DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 140

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

Photo made from the pilot tender ORION whilst operating at Maaspilot station with 28 knots

Photo : Piet Sinke (c)

EVENTS, INCIDENTS & OPERATIONS

Above Allseas **SOLITAIRE** May 18th as seen from the **SEAHORSE,** both vessels are operating at the Nord Stream gas pipeline project **Photo : Capt. Alexander Pera - Master 'Seahorse' ©**

Maritime NZ give way rules challenged

Lives of crew on small boats could be at risk because Maritime New Zealand has wrongly interpreted international collision regulations, according to two master mariners. Former Wellington harbourmaster Richard Culleton and former pilot and ship's master John Brown said Maritime NZ's interpretation of collision regulations flew in the face of what New Zealand nautical schools were teaching ships' officers. It was also at odds with what international nautical schools taught mariners and what Norman Cockcroft – the man who co-authored "the bible" of collision avoidance rules – said about the regulations. At issue is Maritime NZ's opinion that collision regulations and maritime rule 91.16 for New Zealand harbours means small boats must give way to those of more than 500 tonnes. "That is like suggesting all cars must always give way to trucks. It is not what the rules say," Mr Culleton said.

International rules stated that, when a large power-driven boat met a sailing boat and there was the risk of a collision, the yacht was supposed to keep clear, but the power-driven boat was ultimately required to keep out of the way of the yacht, he said.

MNZ's interpretation could work if that was what all mariners were taught, or if the agency clearly spelled out its opinion, but it was not the way the regulations were written. "It is highly unlikely foreign ship masters interpret the rules the way MNZ does. They would have been taught by Captain Cockcroft's book – this means New Zealand is out of step with internationally accepted regulations," Mr Culleton said.

"By telling 400,000 small boaties they must give way to larger vessels, MNZ is effectively saying might is right on the water. That's not what the regulations say at all." Fudging internationally accepted rules could cause a "crucial loss of time" for the master of a big ship to avoid a collision, putting the lives of crew on small boats at risk.

"Of major concern to us is that we have approximately 25 interpretations of the rules, including ones from collision rule tutors at the New Zealand Navy school and the three main nautical schools, all of which are contrary to that of MNZ," Mr Culleton said. "We cannot find any interpretations anywhere that back up MNZ." An exchange of correspondence between Mr Culleton and Maritime NZ and The Dominion Post and Maritime NZ has failed to find common ground on the issue.

Maritime NZ was asked to explain who should give way in a narrow channel when the risk of a collision had developed between a yacht and a 500-tonne ship. Ad Feedback Questions were put to director Catherine Taylor and chairman David Ledson. MNZ's final response was that the overriding principle of the rules was that ships' masters should do whatever was required to avoid a collision.

Maritime NZ said "no rule can envisage every possible situation" and "analysing a theoretical scenario on paper" was different from operating on the water where other factors could influence a master's interpretation of the rules. It declined an invitation to meet to see if there was misunderstanding on the different interpretations of the rules, saying "from time to time individuals may take a different view. MNZ and Mr Culleton have agreed to disagree. We therefore consider the matter closed." Mr Culleton said he had never agreed to disagree and nor did he or Mr Brown consider the matter closed. **Source : The Dominion Post**

The **CONDOCK V** loaded with the **PECHORA** departed from Rotterdam – **Photo : Jan Oosterboer ©**

Container sector sustaining new building orders surge

With global trade now on a solid recovery path, expected to improve even further in the next couple of years, container ship owners, both traditional, as well as new comers, have been investing heavily in newbuilding vessels. According to the latest weekly report from Clarksons Hellas, it's been another week dominated by the container sector

both in terms of interest and ordering of new tonnage. "In a move away from recent patterns the containership orders placed this week have been backed by the large liner companies, such as the NYK/OOCL deal for the Vessels at Samsung. It will be interesting to see in the coming weeks and months if the other alliances, such as the New World Alliance or the CKYH Alliance will also work together to secure berths to order a longer series of ships for the bigger sizes" said Clarksons.
Hellenic owners were also quite active in the market, despite market fears of otherwise. In total 13 new contracts were reported involving Hellenic ship owners, out of which 6 were in the bulk carrier segment by companies like Niki Shipping, Kyla Shipping and Everlast, while Costamare announced the contracting of 5 container post panamax carriers. Finally, in the gas market, Maran Tankers switched two of its VLCCs to gas tankers. The list doesn't end here, as "Technomar Shipping" is said to have been in negotiations with South Korean yards for a series of wide, post panamax ships of 6,600 TEU.
"Whilst the container sector continues to lead the market in terms of ordering volume this year, there also remains a strong level of interest in the more niche sectors such as LNG and Offshore. There are also some signs of demand in the Tanker sector slowly shifting, with the level of enquiry starting to increase compared to the first part of 2011, however the current size of both the dry and wet orderbooks continues to stunt any significant level of enquiry in these sectors. Nevertheless in China, with empty berths still abundant amongst the smaller yards and demand levels still relatively low, pricing continues to be under pressure for the foreseeable future and this could lead to a small revival in Dry sector ordering as the year progresses, but this will have to wait to be seen.

