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**The MSC ANTARES seen after leaving the home terminal in Antwerp leaving the Berendrecht Locks**

**Photo : Piet Sinke (c)**

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## EVENTS, INCIDENTS & OPERATIONS



The crew of the **SAMHO DREAM** seen off Dubai asking for help – Photo : Capt Jan Berghuis (c)

See for more photos : <http://www.blipfoto.com/view.php?id=1157403&month=5&year=2011>

## Somali piracy costs \$8.3bn a year

Piracy off the Somali coast costs the international community up to \$8.3bn (£5.1bn) a year, a new report from the Geopolicity consultancy estimates. That sum could reach \$13-15bn by 2015, it says. It calculates that a pirate can earn up to \$79,000 a year, BBC reports. "Given the supply and demand for piracy services... there is plenty of room for expansion," the report warns. The EU Navfor anti-piracy force says 23 vessels and 530 hostages are currently being held.

### **Spread of piracy?**

Geopolicity, which specialises in economic intelligence, forecasts an annual increase of 200-400 in the number of pirates operating off the Somali coast. Piracy cost between \$4.9bn and \$8.3bn in 2010, it estimates, taking into account the effect on maritime trade volume, the expanding area in which pirates operate and the more sophisticated tactics used to combat them. Piracy risks becoming a problem across African, Mediterranean and Pacific Rim waters, it warns.

Total income to pirates and from piracy was \$75m-\$238m in 2010, the study says. And it highlights the earning potential of pirates in an impoverished country with few other opportunities, no government and no rule of law. While an individual pirate could earn \$33,000-\$79,000 a year, the next best alternative would bring in only \$500 annually, or \$14,500 over a lifetime. The consulting group highlights what it calls the "Pirate Value Chain" of pirates, financiers and sponsors. "Pirates are visible and known, financiers are harder to track, and sponsors remain invisible," it says. Geopolicity says its research charts "largely unknown territory", underlining the "relatively weak application of economics to the problem of piracy". "The supply of pirates, therefore, is closely related to the expected benefits of being a pirate and the associated risk-adjusted costs," the study says. **Source : PortNews**

## **Dry bulk market enters week on weak mode**

In yet another sign of softening freight rates for dry bulk carriers and oversupply issues, the dry bulk market entered this week on a downward path. The industry's benchmark, the Baltic Dry Index (BDI) fell by 1.15% on the day to end down to 1,291 points.

The main losses were attributed to the panamax segment, with the relative index falling by 2.62%. The Capesize market was also down by 1.27% on the day. According to the latest dry bulk weekly report from shipbroker Barry Rogliano Salles, it was another slow decline in the bulk markets this week, with the BCI losing the most at nearly 5%, the BPI 2.8% and the smaller sizes sub-1% amounts. The latter may see a drop in activity in the coming weeks due to the Mississippi floods which are reported to be affecting current barge traffic. In the coal market, the newly active US coal export market warned future growth could be constrained by infrastructural limitations. The US coal industry logged exports of around 25m tonnes in the first quarter of 2011 but Xcoal Energy chief executive Ernie Thrasher said producers would be unable to export more with the current east coast terminal capacity. US coal exports have provided significant new tonne-miles for the dry bulk market as coal supplies have become tight, but it appears they will be capped at around 100m tonnes per year due to the current infrastructure.

Commenting on the Capesize market, it mentioned that "although the drift is not significant, the Capesize recorded another week-on-week decline this week. The four time charter average finished at US\$6,002, a drop of US\$775 from the previous Friday, with the largest declines logged Aus-China, and Braz-China not far behind. There was a flurry of activity by the Australian mining groups, but there was ample tonnage to meet the demand and rates did not improve. The bearish sentiment was also evident in the FFA market with the Q3 contract losing 12% w-o-w to finish last week at US\$9,036 and Cal 12 10% w-o-w. Monday was another typical day with the BCI sliding 19 points, with no signs of a severe drop but none of a major improvement either" said the shipbroker. On the panamax front: "the BPI slipped by US\$400 week-on-week. The Atlantic remained stable thanks to a good balance between cargoes and ships; even spot vessels managed to fix at good levels at close to US\$14,500/day on the TA round. Out of ECSA, the market eased throughout the week and the fronthaul lost US\$1,000 to close at US\$22,500/day. Indian exports eased too and the Panamax rate Goa-China was close to US\$13 pmt, down US\$2 pmt from the previous week. The Nopac and Far East markets were quiet and by the end of the week the number of vessels had started to increase, pushing the NOPAC round closer to just US\$12,000/day. Friday to Friday, the period market interest vanished and very few vessels were reported fixed – the market for a Toss 74 BPI type was in the low-mid US\$14,000s/ day, a US\$2,000 drop from a week ago" said the report.

