percent of the costs. The United Nations said that 400 attacks on merchant vessels were registered in 2010 while 790 crew members were abducted by pirates. **Source : WireUpdate**

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The **SAMSKIP ENDEAVOUR** seen enroute Rotterdam – **Photo : Kees Torn (c)**

Durban, Cape Town plan for cruise ship

A decision on a new cruise ship terminal for Durban harbour is expected to be made by September this year and, if approved, the new terminal could be built and commissioned by 2015 according to Transnet's Durban port manager Ricky Bhikraj.

He said a feasibility study is underway for the new terminal which would be built at A and B berths in the harbour. It would occupy about 32 000 sqm and with a 9 000 sqm terminal and about 700 metre of space on the quay.

He says Transnet is looking at various funding options that might include a private-public partnership. It is part of Durban's regeneration efforts.

According to the cruise industry in South Africa there is room for regularly cruises for two large passenger liners and about 5 000 passengers. At the same time, Cape Town is investigating the options of opening a passenger terminal in the City's harbour and according to a report by the City of Cape Town, the lack of adequate terminal facilities is restricting industry growth. The report estimates that one cruiser liner carrying 2 000 passengers and with a crew of 600 would result in expenditure within the city of R2 286 400 a day. The report says that a seven-day cruise from

Cape Town to Port Elizabeth, Durban and Richards Bay would result in expenditure of R9,14-million. It says that 25 of these cruises a year would generate additional revenue of R228,5-million.

The Cape Chamber of Commerce is lobbying for a terminal that is big enough to accommodate two cruise liners at the Duncan Dock as part of the development of Cape Town's International Convention Centre. Chamber president Michael Bagraim says that the Chamber will hold talks with the National Port Authority and that he was "confident of their support". He says that three berths for cruise ships would result in thousands of tourists coming to Cape Town and spending their money within the city. At this stage the plan is to build two berths at Duncan Dock and a smaller third berth at the V&A Waterfront. **Source : Property24**

Dar es Salaam port delays start of EPZA projects

Investors operating at the Export Processing Zone (EPZA) have called on the government to improve port services so as to make them yield profits from their products. They made the call on Tuesday when lodging their complaints to a team of journalists who visited the EPZ to investigate how the firms operate.

Steel One Limited managing director Ado Maimu said delays experienced at the Dar es Salaam port were a major hindrance to the accomplishment of many of the projects under the EPZ. "Most of the firms here depend on imported raw materials for production of their goods and services. But it takes up to four months to clear the goods at the Dar es Salaam port. Surprisingly, it takes only two weeks to do the same at Mombasa port in Kenya," he said. Maimu called on the government to borrow a page from what Mombasa port does if it wants the EPZ in Dares Salaam to operate as planned. Expressing his surprise at the slow pace of goods experienced when clearing goods at Dar port, Maimu said, the volume of cargo passing at the port is smaller compared to that cleared at Mombasa port. "Mombasa port received far a bigger volume of cargos compared to Dar es Salaam port. Nevertheless, it is more efficient and wastes no time in merchandise clearance," Maimu said.



Sea Boxer (chartered by CMA CGM) sailing from Dar es Salaam. Vessel is sailing in ASEA (Africa SE Asia) service. A Consortium with CMA CGM, Delmas and MOL as slot sharers. **Photo : Anton Klaassen ©**

The managing director said delays at Dar es Salaam port are now forcing more investors and traders at the EPZ to use Mombasa port instead of the former. Calling on Tanzanians to work on these shortcomings, he said tackling them is of crucial importance if this country needs to compete and attract more investors. "This country must change, the problem at the port is a major constraint to businesses and businesspersons, and once it is solved the country will make huge strides in development," Maimu said

He said his company is optimistic that through EPZA it would make good business and produce high quality goods which Tanzanians too would purchase instead of importing from overseas. Paperkraft International Limited general

manager, George Lobo, for his part, said his firm has already started production with at least 200 tonnes per month of paper bags.

Lobo said it is easier for his firm to operate from the EPZ rather than outside the authority's surroundings. Being the only local company that has started production at EPZ, the firm uses local papers as raw materials to make paper bags, 20 percent of which are sold locally while 80 percent goes for export.

Krishna Patil, who is Technical Director of Tembo Agro Limited, said his company is yet to start production, but assured the visiting journalists that by next year it will go into operation starting with assembling various agricultural equipment including power tillers.