In terms of reported business; In Dry, Sungdong are reported to have won orders for 4 of their 82,000dwt Kamsarmax bulk carriers for two separate Owners set to deliver during 2013, these were signed with two separate unknown buyers. Finally in Wet, Guangzhou Longxue are reported to have won an order from Shanghai North Sea Shipping for 2 x 115,000dwt Aframax Tankers at a price of USD 50 Mill per vessel" said Clarksons. In a separate analysis of this week's new building business, Golden Destiny said that the ordering sentiment has been boosted with eager business in all segments. "The week ended with 88 orders reported in total, equalling a total deadweight of around 5,1 mil tons. The ordering momentum has been increased by 137% from last week's activity with a remarkable 289% positive w-o-w change in the bulk carrier segment. In terms of invested capital, it is difficult to estimate which segment has been the most overweight as the contract price has not been revealed for 86% of the total number of the new orders recorded. The protagonists have been the bulk carriers of all sizes and containers in the large / post panamax segment, grasping 39% and 15% respectively of the total ordering activity. At a similar week in 2010, 19 new contracts had been reported with bulk carriers winning 63% share of the total volume of contracts and tankers 26%.
In the bulk carrier segment, some business has been uncovered in Japanese yards, but there is still a dearth of export business due to the strength of the yen against dollar. Most of the contracts have been placed by domestic owners mainly at family owned yards or chartered out by the builders with purchase options by the charterer. An order grasping the headlines of this week was for a VLOC by Hong Xiang Shipping of China in the domestic yard Yangfan Group at a price of $50 mil each. It is quite surprising the market to witness orders for such large size vessels at a time when there is a serious supply related issue in these vessel categories. In the gas tanker segment, Greek owner Angelicousis has decided to switch three VLCCS ordered in June 2008 at $154 mil each to LNG carriers of around 150,000 cu.m in Daewoo as a better investment although no employment has yet been secured. Furthermore, Daewoo has won one more order from Norwegian owner Awilco for two LNG units of 160,000 cu.m at a cost of region $200 mil each. Additionally, the energy company Pertamina is planning to order its first very large gas arrier of 84,000 cbm and Hyundai Heavy Industries is expected to be the frontrunner of the order. In the offshore segment, newbuilding business has been revived from last week with 15 orders reported in total, centred on the platform supply vessels and anchor handlers. Furthermore, a remarkable order came to light this week by Samsung Heavy Industries for a floating oil production and storage vessel with Teekay Petrojarl of Norway worth $693 million for delivery on July 2015" concluded the shipbroker. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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The Classic 1964 built motor yacht **" Lady Good Girl** ", built by; Hall Russel in Aberdeen. 42.90m in length, 8.00m beam, 316gt, flying the Maltese flag, seen leaving Valletta, Malta, after 7months of modification at Bezzina Ship Yard, Paola, Malta. **Photo : Gejtu Spiteri ©**

Essberger's **DUTCH MATE** seen at the Westerscheldt River – **Photo : Walter de Groot ©**

Antitrust: Commission confirms unannounced inspections in the container liner shipping sector

The European Commission can confirm that on the 17th of May 2011 Commission officials undertook unannounced inspections at the premises of companies active in the container liner shipping in several Member States. The Commission has reason to believe that the companies concerned may have violated the antitrust rules that prohibit cartels and restrictive business practices and/or abuse of a dominant market position (Articles 101 and 102 respectively of the Treaty on the Functioning of the European Union).

The Commission officials were accompanied by their counterparts from the relevant national competition authorities.
Unannounced inspections are a preliminary step into suspected anticompetitive practices. The fact that the Commission carries out such inspections does not mean that the companies are guilty of anti-competitive behaviour nor does it prejudge the outcome of the investigation itself. The Commission respects the rights of defence, in particular the right of companies to be heard in antitrust proceedings. There is no legal deadline to complete inquiries into anticompetitive conduct. Their duration depends on a number of factors, including the complexity of each case, the extent to which the undertakings concerned co-operate with the Commission and the exercise of the rights of defence. **Source: European Commission**

The **PGS APOLLO** seen enroute Rotterdam – **Photo : Kees Torn ©**

Japan may be world's biggest ship graveyard

The March 8 earthquake and tsunami in Japan killed about 25,000 and spawned a nuclear crisis and billions of dollars of damage. A huge section of northern Japan was left in ruins, including a lot of fishing communities.

CBS News correspondent Lucy Craft reports that, months later, the reminders are everywhere. In one town, Kesennuma City, known as Japan's fishing Mecca, the tsunami transformed it into the world's biggest ship graveyard.
Thousands of boats - from ocean vessels to light skiffs - washed ashore, where they remain stranded. Marooned and useless, the vessels tower dangerously where stores and homes once stood. Residents tell stories of watching ships roll down the street, and then remaining there after the water receded. The beached ships are just another obstacle for this decimated town, where the fishing industry supports eight out of 10 workers.
"The ships are standing in the way of fixing our roads, and disposing of debris. Also these ships are extremely important to us economically. We need to get as many ships as possible back in the water," said Shigeru Sugawara, mayor of Kesennuma City.

The same giant wave that washed the ships inland has left the area literally drowning in all kinds of debris. There just isn't enough room to dump it. There are tens of millions of tons of debris, mostly pieces of wood and twisted metal, showing how little progress has been made since these 140-ton ships came to rest on the streets of downtown Kesennuma. In Kesennuma's prefecture alone there are mountains of tires, refrigerators, and tatami mats. The amounts are so vast, they add up to 23 years' worth of garbage. A local sanitation engineer told CBS News, "We're telling people the cleanup will take three years. But to tell the truth, we have no idea how much manpower and machinery this will require."

The gargantuan cleanup has also been slowed because soldiers must sift through every inch of debris, in hopes of finding more of the over 10,000 victims still missing. A tsunami that washed across the landscape in just minutes has devastated the region so severely experts estimate it will take a decade to recover. **Source : cbsnews**

Baltic index falls further on entry of record freighter

Dry freight rates under downward pressure as new vessels enter market

The Baltic Exchange's main sea freight index, which tracks dry ship rate commodities, fell for a fifth session day on Monday as a record-sized iron ore freighter entered the market, sparking fear of oversupply.

The index fell 1.16 per cent, or 15 points, to 1,291 points. Traders said dry freight rates continued to be under downward pressure as a large amount of new vessels was entering the market. The downward move also came at the beginning of the week that the Brazilian mining company Vale, ranked as the biggest iron ore producer on earth, put to service a new, record-breaking Chinamax iron ore bulk carrier.

At a deadweight tonnage (dwt) of 400,000, the **Vale Brazil** from Korean ship builders Daewoo Shipbuilding & Marine Engineering, is the world's biggest bulk freighter, overtaking the Berge Stahl of 364,000 dwt, built in 1986. These ships are officially classed as very large ore carriers (VLOC).