As for the Supra and Handy markets, they "witnessed a steady flow of activity last week with barely 5 points difference between Monday and Friday for the Supras and just 1 point for the Handies. We saw a slight drop in the Supras in the Far East, which appeared to be linked to the drop in paper values. India –China voyages went for about US\$14,500 even though some owners tried to resist and rated ships at US\$16,500 for the same routes. Indo – India went for an average of about US\$17,500/day. We still saw strong numbers such as US\$30,000 from the US Gulf to the Far East. The market anticipated an immediate impact from the floods in the Mississippi but this was not the case. Continent-

Med trips went for about US\$18,000 while ECSA-Cont went for US\$28,000. The Med was nearly dormant for the Supras. Out of the Black Sea we started to see some Corn cargoes for the first time since May last year. The rates are still not the best as a few Handies were fixed at about US\$6,000 for trips Black Sea-Cont and about US\$9,000 Med-Cont. Handies went for an average of about US\$20,000 for US Gulf-Cont voyages and about US\$22,000 for Cont –Far East trips.

On the period front, we noticed many ships who were willing to go for short period but not many takers. Supras went for about US\$14,000 for 4-6 months delivery east Med redel Atlantic and another at US\$15,000 same 4-6 months redel Atlantic. A Handy went for US\$13,000 for 1 year period redel worldwide" concluded BRS.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



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## **Cruiseschip krijgt Rotterdam als thuishaven**

Voor het eerst in de geschiedenis stationeert een cruiserederij een schip het hele jaar in een Nederlandse stad. De ms Rotterdam van de Holland America Line (HAL) ligt vanaf eind volgend jaar permanent in Rotterdam, dezelfde stad waar de opgeknapte grootmoeder van het schip, de ss Rotterdam, inmiddels permanent aan de kade ligt.



HAL's **ROTTERDAM** – Photo : Paul Adams ©

Dat is kassa voor de stad. De aanloop van een schip levert al gauw een paar ton per keer op, het permanent stationeren van een schip in een stad loopt al snel in de miljoenen. „De passagiers gaan de stad in, ze verblijven voorafgaand aan de cruise in een hotel, ze gebruiken het ov, de bemanning gaat aan land en het schip wordt bevoorraadt", vertelde topman Stein Kruse van HAL dinsdag in Zwolle. Daar zat Kruse omdat topkok Jonnie Boer zich

samen met andere chefs gaat bezighouden met het eten aan boord van de HAL-schepen. Cruises winnen aan populariteit in Nederland, maar de Nederlandse en de Europese markt laten zich nog steeds niet meten met die in de VS. In 2008 maakten zo'n 49.000 Nederlanders een cruise, in 2009 groeide dat met 30 procent verder naar ruim 62.000 om vervolgens in 2010 nog licht te groeien tot boven de 65.000.

Door meer cruises vanuit Europa aan te bieden, hopen de rederijen dat tij te keren. Het aanbod moet de vraag stimuleren, wat doorgaans lukt. „Maar de Nederlandse markt is nog steeds geen echte cruisemarkt”, zegt Kruse. „Alhoewel ik geen verschillen zie in demografie tussen de VS en Europa. De Noord-Amerikaanse markt was een paar jaar geleden drie keer groter dan de markt hier, nu is dat nog maar twee keer.” Dat komt volgens de HAL omdat Europa groeit.

Amerika heeft het voordeel dat in de achtertuin de Caribische eilanden liggen. „Europeanen hebben meer vakantiedagen en het maakt Europeanen niet uit als ze een paar uur moeten vliegen.” De trend van dubbele groeicijfers in Europa zet volgens Kruse door. De meeste schepen die de grote reders nu bouwen zijn voor de Europese markt, waar wel het gevaar van overcapaciteit op de loer ligt. „Het aantal schepen dat gebouwd wordt, gaat nu ook omlaag.”



De **RYNDAM** maakt dit seizoen diverse cruises vanuit Rotterdam – Foto : Stan Muller ©

Het aantal cruises van HAL vanuit Rotterdam is dit jaar al flink opgevoerd en dat gaat volgend jaar verder. Eind 2011 kan zelfs vanuit Rotterdam een cruise naar de Cariben worden gemaakt. „Een reis van 34 dagen naar onder andere de Nederlandse Antillen.” De verst mogelijke reis met een cruiseschip, in elk geval sinds begin vorige eeuw.

Daar blijft het niet bij. Want de echte fanaten kunnen in januari 2013 met de boot vanuit Rotterdam naar Indonesië. „Negentig dagen vanaf 10.000 euro per persoon.” Met de ms Rotterdam natuurlijk, die dan alle reizen vanaf Rotterdam begint en als ze niet vaart, in de stad ligt.

Het komt vaker voor dat een cruiseschip in de zomer een vaste ligplaats heeft, maar de **ss Rotterdam** blijft ook in de winter in Rotterdam. „Schepen liggen nergens het hele jaar, het zal een vreemd gezicht zijn.”

## Navy to put guards on Thai cargo ships

The navy will deploy armed guards aboard Thai cargo vessels travelling in the Gulf of Aden under its renewed anti-piracy mission set to start in July this year, navy sources say. The guards, to be selected from Sea-air-land (Seal)

special warfare units and recon servicemen of the Royal Thai Marine Corps, will work in parallel with 369 sailors on two navy ships - [HTMS Narathiwat](#) and [HTMS Similan](#).