EPZA Investors Facilitation Manager Lamau Mpolo said so far 14 companies are investing and are at different stages, adding that some have already started production while others are still preparing premises. "So far one has started operating, two are at an advanced stage and 11 others are on mid-way stage," the manager said.

He said the major challenges many firms were facing are delays in mobilising funds from banks. Mpolo said there was decorum between the EPZA and investors signaling huge business prospects in future. Efforts to get Dar port authorities to comment on the matter are continuing. **Source : PortNews**



Above seen the handover of the famous **SLEPOFANTJE** (www.elephantparade.com) by **Ronald Vergouwen** and **Peter Maanders** off **Iskes Towage & Salvage** to **Daan Koornneef** (Managing Director van **Lamnalco** in Sharjah).

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NYK to charter four 13,000 teu ships from OOCL

Nippon Yusen Kaisha (NYK) is chartering four of the 13,000 teu boxships ordered by Orient Overseas Container Line (OOCL) this year. Earlier this week OOCL added four additional 13,000 teu ships to an existing order for six such vessels at Samsung Heavy Industries. NYK is to charter four of the 10 ships ordered by OOCL for a period of three years after they are delivered in 2013. "Both parties intend to deploy these ten ships within the Grand Alliance service network to allow for a service upgrade," NYK said. **Source : PortNews**



The **STAR VIRGO** seen outbound from Singapore via the Sinki Fairway – **Photo : Capt Jelle de Vries ©**

Olympic Shipping orders third MT 6015 at Kleven

Olympic Shipping AS has ordered a third MT 6015 multipurpose platform supply vessel at Kleven Maritime at a value of 380 million NOK. The contract takes Kleven Maritime's order reserve to 10 vessels with a combined value of 3.7 billion NOK.

The vessel is scheduled for delivery in November 2012 and will be the third in a series of three ships for Olympic, the first two contracted in August 2010 and January 2011. The MT 6015 type vessels are designed by Marin Teknikk and represent a new generation of reliable and environmentally friendly platform service vessels.

The Ice Class ICE 1B the vessel will be equipped for oil recovery (OIL REC –NOFO)and will have a dead weight of around 4, 800 t, length of 93.8 m, beam of 20 m and a deck space of 1,060 sq.m. Accommodating 60 crew members, the vessel will be constructed in accordance with the new SPS code with facilities which will make it very well suited to ROV and subsea construction work. **Source : MarineLog**

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The **CITY OF HAMBURG** seen in Hamburg – Photo : Nico Ouwehand (c)

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Chennai port ordered to stop handling polluting coal, iron ore

Residents of Chennai living in the vicinity of the city's port may get a breath of fresh air after yesterday's order of the Madras High Court, but, on the flipside, an estimated 10,000 people could be rendered jobless. And, the Chennai port could lose revenue of nearly Rs 250 crore a year, estimates an official of the port, as a consequence of the order that asks the port to stop handling coal and iron — which generate dust and hence polluting — from October. The port annually handles nearly 20 million tonnes of both coal (8 mt) and iron ore (12 mt). "We are grappling with today's order. We need to study it thoroughly and take it up our Ministry [Shipping] to take up the next course of action. Nearly 5,000 is our employees while there could be another 5,000 people outside who could be affected," the official said.

The order was issued by Mr Justice Elipe Dharma Rao and Mr Justice M. Venugopal on a Public Interest Litigation filed by the Avoor Muthiah Maistry Street Residents' Welfare Association in North Chennai nine years ago on the pollution affecting people in the area.

The Court found the measures taken by the Chennai Port Trust "inadequate". The directions of the Tamil Nadu Pollution Control Board to arrest the pollution have not been taken care of by the ChPT, exhibiting "its callous attitude and scant regard to the public health and security," the Court observed. The Court also directed the Centre and the State Government, ChPT and the Ennore Port Trust to "see that not even a single employee is retrenched or otherwise made to lose his livelihood because of the distribution of cargo between Ennore port and Chennai port." In 2009, the then Union Shipping Minister, Mr T.R. Baalu, had said that Chennai will become a clean port and handle clean cargo such as cars and containers, and that coal would be shifted to the nearby Ennore once facilities there are ready. However, subsequently the Ministry retracted from this on grounds that the move would affect the livelihood of a large number of employees. **Source: The Hindu Business Line**

Plan for more cruise ships faces opposition in Charleston

A clash is brewing in historic Charleston, South Carolina, where some residents and preservationists fear a planned new cruise ship terminal will wreck the city's Colonial-era charm.