The next biggest class of ships in this sector are Capesize freighters, which typically haul 150,000-tonne cargoes such as iron ore and coal. The **Vale Brazil** arrived in Rio de Janeiro late last week on a stopover to Ponta da Madeira, where she is to load a parcel of iron ore bound for Asian steel mills, according to Norwegian shipbrokers and consultants Lorentzen and Stemoco.

'The shipping industry will be concerned with the extent to which demand for shipping per cent to services can absorb the new capacity without a detrimental effect to vessel freight rates and values,' the note said.

Lorentzen and Stemoco added that more than 100 vessels with over 230,000 dwt are scheduled for delivery between 2011 and 2014, representing more than 10 per cent of the total dry bulk orders in tonnage terms. 'Altogether, we estimate that demand for bulk carriers will grow by over 10 per cent per year on a tonnage basis. Weighed against the vessel supply this will be barely enough to keep the balance intact for the rest of the year,' the brokerage said.

Analysts said that Capesize bulk carriers were expected to struggle most with the influx of new ships, while the smaller Panamaxes and Supramaxes were expected to be under less pressure. The Capesize index BACI was down 1.29 per cent (19 points) to 1,47 points, Panamax was down 2.69 per cent to 1,675 points, while Supramax gained a point to 1,393 points.

Handysize BHSI rates were unchanged at 788 points. Brokers said the winding down of South America's grain export season was beginning to weigh on Panamax availability. Floods and cyclones in Australia in February had hit coal production, and some producers are still struggling to return to normal operations, hurting Capesize activity.

Weather-related and logistics problems at Brazilian ports have also disrupted iron ore shipments from there. Operators were also watching for further signs that China's economy was slowing, given how dependent the dry freight market is on Chinese imports, especially of coal and iron ore. **Source : Reuters**

Israel-Turkey ties threatened by new Gaza flotilla

A new aid flotilla aiming to break the blockade of the Gaza Strip threatens to deal a fresh blow to Turkish-Israeli ties, a year after a bloody Israeli seizure of a Turkish activist ship. Bilateral relations remain stuck in crisis after several fence-mending meetings between the one-time allies over the past year failed to yield results, a Turkish diplomat told AFP.

The two countries, he said, "have failed to reach an agreement" also on reconciliation proposals by a UN commission investigating the deadly Israeli raid on the **Mavi Marmara** ferry last year.

Moreover, tensions could shoot up again as a new aid flotilla is getting ready to depart for Gaza in June in another attempt to break the blockade. At least "a dozen boats carrying supplies and passengers from several European ports, including Marseille, will sail to Gaza in the third week of June," said Quassima Ibn Salah from the Turkish Islamist charity IHH, which spearheaded last year's bid. The **Mavi Marmara** will take part in the new venture as well, but it is unclear whether it would depart from Turkey, she added. The Greek and Swedish branches of the Ship to Gaza association, and various organisations from Italy, Malaysia, Spain and Switzerland will join the new fleet dubbed "**Freedom Flotilla II**."

Israel has already asked Turkey and the European Union to stop the convoy. On Monday, Israeli forces fired warning shots at a Malaysian aid ship as it approached Gaza, forcing the vessel to retreat to Egypt, organisers and the Israeli military said. On May 31 last year, Israeli marines swarmed aboard the **Mavi Marmara**, the flagship of an international aid flotilla bound for Gaza, killing nine Turkish activists in international waters and plunging relations with Ankara into deep crisis. The bloodshed provoked worldwide condemnation and in August, UN chief Ban Ki-moon set up an international commission to investigate the raid.

Turkish Foreign Minister Ahmet Davutoglu on Tuesday denied reports that Ankara was considering withdrawing from the panel, but signalled discontent with the body's apparent efforts to find a mid-way between Turkey and Israel.

"I have told UN secretary-general Ban Ki-moon that this is not a commission to reconcile Turkey and Israel but to do justice... We do not need a mediator," Anatolia news agency quoted Davutoglu as saying. He warned that Turkey's "reaction will not be positive" if the commission's findings contradict an earlier report by the UN Human Rights Council, which severely criticised the Jewish state. "If they (Israel) desire our friendship, the criteria are obvious," Davutoglu said, referring to Turkish demands for an apology and compensation. The apology demand was the main issue when Turkish and Israeli officials met in Geneva in December in a bid to overcome the crisis, officials said at the time. The same point of contention has continued to block fence-mending efforts since then, another Turkish diplomat said. Observers see little chance of any imminent reconciliation as Turkey heads to general elections on June 12 and the ruling Justice and Development Party, seeking a third straight term in power, has heightened nationalist rhetoric. Following the bloodshed last year, Turkish President Abdullah Gul said ties with Israel would "never be the same again"

as Ankara immediately recalled its ambassador from Tel Aviv and is yet to send him back. Ankara sees Israel's ultra-nationalist Foreign Minister Avigdor Lieberman as the man responsible for the failure of the Geneva talks. Turkey's Islamist-rooted Prime Minister Recep Tayyip Erdogan, known for his frequent outbursts against the Jewish state, said in January that Israel should "get rid of" Lieberman. **Source : google.**

NAVY NEWS

Ukraine to Build a Corvette Class Ship by 2016

Ukraine is serious about reviving and further development of its ship-building industry in Mykolaiv region (South Ukraine - Ed.). This is the theme of the visit of the Ukrainian President Viktor Yanukovych to Chernomorsky Shipyard in Mykolaiv, where he participated in laying the keel of the corvette class ship for the Naval Force of Ukraine.

During the visit the President commended the ship-building employees for their patience and faith. "I am confident that together we will create with you all the motivation for the development of shipbuilding", said the Ukrainian leader. This will be the third ship of corvette class that Ukraine will build since its independence.

It's been reported earlier that the Cabinet of Ministers of Ukraine plans to allocate about UAH 16.22 billion (about $ 2 billion) to finance the construction of four corvette-class ships until 2021. The first ship of the corvette class is planned to leave the shipyard in 2016.