The 60-strong armed guard unit will put four of its members aboard each Thai vessel to provide protection until it travels out of the piracy-prone sea lanes off Somalia. Last year, the navy sent 351 sailors and 20 special warfare troops on [HTMS Pattani](#) and [HTMS Similan](#) to join the 28-country effort to police shipping lanes in the Gulf of Aden between September and January.

The navy mission rescued 23 Thai and Cambodian crew and a Yemeni policeman from a Thai trawler that was sunk in November of that year. The unit was also involved in an operation to help 27 Thai crewmen taken hostage on a cargo ship seized by Somali pirates in the Indian Ocean in December. But their mission was called off in January and the naval vessels were recalled before they could help the victims. All the captured Thai crewmen were later released by the pirates and returned to Thailand in April this year.

The renewed mission, with a 355-million-baht budget approved by the cabinet, is scheduled to start in July and will last three months. In another development, navy chief Kamthorn Phumhiran has asked Germany to extend the sale period for six second-hand submarines to Thailand for another three months, pending possible approval from a new government, a source said. The controversial plan has not yet been approved by the Defence Council, a step required before it is forwarded to the cabinet. "The navy chief will meet the new government again to clarify the need for the submarines and to ask it to approve the deal before his retirement in September," the source said. Germany has agreed to reduce the price of the submarines from 7.7 billion baht to 7.5 billion baht and will ship them to Thailand in 2013 if the cabinet approves the navy's request.

The navy claims it needs to keep abreast of submarine technology, but its plan to buy the used U-206A submarines has raised doubts if they are worth it and whether it should buy new ones from other countries. The Defence Ministry previously asked the Foreign Affairs Ministry to comment on the plan. It replied that the purchase would bolster the relationship between Thailand and Germany, the source said. But he said the Foreign Affairs Ministry could not tell whether or not the German submarines were good because it has no knowledge of the technology. **Source :** [Bangkok Post](#)



The [HANJIN CHITTAGONG](#) seen enroute Antwerp yesterday – [Photo : Piet Sinke](#) ©

## EU controleert rederijen containerlijnvaart

In meerdere lidstaten van de Europese Unie zijn onaangekondigde controles uitgevoerd bij bedrijven die actief zijn in de containerlijnvaart. De Europese Commissie vermoedt dat de rederijen verboden afspraken hebben gemaakt en/of hun dominante positie op de markt hebben misbruikt.



De **GEORG MAERSK** passeert Terneuzen opweg naar Antwerpen-Foto : **Alain Dooms** –[www.tugspotters.com](http://www.tugspotters.com) ©

Dat bevestigde het dagelijks bestuur van de unie dinsdag. De commissie zei niet bij welke firma's inspecties zijn gehouden. Functionarissen van de commissie voerden de controles uit. Zij werden vergezeld door vertegenwoordigers van de nationale mededingingswaakhonden. De grootste containerrederij ter wereld, Moeller-Maersk, bevestigde een van de bedrijven te zijn waar de Europese Commissie onderzoek naar doet. „Wij bevestigen dat de diensten van de Europese Commissie vandaag een onaangekondigde inspectie van onze kantoren hebben gedaan." Het Deense bedrijf stelde mee te werken met het onderzoek en is ervan overtuigd dat „onze handelingen conform de Europese regels verlopen". De Commissie heeft te kennen gegeven dat ze een onderzoek uitvoert naar mogelijke afspraken over prijzen of de capaciteit op transportlijnen van en naar de Europese Unie en andere Europese landen, aldus het concern in een persverklaring.

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## Militaire muziek bij de snèk



In de aanloop naar de Caribische Vlootdagen laat de Steelband van het Korps Mariniers van zich horen en wel op heel bijzondere locaties! Muziek vormt een zeer belangrijk onderdeel tijdens de Caribische Vlootdagen, die komend weekend plaatsvinden. Naast twee mini concerten op de Mathey Werf, zal de steelband van het Korps Mariniers ook een belangrijke acte de présence geven op diverse locaties op het eiland. Dat gebeurt op verschillende manieren. Eén daarvan is een rondgang langs enkele snèks, toko's en een winkelcentrum.

De militaire muzikanten spelen op woensdag 18 mei van 14.30 tot 16.00 uur bij Toko Willibroodus en van 18.30 tot 20.00 uur bij de snèk 4th of July te Barber. Op donderdag 19 mei zijn ze van 14.30 tot 16.00 uur te zien en horen bij Pop's Place (Caracasbaaiweg) en van 20.00 tot 21.30 uur in het Riffort te Otrobanda.