The State Ports Authority wants to build a \$25-million cruise ship terminal and large surface parking lot for Carnival and other cruise line clients on its 67-acre, waterfront Union Pier property along the Cooper River and Charleston Harbor in South Carolina. City officials support the proposal, saying Charleston has been a cargo port for 300 years. So do local businesses, such as the downtown Brooks Brothers store that sold an entire wardrobe to a cruise ship passenger who had forgotten his luggage, said Mayor Joseph P. Riley Jr.

"This will create jobs," Riley said during a community forum hosted by the Historic Charleston Foundation and attended by about 400 people Monday night. "There's no issue of Charleston becoming a cruise ship mecca. We're not the Bahamas."

But Tuesday, the Coastal Conservation League unveiled its alternate plan for a mixed-use residential and office space redevelopment on the pierproperty, citing Chicago's waterfront as a model. "Very few cities in the world have dedicated prime waterfront property to cruise operations," said Dana Beach, the group's executive director.

At the group's press conference, some city residents voiced objections to tourist traffic, street closures, noise, air pollution from idling ship engines and the size of the ships themselves. "It's an architectural invasion. A cruise ship is taller than the city steeples," said resident Leslie Scanlan, referring to a longstanding city rule that most new buildings be shorter than the tallest church steeple in "the Holy City."

Charleston consistently ranks high in travel magazines as a tourist destination for its history as the place where the Civil War began in 1861 and its notable examples of 18th-century architecture. This time of year, the city is fragrant with blooming Confederate jasmine and magnolia. The number of horse-drawn carriage, bus and walking tours are regulated on the narrow streets of the small, downtown historic district.

Residents say the number of cruise ships, planned to increase from about 90 to 104 ships a year, should be regulated, too. Cruise ship traffic increased significantly after Carnival Cruise Lines began operating the 2,056-passenger Carnival Fantasy year-round from Charleston in May 2010.

"I don't know of a major port in the world that has a codified limit on the amount of business they can do. That would be bad for the port," said James Newsome III, chief executive officer of the State Ports Authority.

Cruise lines are a "niche market" for the port, he said. "There are 4.5 million tourists in the city (annually)," Newsome said. "The cruise endeavor that we're talking about is only 200,000 passengers. It's in scale." Critics aren't convinced. The Preservation Society of Charleston has nominated the city as one of the National Trust for Historic Preservation's "most endangered places" because of cruise ship traffic. The sites visitors come to see are houses that were built by multimillionaires in the 18th and 19th centuries and require major investments of private capital to maintain, said Evan Thompson, executive director of the Society. "We need to sustain and be vigilant about our quality of life and be sure we don't tip the balance," he said. "We don't want people to think that Charleston is for tourists only." **Source : reuters.com**

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

20.000 BETONBLOKKEN BESCHERMEN KUST

De eerste 40 meter van de nieuwe blokkendam die Maasvlakte 2 beschermt tegen golfaanvallen is boven water gekomen. Drie weken geleden is een speciale kraan, de Blockbuster, gestart met de aanleg van deze golfbreker die 50 meter uit de kust in zee komt te liggen. Begin volgend jaar moet de blokkendam klaar zijn, dan liggen 20.000 betonblokken uit de oude blokkendam van de Maasvlakte op hun nieuwe plek. Ook de aanlegwerkzaamheden van de kademuur liggen op schema. De diepzeekade en de barge/feederkade van RWG (Rotterdam World Gateway) worden dit jaar afgerond. Inmiddels wordt ook hard gewerkt aan de kades voor de nieuwe terminal van APM Terminals



Het accent van het werk aan Maasvlakte 2 ligt nu op de bouw van de harde zeewering, de bouw van de kades voor de eerste containerterminals en de voorbereidingen voor de aanleg van infrastructuur als wegen, spoorwegen en kabels en leidingen.

Harde zeewering beschermt tegen megastorm

Voor de harde zeewering heeft PUMA samen met Havenbedrijf Rotterdam een innovatief ontwerp gemaakt dat bestaat uit een stenig duin en een blokkendam.

De kern van het stenig duin bestaat uit zand dat aan de buitenzijde wordt afgedekt met een dikke laag vuistdikke breuksteen, de zogenaamde "cobbles" of keien. Het stenig duin krijgt een hoogte van NAP +14 meter.