Chernomorsky shipyard is located to the south west of the city of Mykolaiv at the Black Sea. The shipyard is one of the largest in Europe possessing the ship-building and machine-building capacity and is certified by Germanisher Lloyds, Shipping Register of Ukraine and Russian Shipping Register.

Ukraine is famous to have built missile and aircraft carriers, large antisubmarine ships, heavy transport ships, boats, lighter carriers and multi-purpose icebreaking supply vessels. Overall, there are about 25 branch research institutes, 7 large plants that produce ship engines and ship equipment for ship building industry, 11 shipyards and 11 factories that produce ship instruments in Ukraine. Nowadays, experts claim that Ukrainian shipbuilding operates at 40 percent capacity.

The history of Ukrainian shipbuilding is closely connected to the shipbuilding history of the former Soviet Union, which owned approximately 30 percent of the global market share in producing navy ships and was among the top 10 countries in the world to produce cargo and passenger vessels. Ukrainian shipyards played a vital role in the military and civilian shipbuilding. In the 90s when Ukraine became independent the number of state order for navy vessels has decrease substantially and the state wasn't ready to maintain the industry. In the last 10 years Ukrainian shipyards started to reorganize their operations and look for alternative solutions.

HMS Daring Fires Its Venom

The Royal Navy's flagship Type 45 destroyer, **HMS Daring**, has successfully fired her groundbreaking new air defence missile for the first time, the MoD announced. **HMS Daring,** the first of the formidable next generation warships to be built, fired her world-leading air defence missile system, Sea Viper, during a rigorous training exercise at the MOD's target range in the Hebrides. .

Minister for Defence Equipment, Support and Technology, Peter Luff, said: "This is another important achievement for the Type 45 project. Sea Viper is one of the most advanced weapons systems in the world and this capability, combined with the might and speed of the Type 45 destroyer, will provide the Royal Navy with a fearsome fighting force with unparalleled protection from air attacks." Sea Viper is one of the most sophisticated weapon systems to date and is capable of defending the new ships, and other vessels sailing with them, against missiles approaching from any direction and at supersonic speeds, representing a huge leap in capability for the Royal Navy.

Captain Guy Robinson, Commanding Officer of **HMS Daring**, said: "This Sea Viper firing is a significant milestone for us and the final piece in the jigsaw as we prepare for our first deployment. I am very pleased with the test and how my team conducted themselves during this very complex procedure."

The successful firing comes as the MOD announces that support for the Sea Viper weapon system has been secured for the next six years. The £165m contract has been awarded to MBDA UK, who are based in Bristol and Stevenage, to provide technical assistance to the Sea Viper missile systems on the six destroyers that will be based at Portsmouth Naval Base. Bernard Gray, Chief of Defence Materiel for MOD Defence Equipment and Support, said: “Securing support to the Sea Viper Missile system is an essential element in ensuring that the Royal Navy’s new destroyers are always ready to undertake their role in defending Britain’s interests wherever that may be.”.

In further progress to the Type 45 programme, **HMS Diamond** was formally commissioned into the Royal Navy on May 6th, **HMS Dragon** is undertaking her second set of sea trials and **HMS Dauntless** has completed her Basic Operational Sea Training. **Source: HMS Daring.**

SHIPYARD NEWS

The end of Samho Shipbuilding

Samho Shipbuilding officially went bankrupt at the end of last week. According to Samho's creditors on 13 May, Samho was meant to honour a promissory note of KRW2.1bn ($1.93m) but went bankrupt on 11 May and went bankrupt officially on 12 May by failing to pay back the loan on the following business day. There have been reports that the yard has failed to pay its staff for the past couple of months. Sister firm Samho Shipping applied for court receivership on 21 April. Haedong Shipbuilding Corporation was set up in June, 1994 and was renamed to the current name of the company, Samho Shipbuilding Corporation in 2001. **Source : Seatrade Asia**

ROUTE, PORTS & SERVICES

With reference to Newsclippings 138 above seen the 1985 built ro/ro ship **ENRICA M** berthed at Dwq 2, Grand Harbour, Malta. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)**

Finnish ferry expertise on the Black Sea

It is probably Åland interests behind the Sea Lines which in winter has opened a new ferry service between the privately owned roro port Akport in Tekirdag, Turkey and Illyichevsk in Ukraine.

On its website, Sea Line state the route was founded in 2010 by a Finnish family-owned group, which has extensive experience in RoPax shipping. The business concept of Sea Lines to offer fleet operators a fast and secure ferry service across the Black Sea as a transport link in trade between Turkey and Europe. With a crossing time of just over one days, the line has a departure at the beginning of the week and one at the end of the week from each port.

On the route employed RoPax ship **Sea Partners**, ex **Stena Partner**, which last has been in service between England and Holland for Stena Line. According Equasis vessel has now Partner Sia as the owner while the technical management managed by Brax Ship Holding Rederi AB.

The vessel has been renamed many times after delivery 1978th Her first name was Alpha Enterprise. Sea Partners is one of the 11 ro-ro ships of Stena Searunner-type, which was built for Stena in Korea from 1977 to 1978. Sea Partners was converted to RoPax ships already one year after delivery. In its current form **Sea Partner** has capacity for 166 passengers in 44 cabins. On vehicle decks, she can load 130 load units of length 16.5 meters.
Source : sjofartstidningen.se

Another busy day at Congo Terminal, Pointe Noire. Seen the vessels **PETER** & **GLORIA** and also the bow of the **SEABOXER III. - Photo : Dirk van Uitert (c)**

Færgen and the municipality disagree on spending

After a long series of conflicts between Nordic Ferry Services - now the company Færgen - and Samso Municipality about the ferry Kanhave, there is now also arisen conflict between the parties on the forthcoming ferry crossing between Sælvig and Hov.

The controversy is about who should pay for the new port facilities, as the next ferry to replace Kanhave from November requires. Færgen believes that the municipality, which has requested a new ferry will have to pay the approx. 19 million DKK as the new movable ramp cost. The municipality believes other hand, that the company must pay.