The **KAPITAN YAKOVLEV** seen leaving the Berendrecht Locks in Antwerp, outward bound – Photo : Piet Sinke (c)

## NATO suspects hijacked bulker is pirate mother ship

Here's a reminder that Somali pirates are likely to use just about any kind of hijacked vessel as a mother ship. The NATO Shipping Center has issued an alert saying: "At 13:10 UTC /16 May/ a previously hijacked ship **MV EAGLE** was reported in position 07 17 N 053 26 E course 260 / 7 kts. It is likely now that the ship is being used as a pirate mother vessel." According to Eu Navfor, the bulk carrier **MV Eagle** was attacked and pirated in the early hours of Monday 17 January by a single skiff, with pirates firing small arms and an RPG before boarding the vessel. The attack occurred in the Gulf of Aden, 490 nautical miles South of Salalah, Oman. There has been no contact with the ship since the attack.

The **MV Eagle** which is Cypriot flagged and Greek owned, was on passage from Aqabar (Jordan) to Paradip (India) when it was attacked. Source: [marinelog.com/](http://marinelog.com/)

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## Statement by ITF seafarers section chair, David Heindel, on the US Coast Guard's Deepwater Horizon Report

"The US Coast Guard's recent report on the Deepwater Horizon tragedy reinforces the International Transport Workers' Federation's long-held position that so-called flag-of-convenience or runaway-flag vessels often facilitate and even encourage unsafe business practices. The ITF recognizes that there are conscientious FOC operators and many have well trained crews (regardless of their nationality), but many FOC operators have no regard for the mariners, their competency and other victims who suffer as a result of the runaway-flag system. Putting swift profits ahead of safety, runaway-flag entities also risk catastrophic environmental damage like that which occurred last year when the rig exploded.

"The ITF applauds the Coast Guard's focus on what happens when a flag state fails to oversee that its vessels comply with ISM and other international minimum standards. When rules and regulations are or become lax, conditions can deteriorate into confusion and chaos. This was seen aboard the Deepwater Horizon when it was off the Gulf Coast of the United States last year. It was not registered in the United States we has a rich maritime history, but instead with the Marshall Islands which lacks a strong regulatory regime.

"In addition, international maritime organizations such as the ITF see such dangerous examples daily off the coast of Somalia, the Gulf of Oman where 40% of the world's oil supply originates and in the Indian Ocean, as pirates count on

such poor conditions to raid and capture under-crewed, under-prepared vessels and crews and poorly maintained vessels sailing under runaway flags. Piracy obviously pre-dates runaway-flag shipping, but the very same FOC system that arguably led to the Deepwater Horizon tragedy also is hampering international efforts to fight back against the modern version of at-sea terrorism. Without runaway flags, the vital task of ending piracy would be immeasurably easier as traditional maritime States would seek to protect their nation's respective assets."



The **GALAXY LEADER** seen arriving in Willemstad (Curacao) – Photo : Kees Schotel (c)

## CASUALTY REPORTING



## Two die in fire at Maersk yard in Mumbai

A fire that broke out last Wednesday at a container freight station annex at AP Møller Maersk's Jawaharlal Nehru Port Trust terminal is now completely under control, the Danish shipping and terminal group said this morning, IFW reported. Two people died in the fire and nine were injured. The injured were taken to nearby hospitals, and three were discharged over the weekend. The drama began at around 2pm at Maersk's container freight station annex in Navghar village, where hundreds of containers were stored. Mohan Naik, Station Officer for the City and Industrial

Development Corporation of Maharashtra, said: "There was a chemical combustion in a plastic drum, which resulted in an explosion that could be heard several kilometres away.

"The fire spread to containers that also had chemicals in them. More than 35 containers must have been destroyed in the fire." Various statutory and local authorities have inspected the premises and Maersk has initiated an investigation by an independent safety officer. Approximately 5% of the containers in the section that caught fire were damaged. The rest of the containers and the large unaffected section of the facilities are safe and clear. **Source : PortNews**

## New Orleans bets water levels to stay safe at 17 feet despite flood

NEW ORLEANS port officials were hopeful that shipping on the lower Mississippi wouldn't be hindered by Mississippi flooding now that spillways have been opened to reduce the flow of water past Baton Rouge and New Orleans, reports Newark's Journal of Commerce.

The US Army Corps of Engineers began opening the Morganza floodway above Baton Rouge on Saturday to divert part of the river's flow into the Atchafalaya River basin, which empties into the Gulf at Morgan City west of New Orleans.

"We are working closely with the US Coast Guard (USCG) to monitor the high-river situation, but all indications point to avoiding any major restrictions on the lower Mississippi River," said Port of New Orleans CEO Gary LaGrange.

The USCG said it does not expect significant restrictions unless the Carrollton gauge at New Orleans reaches 18 feet (5.5 metres) which was considered unlikely, said the report. The river is expected to remain steady at 17 feet on the gauge during the next two weeks. **Source : Schednet**

## NAVY NEWS



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## Venezuela receives navy patrol boat purchased from Spain

The Government of Spain handed in Thursday Apr. 14 the navy patrol boat **Alfa Bravo Guaikeri PC 21** to Venezuela's Bolivarian Navy, in compliance with an accord signed by the two countries in 2005. The boat was officially handed in at the port Bahia de Cadiz, Spain, as part of the accord which stipulates the construction of eight military coastguard vessels, responsibility of the Spanish company Navantia.