Het ontwerp van de harde zeewering is de afgelopen jaren geoptimaliseerd en uitgebreid getest door schaalmodelonderzoek. De harde zeewering van Maasvlakte 2 is zo ontworpen dat deze een storm kan doorstaan die eens in de 10.000 jaar kan voorkomen. Aan de zeezijde van het stenig duin wordt in zee een blokkendam aangelegd tot een hoogte van ongeveer 3 meter boven NAP. Deze blokkendam zorgt dat de golven worden gebroken, zodat ze met minder kracht op het achterliggende stenig duin terechtkomen. Door deze constructie ontstaat achter de blokkendam een soort lagune die kansen biedt voor bijzondere flora en fauna.

Aanleg harde zeewering

De aanleg van de harde zeewering start met de aanleg van het onderwatertalud. Sleephopperzuigers voeren hiervoor het zand aan. Vervolgens wordt een tijdelijke werkbaan aangelegd van cobbles en een bescherming van grotere breuksteen en betonblokken. Op de werkbaan doet de Blockbuster zijn unieke werk. Deze kraan is speciaal ontworpen voor de aanleg van de blokkendam. Vanaf de werkbaan plaatst de Blockbuster de betonblokken in zee. Nadat de blokken onder en boven water zijn geplaatst, wordt de tijdelijke werkbaan weer opgebroken. Het vrijkomende steen wordt onder andere gebruikt voor de aanleg van het stenig duin.

Blockbuster zorgt voor precisieplaatsing

Voor het plaatsen van de betonblokken die zo'n 40 ton per stuk wegen, heeft PUMA een bijzondere kraan ontworpen: de Blockbuster. De kraan maakt het mogelijk om vanaf het land te werken, waardoor PUMA in de uitvoering minder

gevoelig is voor slecht weer. De Blockbuster beschikt over een uniek plaatsbepalingssysteem waarmee zowel onder als boven water de blokken op 15 centimeter nauwkeurig kunnen worden gepositioneerd. Die precisie is nodig om het geteste ontwerp nauwkeurig te kunnen bouwen. De Blockbuster heeft een eigen gewicht van zo'n 1200 ton, een contragewicht van 360 ton en rijdt op drie dubbele sets rupsonderstellen.

Kademuur RWG

In januari 2010 is gestart met de aanleg van de kades voor de containerterminal van Rotterdam World Gateway (RWG). Deze zomer zijn de werkzaamheden voor de eerste 500 van de in totaal 1250 meter diepzeekade gereed. Het merendeel van de fenders en bolders is reeds aangebracht en momenteel wordt het terrein achter de kade opgehoogd. Een kraan met een zandpomp baggert nat zand uit de haven en brengt dat achter de kade aan. Deze techniek zorgt voor een goede verdichtingsgraad waarop de betonnen basis voor de kraanbaan kan worden gestort. De betonbouw voor de 600 meter barge/feederkade van RWG is inmiddels gereed. Deze kade kan na de zomer worden opgeleverd.

Cijfers harde zeewering

Voor de aanleg van de harde zeewering is zo'n 6,5 miljoen ton breuksteen nodig en circa 20.000 betonblokken. De betonblokken en 1,5 miljoen ton steen worden hergebruikt uit de oude blokkendam en zeewering van de Maasvlakte. Vijf miljoen ton breuksteen wordt vanuit Noorwegen en Duitsland aangeleverd per schip. Het grootste deel hiervan, ongeveer 4 miljoen ton, betreft de zogenaamde cobbles of keien. Het merendeel van de steen is inmiddels in voorraad gezet, zodat deze snel in het werk kunnen worden gebracht.

Onderdeel	Gereed (geen exacte percentages)
Zand (opgespoten)	75%
Stenen onder water	50%
Blokkendam	Net gestart
Stenig duin	0% (geplande start in juni 2011)

Naast de harde zeewering wordt ook 7,5 km zachte zeewering (strand) aangebracht door PUMA. Momenteel is 55 % van het recreatiestrand gereed.



The Waddentaxi **ZEEHOND** seen in Harlingen – Photo : Jan de Koning ©

Blythe Danner to name Seabourn Quest cruise liner

Hollywood star Blythe Danner is to be the godmother of the **Seabourn Quest**, the exclusive cruise line announced this week. Danner, the mother of Gwyneth Paltrow, has had a string of film hits including *Meet the Parents*, *Woody Allen's Alice* and *Sylvia* and is an accomplished Broadway actress, earning a Tony Award for her performance in *Butterflies Are Free*.