In Hov has ferry reached an agreement with Odder Municipality which means that the municipality pays the new port facility against which the company pays a higher port charges over the next 20 years. **Source: Samso Posten**

The 2010 completed **INCE KARADENIZ** seen in Rio Grande – **Photo : Marcelo Vieira ©**

Nakheel plans to split from Dubai World by June

Nakheel, which overstretched itself building islands in the shape of palms and other ambitious projects, is in the process of splitting from parent conglomerate Dubai World Nakheel, which overstretched itself building islands in the shape of palms and other ambitious projects, is in the process of splitting from parent conglomerate Dubai World Nakheel will be carved out of parent company Dubai World and become a government-owned entity by June, when its efforts to restructure $10.8bn in debt will be completear, Abianbusiness reports.

"Nakheel separation has not occurred as yet, but will happen once the restructuring is finalised which is due to be completed by June," a company spokesperson told Emirates 24/7. The indebted developer was at the heart of the debt problems suffered by its parent company Dubai World, which roiled global markets in November 2009 when it asked for a standstill on around $25bn in loans.

Nakheel’s inability to meet its obligations, in the wake of a property collapse and the global credit crunch, left it with billions of dirhams in unpaid bills to contractors and suppliers. In March, Nakheel said it had paid AED4.6bn ($1.25bn) in overdue payments to trade creditors. The developer plans to issue around AED5bn in Islamic bonds by the end of the second quarter to contractors and trade creditors. “The sukuk will be concluded by the end of the second quarter of 2011,” a spokesperson said.

More than 90 percent of trade creditors have agreed to a plan that would see Nakheel pay off its bills through a 40 percent cash payoff with the remaining 60 percent issued in the form of sukuk shares with an annual return of eight percent.

Lawyers in Dubai warned in March that investors and trade creditors may find themselves unable to pursue disputes against Nakheel in the Dubai World tribunal after the split from Dubai World. Those with outstanding disputes may find themselves in legal limbo if the tribunal – which was set up to hear disputes linked to Dubai World – can no longer rule on cases related to Nakheel.

The developer behind Dubai's iconic palm-shaped island said in April it had stopped selling real estate units in Dubai in order to focus on offering credit swap options to existing investors. Nakheel offered credit swaps in the wake of Dubai's real estate crash, to enable buyers to transfer cash from unfinished or halted developments to completed real estate. **Source : PortNews**

The **NEPTUN 10** seen arriving with the **PONTRA MARIS** in Rotterdam – **Photo : Kees Torn (c)**

Bigger ships for MSC's Asia-Europe Lion Service

Beginning this July, MSC will be introducing its largest container ships to date, 14,000teu vessels, on the company's Lion Service between Asia and Europe, replacing the existing 9,200 TEU class vessels deployed. Service will commence with the 14,000 TEU **MSC Livorno.** Port rotation for the Lion Service will be: Qingdao, Pusan, Ningbo, Shanghai, Nansha, Hong Kong, Yantian, Chiwan, Sines, Le Havre, Hamburg, Bremerhaven, Antwerp, Felixstowe, GioiaTauro, Singapore, Chiwan, and Hong Kong. **Source : Seatrade asia**

Cargotec bags Huanghai Shipbuilding electric crane orders

Shanghai Cargotec has bagged an order for 21 variable frequency drive (VFD) electric cranes to be installed on vessels being built in China. The cranes will be installed on seven 28,000 dwt multi-purpose vessels being built at Huanghai Shipbuilding, China for Ethiopian Shipping Lines. The cranes are scheduled for delivery between August 2012 and September 2013. "We are seeing increasing interest in our electric cranes and deck machinery as more companies become aware of the economic, operational and environmental advantages they offer," says Svante Lundberg, sales manager for cargo cranes at Cargotec. **Source : Seatrade Asia**

LARGEST INLAND WATER VESSEL CHRISTENED IN ROTTERDAM

In Rotterdam the 147 mtr long and 22.8 mtr width **VORSTENBOSCH** was christened, the 13.317 ton tanker is owned by VT Minerals and is the largest inland vessel in the world

Photo's : Cees de Bijl (c)

Bids invited for £90m Hull port expansion

Associated British Ports is searching for contractors to expand its docks in Hull to allow construction of offshore wind turbines. Plans for a huge expansion of the docks, known as Green Port Hull, were first drawn up with the idea of enticing a wind turbine or offshore company to the region. The big gamble paid off in January when German engineering giant Siemens choose the dock as the location for a new offshore wind farm factory. The planned works will take place around the Alexandra Dock. This will involve construction of a 600m long quay on the River Humber, reclaming 8 hectares of foreshore and dredging 62m wide and 11m deep berths.

The three-year construction programme is expected to get underway at the end of November in time for opening in July 2014. Associated British Ports is breaking the big job down into three distinct work packages. The first, estimated to be worth up to £60m covers the main marine works, another £10m package involves infilling part of the Alexandria Dock, while the final contract, worth around £15m, will cover construction of port pavements including site drainage, services, area lighting and fencing. Interested contractors have until 31 May to submit PQQs. Further information is available by calling Sean Blissett on 01472 348224 or emailing sblissett@abports.co.uk **Source : constructionenquirer**

Considerable growth for Port of Hamburg in 2011 first quarter

In the first three months of 2011 the Port of Hamburg achieved above-average growth of 18.2 percent in container throughput and a 9.8 percent gain in total seaborne cargo throughput. Whereas the Western ports of Rotterdam and Antwerp reported increases in container throughput for the same period of 2011 of 10.1 and 7.9 percent, respectively, with throughput of 2.1 million TEU growth for the Port of Hamburg reached 18.2 percent. Hamburg accordingly regained market shares and extended its position as the Northern European hub for container traffic.