During the official ceremony, Captain Teodoro Ramirez Ospino, commander of the **Guaikeri** patrol boat, received the vessel's streamer and a Venezuelan flag for the new boat.

See also : [http://www.youtube.com/watch?v=h-jqCaUj\\_MQ&feature=player\\_embedded](http://www.youtube.com/watch?v=h-jqCaUj_MQ&feature=player_embedded)

## German group pulls out of Greek submarine order

German shipbuilding group HDW has pulled out of a subcontractor deal to build two submarines at an Arab-owned shipyard in Greece, the Greek defence minister said on Monday. HDW bowed out due to "major disagreements" on broader project cooperation in Germany between its parent company ThyssenKrupp Marine Systems and Abu Dhabi Mar, the new owners of Hellenic Shipyards near Athens that were to handle the submarine contract, Defence Minister Evangelos Venizelos said. The dispute concerns the building of two new 214-class submarines and the overhaul of an older 209-class submarine, Venizelos said in a statement. It does not affect the delivery of three more 214-class submarines that have been completed at Hellenic Shipyards, the country's main shipbuilding facility, the minister said.

The Greek submarine order has been a long-running affair spanning over a decade and dogged by technical disputes, litigation and bribery probes. Athens in September oversaw a deal to transfer a majority stake at Hellenic Shipyards, the country's main shipbuilding facility, from ThyssenKrupp Marine Systems to Abu Dhabi Mar in order to protect thousands of jobs.

The deal had been delayed by Athens' initial refusal to accept delivery of one of the new submarines, Papanikolis, after Greek Navy inspectors declared it defective during test runs off the port of Kiel. A former Greek defence minister is currently under parliamentary investigation in Athens over bribes allegedly paid to Greek officials in relation to submarine orders signed in 2002. The Greek government, struggling with a debt crisis and facing a huge effort to restructure its ailing economy, has admitted it can ill-afford new arms purchases. But in defence of the shipyard deal, Venizelos at the time said the delays "had placed in danger the country's largest shipbuilding industry, thousands of jobs, the entire Greek Navy submarine programme and over two billion euros already paid by the Greek state without tangible result." **Source : Expatica**



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## **Hyundai Vinashin Shipyard Begins New Shipbuilding Business**

Hyundai Vinashin Shipyard (HVS) started its new shipbuilding business with the keel-laying of a 56.000 DWT bulk carrier on March 15. Repairing ships along with building new ones since 2008, the company made the full shift from ship repairs to shipbuilding this year.

With the help of Hyundai Mipo for engineering, production and sales, ships HVS has built are already drawing positive responses from the market. Since its first new delivery of two ships in 2009, HVS has handed over nine new ships so far. The company plans to deliver eleven ships this year and sixteen ships in 2012. **Source: HMD**

## ENVC find new buyer for Ferry ATLANTIDA

The Portuguese shipyard ENVC finally finds a new buyer for the [Atlantida](#) which is laid up at yard's quai since nearly 2 years. The vessel was initially ordered by AtlanticoLine but the company decided to reject the vessel because she was not able to reach the expected 18 knots (top speed 16.4 knots). The government of Venezuela is the new buyer of this handy sized ferry. The deal is reported to reach Eur 42.5 M. The handing over must occur by end of september 2011. Source : [ferryvolution](#)

## KEEL LAID FOR SEAFOX 5 IN SINGAPORE



Above and below seen the keel laying of the [Seafox 5](#) State-of-the-art self-propelled multipurpose installation jack-up at Keppel FELS Singapore - [Photo's : Piet Vliek ©](#)



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Biglift's" - **Tracer** seen in Alesund – Photo : Svetozar Catovic RRM (c)

## Sri Lanka Colombo port cargo flows increasing

Container cargo at Sri Lanka's main port of Colombo, south Asia transshipment hub, rose in the first quarter of this year indicating continued growth in regional and domestic trade. Total containers handled by Colombo rose 8.4 percent in the first quarter of 2011 to 1,076,540 TEUs (twenty-foot equivalent container units) from a year with the number of boxes handled in March alone up 2.4 percent to 369,604 boxes.

The number of domestic containers handled grew 8.3 percent in the first quarter of 2011 from a year ago to 249,500 TEUs and was up 1.4 percent in March, central bank statistics showed. Ship traffic at Colombo port rose eight percent to 376 in March 2011 from a year and grew 4.3 percent to 1,053 in the January - March period. **Source: LBO**

## APMT Terminals Aqaba interested in Eilat?

APM Terminals,(APMT),a global container port operator and part of the well-known Danish A.P. Møller–Maersk Group, manages, operates and markets the Aqaba Container Terminal Pvt Co. (ACT) in a partnership with the Aqaba Development Corporation confirmed their interest in the tender for privatizing the Eilat port.