Now, her name will headline the christening of the **Seabourn Quest**, set to take place June 20 in Barcelona ahead of the ship's 14-day maiden voyage to Athens, Greece. Like Seabourn's other ships, the **Quest** is rather compact in size, carrying only 450 passengers, although the line points out that the low number gives the **Quest** (along with its sister ships the **Odyssey** and **Sojourn**) one of the highest passenger-to-space ratios in the industry.

Nearly all of its suites boast a veranda, also fairly rare in the cruise industry, although the on-board amenities are fairly standard – four restaurants, several bars, a spa, casino and a small theater.

The ship will sail seven-day Mediterranean cruises during her maiden season through January 2012, when she will begin a 109-day world tour eastbound from Fort Lauderdale. Blythe Danner is one of several Hollywood stars who will lend her name to a ship this year.

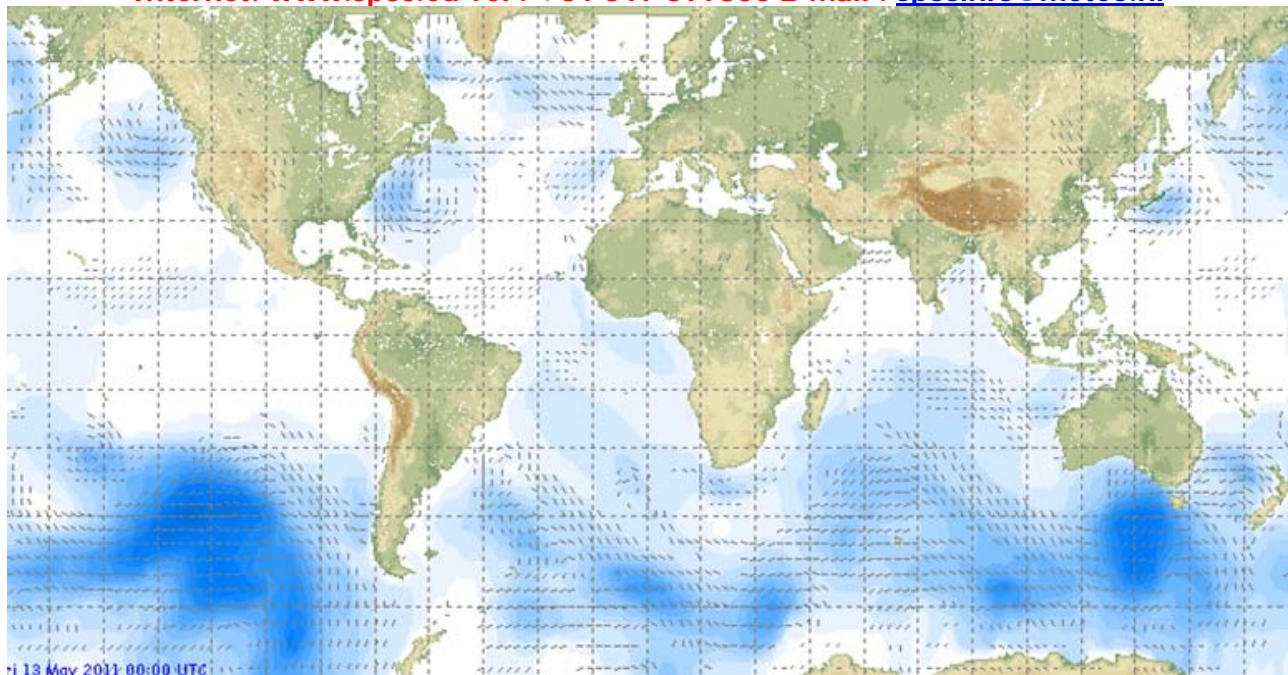
Jennifer Hudson christened the **Disney Dream** back in January, while this month's launch of **Carnival Magic** was conducted by Lindsey Wilkerson, a former cancer patient at St. Jude Children's Research Hospital in Memphis and now an employee and ambassador for the institution. Source : independent.co.uk

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The **OCEAN ALEXANDRIA** seen arriving in Abu Redies (Egypt) supply base - Photo : Piet Sinke (c)

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