On 18 May Port of Hamburg Marketing, the port's marketing organization, published throughput figures for the Port of Hamburg in the first quarter of 2011. Total seaborne cargo throughput in Germany's largest universal port reached 31.4 million tons (+ 9.8 percent). General cargo throughput at 21.4 million tons developed very well, being 15 percent higher than in the first quarter of 2010. This growth was primarily led by the excellent import and export showing on container throughput. Bulk cargo throughput at 9.9 million tons in the first quarter of 2011 was just ahead (+ 0.1 percent) of the previous year's total. At 4.7 million tons, grab cargo throughput for the first quarter was 3.2 percent down on the previous year. Rising coal imports, which at 1.5 million tons were up by 18.1 percent, failed to offset the 21.6 percent downturn in ore imports (1.8 million tons). Sustained especially by crude oil imports during the first quarter of 2011, throughput of liquid cargoes reached 3.6 million tons, representing a gain of 3.7 percent. The third bulk cargo consists of suction goods, with throughput in the first quarter of 2011 up by 2 percent at 1.6 million tons. Totalling 791,000 tons, imports of oil-bearing fruits were of the order of 18 percent higher, attaining the best-ever quarterly figure for the Port of Hamburg. At 143,000 tons, wheat imports also developed extraordinarily well, being ahead by 38.9 percent in the first quarter. Non-containerized general cargoes at 562,000 tons failed by 4.6 percent to reach the previous year's total. This was partly caused by lower imports of citrus fruits, which at 122,000 tons were down by 18.6 percent. Increased exports of vehicles, with 22.9 percent growth to 110,000 tons, and a doubling of vehicle imports to 22,000 tons, failed to compensate for this in the first quarter. “We are delighted by this excellent throughput figure for the Port of Hamburg and see the main reasons behind above-average growth in container throughput as being the unusually strong increase on the container trade routes to and from Asia as well as the Baltic region. In the first three months of 2011, 1.3 million TEU (+ 15.7 percent) were handled in seaborne container traffic with Asia. This especially important region of our market therefore accounted for 56 percent of total growth in container throughput for the first three months of 2011,” explained Claudia Roller, CEO of Port of Hamburg Marketing. Altogether five new liner services, plus a further five with capacities topped up, to America, Asia and in the European trade produced substantial growth in container traffic for Hamburg. On container throughput with the Baltic region and with Asia, led by China, the Port of Hamburg is one of the leading seaports in Northern Europe. As a leading foreign trade hub, Hamburg handles large volumes of goods in foreign trade to and from overseas in what are known as transhipment trades by feedership to/from neighbouring countries in Europe and especially the Baltic region. Along with Finland, Russia is the most important market region in the Baltic area. With around 154 sailings per week, Hamburg continues to offer the densest network of feeder connections in Northern Europe with the entire Baltic region. “Hamburg is the leading feeder port for the Baltic region and managed to extend this position in the first quarter of 2011,” said Claudia Roller. Hamburg’s Baltic feeder services to and from Russia, for example, reported steep growth of 35.6 percent to 121,000 TEU. At 82,000 TEU, the increase in container traffic to and from Finland even reached 49.3 percent; while at 55.000 TEU seaborne container traffic with ports in Poland was significantly up by 26.9 percent. For these services with the Baltic area the Kiel Canal gives Hamburg a significant advantage in competition with the Northern European seaports situated farther West in the form of shorter voyage times and savings of distance, depending on the ports of origin and destination.

The positive results for the Port of Hamburg Railway, a division of the Hamburg Port Authority, were maintained in the first quarter. Following the absolute record set by transporting more than 40 million tons of cargoes by rail in 2010, Port Railway throughput figures rose by a further 11.2 percent compared to the previous year in the first three months of 2011.

Left : The **HANJIN NETHERLANDS** seen moored in Hamburg .
Photo : Nico Ouwehand (c)

The environmental components introduced at the Port Railway at the beginning of the year also took effect. Month by month, 84 rail companies have introduced more and more railcars with noise-reducing “whispering brakes”. “Since the beginning of the year more than 26,000 quiet railcars have been registered with the Port Railway, and numbers are still increasing,” reported Harald Kreft, CEO of the Port Railway.

Thomas Cotterell of the port business hosting the Port of Hamburg’s first quarterly press conference in 2011, presented his company, H.D. Cotterell GmbH & Co.KG. This is a traditional firm of warehousekeepers, specializing among other activities in handling, storage and processing of cocoa beans and cocoa mass. “The Port of Hamburg has also made good progress on cocoa handling, meanwhile almost doubling the volume handled in 2004. By comparison with other cocoa centres in Europe, over that period progress in the Hamburg region has been far more dynamic. This trend has been caused by continuous growth in industrial demand for cocoa beans as well as cocoa products, combined with heavy investment by the North German cocoa industry,” explained Cotterell. “Strong consumer demand also caused an increase in the industrial processing of raw materials for chocolate manufacture. That is a positive development for the Port of Hamburg and for Hamburg’s warehousekeepers functioning as the link between trade and industry. Hamburg’s warehousekeepers recognized the momentum of the market and were the first independent service providers in Germany to incorporate melting cocoa mass in their own melting facility in their range of services," added Cotterell.

Following extensive investments in expanding the port and its infrastructure, and also in new IT systems, the Port of Hamburg is already well equipped to handle growing volumes of goods and transport as well as mega-sized vessels. With its dense network of worldwide liner services and its superb rail, road and inland waterway links, the Port of Hamburg exercises an especially important function as the worldwide foreign trade hub for the German economy and for external trade of its European neighbours.