APMT operates 55 container facilities in 34 countries, including the ports in neighboring Aqaba and Egypt's Port Said. According to yet unconfirmed report, APMT recently sent representatives to Israel to study the international tender conditions and may want to exploit the Eilat Red Sea port to complement its Aqaba operation in Jordan. **Source:** Port2Port



Above seen the **MERWEDIJK** passing the Kiel canal - Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) (c)

## AMET University gets ship for sea training

The Maritime Agenda 2010-20 released by the Ministry of Shipping recently states that providing adequate sea training berths which are in short supply is a challenge in sea-time training. To overcome this hurdle and to provide the best of maritime-related training, the AMET University has acquired a state-of-the-art-passenger-cum-RoRo cargo ship mv. **AMET Majesty**.

The Directorate General of Shipping, Government of India, has approved this ship in principle for training 90 Nautical Cadets and 120 Engineering Cadets for six months during their post-sea training, mandatory for appearing for the competency examination conducted by them.

Approved sea-time training on board a trading ship is a mandatory requirement to supplement the pre-sea college/university education, in order to be eligible for the Certificate of Competency examinations. The AMET University specialises in developing customised education and training programmes that meet the specific needs of the shipping Industry.

### **Jewel of AMET**

It has one of the best infrastructure in terms of classrooms with modern teaching aids, well-equipped workshops for practical training, marine workshop for training on marine auxiliaries, and the **Jewel of AMET**, a unique ship on campus which operates in water to train the cadets. The university is also equipped with a full mission bridge simulator. This simulator provides the students with real-time, hands-on experience with diesel engine plants.

This advanced equipment virtually navigates ships of all classes, plans and conducts passage, determines location, uses radar, responds to distress calls, etc. Such training will give the students more confidence to take up their responsibility when they are employed subsequently as independent watch keepers in Navigation and Engine room.

## New shipowners are growing... on the Malta-Pozzallo line

Easyshipping, a newco engaged on an unprecedented experience in shipping, chartered in ro-ro Enrica M from Polaris s.r.l. Holding Siciliana. As reported by Leghorn-native broker Roberto Forti, head of Forti Yachting Partners, who followed Polaris s.r.l. Holding Siciliana in the purchase of ro-ro **Enrica M**, the company, already operating in other sectors, decided to invest in shipping acquiring ro-ro Volcan de Tinache from Spanish Maritima Peregara for 1ml euros. "The ship, (built in 1983, 85 meters in length, 546 LNM garage, Ed), hired on one year bareboat charter contract (with a year option) from Maltese Easyshipping, was renamed **Enrica M** and will be engaged as from the end of May on Pozzallo-Malta line" illustrates the broker disclosing that Polaris is attentively considering the purchase of two more units. Easyshipping is a Maltese registered company headquartered in Pozzallo, controlled by Easygas, one of the two private operators (besides Liquigas) committed to import and distribution of LPG, after state-owned Enemalta privatization occurred in 2009. As reported on Easyshipping web site, the new shipping operator is run by Maltese and Italian managers and that Enrica M, with an intake capacity of 42 trailers and 12 passengers, is the sole company entrusted to handle hazardous cargoes as LPG and fuels from Pozzallo. The new player in Southern Mediterranean short-sea connections is currently targeting further developments in transportations of rolling cargoes.

Source : [ship2shore.it](http://ship2shore.it)

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Above seen on May 17th the **WINDCAT 101** at the Vlierede (between Terschelling and Vlieland), the high speed craft was enroute from Makkum to the Eemshaven (Delfzijl) with a speed of 30 knots, the ship can carry 50 persons and is designed to support the windfarms offshore

Photo : Capt Jan Almoes ©

## Bulkschip met biomassa GDF SUEZ Ghent voor het eerst in Gentse haven

Op dinsdag 16 mei legde het zeeschip **GDF SUEZ Ghent** voor de eerste maal aan in de haven van Gent. Dit schip vervoerde houtpellets afkomstig uit Canada voor de centrale van Electrabel. Deze eerste aanloop sluit aan bij de verdere ontwikkeling in de haven van Gent van de biogebaseerde economie. Het is de eerste maal dat een schip van zo'n omvang de naam "Gent" draagt.

De houtpellets dienen als brandstof voor de Electrabelcentrale van Rodenhuize. Deze centrale wordt momenteel omgebouwd tot een 100% biomassacentrale die jaarlijks 320.000 gezinnen zal kunnen voorzien van groene stroom. De CO<sub>2</sub>-uitstoot per ton vervoerd door het schip vanuit Canada komt overeen met de emissie van een vrachtwagen over een afstand van 650 kilometer.

Het schip kan tot 48.000 ton pellets transporteren. Het is voor het eerst dat bij de centrale van Electrabel zo'n grote hoeveelheid in een keer wordt aangevoerd. De aanvoer van deze pellets maakt deel uit van de keuze van het Havenbedrijf Gent om verder in te zetten op (bestaande en nieuwe) biogebaseerde activiteiten. Bovendien bevestigt de haven van Gent hiermee haar rol als haven voor logistiek en distributie. De pellets komen uit Canada, worden per zeeschip naar Gent vervoerd en er opgeslagen en aangewend als brandstof.