Growing quantities of containers handled in the Port of Hamburg are being discharged and loaded by ultra large vessels. Since over 900 calls by ultra large vessels are anticipated in Hamburg in 2011, from the point of view of the port business and foreign customers, the planned deepening of the navigation channel of the Lower and Outer Elbe urgently needs to be implemented. Claudia Roller confidently alluded to the significance of this infrastructure project: "For Hamburg and the future development of the port and of employment, the planned deepening of the navigation channel of the Lower and Outer Elbe is of decisive importance and will soon be realized. The Port of Hamburg provides jobs for more than 150,000 workers, a large proportion of whom come from the neighbouring states of Lower Saxony and Schleswig-Holstein." Even if growth in the German economy may in the opinion of leading economists slow down in the second quarter owing to the rise in prices and the somewhat flagging momentum of the world economy, for 2011 Claudia Roller anticipates further sustained growth of around 10 percent in the Port of Hamburg's throughput of seaborne cargoes. **Source : Port of Hamburg**

The **MARILEE** seen enroute Amsterdam – **Photo : Simon Wolf (c)**

EUR 415 million Gladstone Western Basin Dredging project, Gladstone, Australia, awarded to JV Van Oord – DEME

Van Oord Australia Pty Ltd and Dredging International (Australia) Pty Ltd have been awarded the second contract for the Western Basin Main Works Dredging at the Port of Gladstone, Queensland, Australia. This second contract signed on the 12th May 2011 with the Gladstone Ports Corporation involves the dredging of Parcels 1, 3 and 4 for the Western Basin Development. The value of this contract is EUR 415 million (AUD 545 million). The first contract for the same Western Basin Development and signed on the 4th March 2011, involved the works contained in Parcel 5 to the sum of AUD 260 million (EUR 190 million). Van Oord Australia Pty Ltd is part of the Dutch, Rotterdam based, dredging and offshore contractor Van Oord. Dredging International (Australia) is part of the Belgian dredging, environmental and hydraulic engineering Group DEME.

The works under Parcels 1, 3 and 4 of the Western Basin Development project includes the dredging of various channels, swing basins and bypass channels to - 13 m LAT for the access to the various berth pockets, embarkation docks and material offloading facilities. A total volume of 18.5 million m3 will be dredged, of which about 2 million m3 will be disposed of at the East Bank Spoil Ground, at a sailing distance of 45 km, and 16.5 million m3 will be pumped ashore at the Western Basin reclamation area to create a new port area for the Port of Gladstone adjacent to the existing Fisherman's Landing reclamation area.

The actual dredging works will start after the completion of the first contract (Parcel 5) in March 2012 and will be completed in December 2014. A heavy-duty Cutter Suction Dredger with floating booster stations and a large Trailing Suction Hopper Dredger will be deployed to execute this important dredging assignment. Special attention will be given to the Environmental Management and the Management of the Possible Acid Sulphate Soil in the reclamation area. All environmental and dredging plans are verified and permits are in place.

The dredging of the Western Basin Dredging Project will facilitate the export of the LNG produced at the facilities under construction in Gladstone. Within the largest LNG scheme in Australia, Coal Seam Gas (coal bed methane), produced in the Surat and Bowen basins in eastern Queensland, will be transported by pipeline over 450 km to the gas liquefaction plants on Curtis Island in Gladstone for conversion into LNG. The formal funding parties for these facilities are QCLNG (BG Group), APLNG (Origin and ConocoPhillips), GLNG (Santos, PETRONAS, Total and KOGAS) and Arrow CSG (Arrow Energy). This AUD 1.3 billion (EUR 985 million) development of the Western Basin area will expand the footprint of Queensland's largest multi-commodity port and will make the Port of Gladstone one of the largest ports in Australia.

The **MSC POESIA** seen outbound from Zeebrugge – **Photo : Dirk Neyts ©**

Imtech Marine introduces Multiflex - a modular concept for Offshore Support Vessels

At the Norshipping exhibition (24-27 May, Oslo) Imtech Marine will launch its modular and flexible concept "Multiflex". On the basis of this concept, Imtech Marine works closely with ship owners and builders and offers them a system independent expert advice and selection from a wide range of technology solutions. The customers have complete freedom of choice, selecting the most competitive, required technologies via one point of contact, Imtech Marine, and create an optimum custom made total solution. As a renowned system integrator, Imtech Marine takes full responsibility for the interfacing of the systems. The technology modules include Diesel-Electric Propulsion, Power Distribution, Vessel Automation, Dynamic Positioning, Navigation & Communication, HVAC (Heating,Ventilation & Air Conditioning), Fire Protection & Fire Fighting and Safety Systems. The worldwide service network of Imtech Marine provides 24/7 maintenance and service support throughout the ship's life cycle. Eric van den Adel, Managing Director of Imtech Marine says: "In January of this year, we announced our new company strategy up to 2015. This modular concept for Offshore Support Vessels fits perfectly into our strategy, which is focused on delivering real added value and solutions as well as excellent services to our customers. From the perspective of Imtech Marine the key success factor is the seamless integration of all chosen technologies into the vessel and the support and maintenance during the full life cycle, wherever the ship operates. As supplier independent specialist in the field of system integration with a service network covering 73 locations in 23 countries, Imtech Marine is the right partner to work with."

Life cycle partnership

By focusing on the life cycle of the ship, and linking its knowledge of the new building phase (design and engineering) with the operational phase (maintenance), Imtech Marine is able to create smart solutions and advise customers how to optimise operating costs over the vessels entire life span. Imtech aims to provide efficient solutions according to the customer's requirements, while minimising the risks. This starts with an early involvement in the conceptual ship's design. The knowledge of the vessel's functionality is used to create an optimal interface between the ship's processes and the technology.

Toolbox meeting for SCAFOLDERS CREW preparing for sailaway of the **HERMOD** from DryDocks world in Dubai, after an a successful repair period

Photo : Carl van Hooijdonk ©

SHIPSPOTTING TRIPS

On **18-06-2011** a boat trip is planned around the Port of Rotterdam, to date the largest port in Europe. The trip will last for 3 hours for as little as €36,00 per person (unless we can hire another boat), for which we need a minimum of 12 people to be able to sail. As from 24 people we take 2 boats, which will give us some nice group photographs. As it is impossible to see the whole port, we need to limit this trip for which we give you the opportunity to give your preference.

a) Cruise in the Waalhaven, where we sail in and out of docks and are able to see different types of ships.
b) Cruise on the Maasvlakte where the Rotterdam giants call.

Kindly let us know your choice when registering, so that we can take your preference into account

The next day, **19-06-2011** another trip is planned during which the boat leaves from Terneuzen to Flushing Roads, where we will drop anchor alongside the busy Westerscheldt river. All ships to and from ports such as Flushing, Terneuzen, Ghent and Antwerp will pass us by within a few meters and also the deep-sea and the river pilots changeover will be observed close-by. Hopefully, we will be able to enjoy a pleasant day with a lot of vessel activity. People, not that keen on vesselspotting are also welcome for this excursion. Enjoying a glass in the sun, good conversation on board of casting a line, in an attempt to catch a wonderful evening meal.

For more info and registration: http://www.stevo.be/events

The **SAFMARINE LIMPOPO** seen passing Terneuzen outbound from Antwerp
Photo : Steven Oppeel - http://www.stevo.be ©

Thy Ferries give up

The board behind Thy Ferries has asked the National Agency for Enterprise and Companies Agency for a compulsory liquidation of the company, because it lacks capital and not see any opportunities to bring in new funds for continued operation. It is a fact now after a spring in which a number of small shareholders behind company attempted to operate a ro-ro ferry between Hanstholm and Kristiansand.

Initial capital of SEK 4.5 million is exhausted without the success in creating enough traffic to sustain the route. First sailing with the Ro-Ro vessel **Clare,** which unexpectedly was canceled in early March and was replaced by **Victoria VI,** which after a few weeks was stopped in a labor dispute between the ITF and the Ukrainian management company. **Source : sjofartstidningen.se**

MOL targets India

Japan's Mitsui OSK Lines plans to double its business in terms of volumes in India with the launch of a new direct box service between India and China next week, company officials said Tuesday. It also intends to change focus from China to India. The weekly container service via Singapore will double the volumes to eight percent. Currently India accounts for four percent at 160,00 teu.

The **MOL CHARISMA** seen ready to receive the pilot from the pilot tender **ORION** at Maaspilot station – **Photo : Piet Sinke ©**

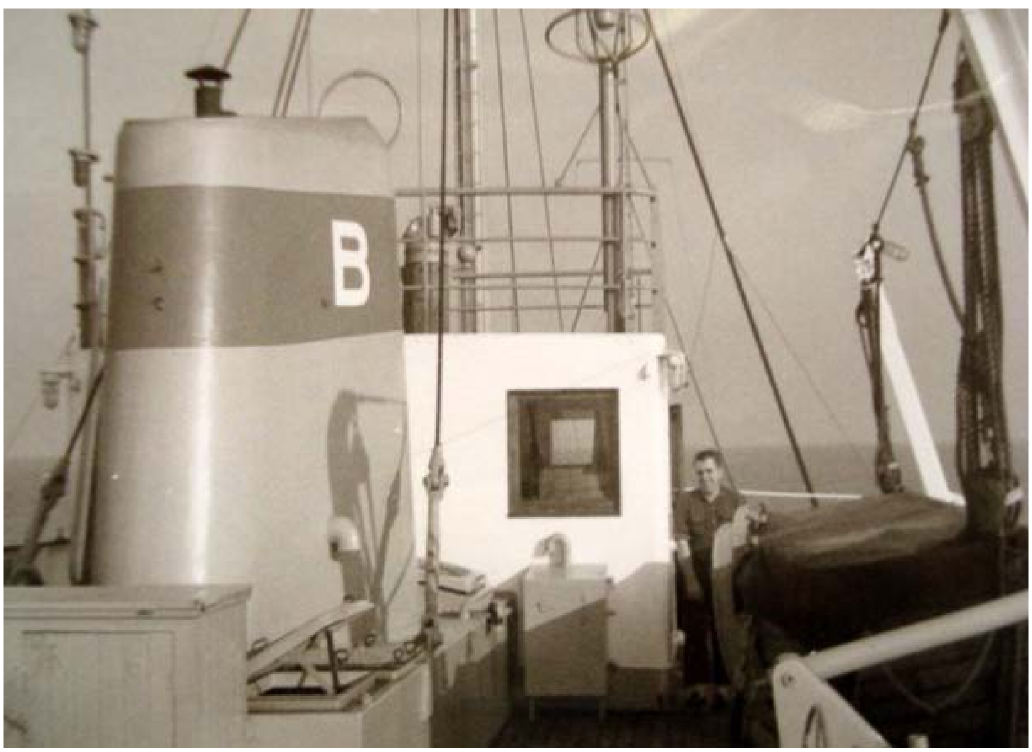
MOL vice chairman Masakazu Yakushiji told reporters here that a 2,000 teu capacity ship will link Nhava Sheva port to China. Yakushiji, who inaugurated the company's data processing facility here, said MOL would be shifting its focus from China to India in view of the changes in the Chinese economy. China currently accounts for 40 percent of MOL's business but the company is now looking at India as the costs are going up in south China, he said. 'The lower and labour-intensive work from south China is migrating to the western part of the country or to Vietnam and Indonesia. This is a challenge for us,' he said.

'India offers a variety of opportunities in consumer goods, auto parts, energy, raw materials like iron ore and coal,' he said. MOL also plans direct services from India to US and Europe. Currently the services are routed through its hub in Colombo. It's also eyeing India's west coast with a new terminal coming up at Vallarpadam in Kochi. Sundeep Sibal, head of West Asia operations of MOL, said the data processing centre at Hyderabad is its second such facility in India. The first centre had come up at Mumbai in 2004. **Source : Seatrade Asia**

MARITIME ARTIST CORNER

The THSD **HEIN** as seen in this above watercolour made by **Ronald van Rikxoort**

OLDIE – FROM THE SHOEBOX



The Dutch Coaster ' **WIM 2** ' underway from Cork (Ireland) to Kenitra (Morocco) - 1964
Photo : Kees van Huisstede (c)

…. PHOTO OF THE DAY …..

Above seen at Damen Shipyard Bergum mv " **Calypso** " with home port Rotterdam for owners Capelle Chartering . Stern and bulwark plating already painted in companies orange color

Photo : Daniëlla Vermeer ©