De **GDF Suez Ghent** heeft een diepgang van 13 meter. Een van de grotere schepen dus dan er doorgaans de haven binnenkomen.

De **GDF SUEZ Ghent** is een bulkschip (type Supramax) onder Panamese vlag. Het is 190 meter lang, 32 meter breed en heeft een diepgang van 13 meter. Het schip beschikt over 4 kranen en 5 laadruimten met een capaciteit van 48.000 ton pellets. De maximum snelheid bedraagt 14,5 knopen.



The **CITY OF ROTTERDAM** seen approaching the IJmuiden locks - Photo : Marcel Coster (c)

## Russian Govt sells its stake in Murmansk Shipping Co

Federal Agency for Management of State Property (Rosimushchestvo) will announce the results of the auction for selling state-owned 25.5% stake in JSC Murmansk Shipping Company (MSC), the agency's official statement said.

The authorized capital of JSC MSC is RUB 943,454 and is divided into 943,454 of ordinary stock of par value of 1 ruble each. 240,581 will be put up for action. The initial price of the state-owned shares is set at RUB 958 million.

Murmansk Shipping Company specializes in shipping of general cargo and passengers. The holding's fleet comprises 300 ships of total deadweight of about 2 million tons. The main shareholders are LLC Arctic Technology (62.7%) and Russian Government (25.5%). **Source : PortNews**

## PLEASE BE INFORMED THAT THE MAASMOND MARITIME WEBCAM IN HOEK VAN HOLLAND IS OFFLINE DUE TO MAINTENANCE

### 194' U.S. Flag Azimuthing OSV Sold

Marcon International, Inc. of Coupeville, Washington is pleased to announce the sale of the U.S. flag, ASD offshore supply vessel "**Sabre**" (ex- **Gulf Sabre**, ex- **Seacor Sabre**) to Ocean Marine Services, Inc. Of Nikiski, Alaska from Gulf Coast creditors. The 194' x 40' x 15' depth, U.S. flag vessel was originally built for Seacor Marine Holdings, Inc. in 1998 by Steiner Shipyard, Inc. in Bayou La Batre, Alabama.

The 1,141dwt OSV is classed ABS + A1, + AMS U.S. Domestic Service and Coast Guard Inspected under Subchapter "L" with all certificates valid at time of sale. "Sabre" is powered by a pair of 1,125HP CAT 399TAs connected to Ulstein 900H azimuthing drives giving her a maximum speed of abt. 12kn. She is also fitted with a Kongsberg Simrad C-Pos-DP1 dynamic positioning system and a 400HP Brunvoll tunnel bow thruster to assist in station keeping and maneuverability. Below deck capacities include 87,000g fuel, 166,794g potable water, 1,150BBL liquid mud, 100,058g ballast/drill water and 1,200BBL methanol, in addition to 400 long tons of deck cargo on her 130' x 30' clear deck aft. Ships power is provided by twin 145kW 460vAC 60Hz Cummins diesel driven generators and external fire-fighting by a Nyhuis Holland 5,300gpm remote controlled fire monitor. The vessel has accommodations for a total of 20 persons in 6 cabins and is fitted with galley and mess seating 16 people.

New owners are promptly mobilizing the "**Sabre**", to be renamed "**Discovery**", from the U.S. Gulf Coast through the Panama Canal to the Pacific Northwest where the vessel is scheduled to start work in Alaska upon her arrival. This is the fourth transaction Marcon has brokered on behalf of the Buyers over the last twenty plus years. Marcon acted as broker for Buyers and Lee Felterman & Assoc. represented the Seller.

Ocean Marine Services, Inc. specializes in operating oil field supply vessels servicing offshore oil & gas production platforms and assisting in backup spill operations in the challenging Cook Inlet, Alaska environment of minus 35 deg. Fahrenheit temperatures, sheet ice conditions, 30' tides and up-to 8kn currents. One desirable feature for vessels servicing the rigs in Cook Inlet is the low profile, "Gulf style" aft stacks on the "**Sabre**" as the OSV has to steam close alongside the rig heading into the current while transferring cargoes. The "Gulf" style stack is less likely to tangle with hoses or other gear hanging below the platform than higher "North Sea" style stacks located close behind the pilothouse.

Marcon International Inc. has brokered ten sales to-date in 2011. Several additional sales are pending and expected to close within the next 30 days.

### Cosco Sets War-Risk Surcharge in Libya

Cosco Container Lines announced a war-risk surcharge on all shipments from the Far East and the Indian subcontinent to ports in Libya. The surcharge will be \$200 per 20-foot equivalent unit and "will take effect when the Libya Service resumes," the Chinese carrier said.

Cosco's move follows similar emergency surcharge announcements by United Arab Shipping Co. and Hapag-Lloyd, citing additional operational costs because of the escalating civil unrest in the North African country. Separately, Cosco said it would apply a peak-season surcharge on the westbound trades from the Far East (including Japan) and the Indian subcontinent to northern and western Europe and the Mediterranean. Starting June 1, the peak-season surcharge will be \$200 per TEU. **Source: The Journal of Commerce**



Yesterday evening the yacht **SPIRIT** (Amels #459) departed for her maiden voyage from Vlissingen

Photo : Wim Kosten - <http://www.maritimephoto.com> ©

## Samer & C. changes departure side in Turkey

The service of UN Ro-Ro to France leaves from Ambarli and not from Pendik

In a continuous search for efficiency of their lines, the Turkish shipping company UN Ro-Ro, expression of the powerful association of haulage companies UND, decided to change the departure terminal of its line to France established in March 2010. The service, covered so far with the ships **Wessex** and **Mercia**, will add (this is another news) the **UND Ege**, thus enhancing to three departures per week. "We decided just last night the switch from Pendik, on the Asian side of Istanbul, to Ambarli, on the European side, of the connection with Toulon" confirms Enrico Samer, general agent of the Turkish company. "The change stems from the desire to improve the service to an area of industrial production in the European part of Istanbul, from which many goods are embarked on trailers". "Considering our customers' demands, as from May 17th we will start to operate three sailings per week on Toulon-Pendik line. We believe that international transporters and importers/exporters carrying cargo to/from France, Spain, UK and Benelux countries will benefit from this extra sailing" confirmed U.N Ro-Ro İşletmeleri A.Ş. on its website. "We have operated Trieste vessels from Pendik and Ambarli and, as it is well known, we have suffered serious operational difficulties operating vessels to Trieste and Toulon on the same day from Pendik. As a result we have decided to operate Toulon vessels from Ambarli and move Ambarli- Trieste vessels to Pendik. All vessels on Istanbul-Trieste lines will operate between Pendik and Samer terminals, all vessels on Istanbul-Toulon line will operate between Ambarli and Toulon terminals and all vessels on Mersin-Trieste lines will operate between Mersin and Parisi terminals" the Turkish company pinpointed.

It should be noted that this is the second variation of the line after the switch of French port from Marseille to Toulon in summer 2010. Other routes served by the Turkish lines whose agent is Samer are the Mersin-Trieste (with two ships a week calling at Terminal Parisi), the Cesme-Trieste (3 vessels) run with Ulusoy vessels and the Pendik-Trieste (daily service to Terminal Samer). "For the latter link another innovation is the introduction of an additional Saturday departure" adds Samer reporting the good results. "During 2010 we recorded 190,000 trailers while the first quarter of 2011 also showed a growth of 10%, especially with many new vehicles transported". Source : [ship2shore.it](http://ship2shore.it)

## Box Ships takes delivery of 6,589-TEU Maule to join its fledgling fleet

ATHENS-based Box Ships Inc has taken delivery of the 6,589-TEU **Maule**, a containership built in 2010, by an unidentified third party.

This vessel has a fixed rate period time charter of five years (with charter option of plus/minus 30 days) with CSAV Valparaiso Chile at a gross daily charter rate of US\$38,000, a statement from the Greece-based international shipping company posted by Marketwire said.

The **Maule** is the third of six vessels to be delivered that will make up the company's initial fleet. The remaining three vessels include two 5,095-TEU, 2007 built container ships, the **CMA CGM Kingfish** and the **CMA CGM Marlin**; and one 4,546-TEU 2006 built containership, the **MSC Siena**.

Following the delivery of these remaining three vessels, the shipping company's fleet will have a weighted-average age of 2.5 years, an aggregate capacity of 28,177 TEU, and a weighted-average remaining charter duration of 35.3 months, the statement added. **Source : Schednet**



The **BRITANNIA SEAWAYS** seen enroute Vlaardingen – **Photo : Jan Verhoog (c)**

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## Shanghai import growth tops export growth two years running

SHANGHAI has reversed the typical China maxim, "strong export, weak import" since the 2009 global downturn, when import growth started to exceed export growth, a trend that has persisted for two consecutive years, reports Xinhua.

In the first quarter, Shanghai imports grew 24 per cent year on year to US\$102.79 billion in value while imports increased 19.8 per cent to \$133.92 billion.

Shanghai export growth had always exceeded import growth before 2010, the port started to record a decrease in imports and exports in the downturn, with imports leading five per cent. Then in 2010, Shanghai's international trade recovered with a 30.1 per cent growth in exports over 2009 to \$532.9 billion and 37.3 per cent in imports to \$375.56 billion. Although it still kept a trade surplus, the import increase was seven per cent more than that of exports.

Source : Schednet

## MARITIME ARTIST CORNER



De stoomtrawler **WILLY** bezig met het binnenhalen van het net. Dit schip is op 26 April 1940 op een mijn gelopen en met man en muis vergaan, 14 dagen voordat W.O. 11 VOOR Nederland begon.

Painting by : Jan H. den Heijer

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## .... PHOTO OF THE DAY ....



The **M-121-G** seen in Valderoy - Photo : Svetozar Catovic RRM (c)