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**The 1998 ANNA RICKMERS seen in Rio Grande – Photo : Marcelo Vieira (c)**

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## EVENTS, INCIDENTS & OPERATIONS



The **CAP FINISTERRE** which serves the route Portsmouth <> Bilbao (or Santander) seen approaching Portsmouth  
Photo : Piet Sinke (c)

### More pirate attacks, but fewer successful hijackings

Pirate attacks on the world's seas totaled 266 in the first six months of 2011, up from 196 incidents in the same period last year, according to the International Chamber of Commerce (ICC) International Maritime Bureau's (IMB) Piracy Reporting Center (PRC) revealed today. More than 60% of the attacks were by Somali pirates, mostly in the Arabian Sea area said the report, Piracy and Armed Robbery against Ships. As of June 30, Somali pirates were holding 20 vessels and 420 crew, and demanding ransoms of millions of dollars for their release.

"In the last six months, Somali pirates attacked more vessels than ever before and they're taking higher risks," said IMB Director Pottengal Mukundan. . "This June, for the first time, pirates fired on ships in rough seas in the Indian Ocean during the monsoon season. In the past, they would have stayed away in such difficult conditions. Masters should remain vigilant." In the first six months, many of the attacks have been east and north-east of the Gulf of Aden, an area frequented by crude oil tankers sailing from the Arabian Gulf, as well as other traffic sailing into the Gulf of Aden. Since May 20, there have been 14 vessels attacked in the Southern Red Sea. "It is necessary that shipboard protection measures are in place as they sail through this area," said Mr Mukundan.

But although Somali pirates are more active – 163 attacks this year up from 100 in the first six months of 2010 – they managed to hijack fewer ships, just 21 in the first half of 2011 compared with 27 in the same period last year. This, the report says, is both thanks to increased ship hardening and to the actions of international naval forces to disrupt pirate groups off the east coast of Africa. "It is vital that this naval presence be sustained or increased," the report says. Somali pirates took 361 sailors hostage and kidnapped 13 in the first six months of 2011. Worldwide, 495 seafarers were taken hostage. Pirates killed seven people and injured 39. Ninety-nine vessels were boarded, 76 fired upon and 62 thwarted attacks were reported.

Ships, including oil and chemical tankers, are increasingly being attacked with automatic weapons and rocket propelled grenade launchers. Whereas five years ago pirates were just as likely to brandish a knife as a gun, this year guns were used in 160 attacks and knives in 35. A surge in particularly violent and highly organized attacks has hit the coast of West Africa this year, says IMB's piracy report, listing 12 attacks on tankers off Benin since March, an area where no incidents were reported in 2010. Five vessels were hijacked and forced to sail to unknown locations, where pirates ransacked and stole the vessel's equipment, and part of their product oil cargoes. Six more tankers were boarded, mainly in violent armed robbery style attacks, and one attempted attack was reported.

In neighboring Nigeria, the IMB Piracy Reporting Centre was informed of three boardings, two vessels being fired upon, and one attempted attack. The crew were beaten and threatened. Ship's equipment and crew's personal effects were stolen. But IMB says that in reality, the seas around Nigeria are more dangerous than the official reports suggest. The organization is aware of at least 11 other incidents that were not reported to the Piracy Reporting Centre by ships' masters or owners. Overall, 50 incidents were recorded for Indonesia, Malaysia, Singapore Straits and the South China Seas in the first two quarters of 2011. Three tugs were hijacked by armed pirates and 41 vessels were boarded.

Source : MarineLog



Above seen the sixth largest yacht in the world, the 2004 built CYM flag **RISING SUN** anchored at Comino, Malta for the first time on Wednesday 13th July, 2011. Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)

## China shipping giant to hire armed guards

Chinese shipping giant Cosco Shipping will spend \$12 million on armed guards and other measures to protect its ships, a report said Thursday, after the UN warned of a growing threat from pirates. The firm, China's largest shipping company, said it would spend the money this year on bullet-proof vests and on-board equipment to deter attacks and protect its ships and crews in the Gulf of Aden and the Indian Ocean.

"We don't want to injure people... but we have to protect ourselves," Cosco Shipping's chief operating officer Guo Jin told the South China Morning Post, describing the use of armed guards as a "difficult issue".

He said the measure was necessary for its ships when they were unable to avoid high-risk areas off Somalia, adding that the firm was keen on hiring British security companies which use former Special Air Service troops or Royal Marines. Cosco Shipping owns 20 Hong Kong-registered ships and 60 others in mainland China and elsewhere, according to the report. Cosco Shipping officials in Hong Kong declined comment when contacted by AFP.



The UN Security Council last month warned that Somali pirates were attacking growing numbers of ships in the Indian Ocean, and the attacks were becoming more violent and extreme. Attacks on shipping have become increasingly common off the coast of India as pirates seek to evade the clutches of an international maritime force patrolling the waters off lawless Somalia. More than 100 pirates have been caught and are awaiting trial following a series of violent skirmishes near India's Lakshadweep islands since the start of this year. **Source : IndiaTimes**



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The **HERCULES HIGHWAY** seen off Singapore – **Photo : Bert Barlagen ©**

## **Tugboat with foreign diesel worth Rs60 L seized near Jamnagar**

A tugboat carrying 1,500 metric tonne smuggled diesel worth Rs60 lakh from Singapore was seized on Tuesday along the coastline in Jamnagar district. The officials of Directorate of Revenue Intelligence (DRI) apprehended five crew members of the boat who were said to be looking for buyers. According to sources DRI officials caught the boat near Pipavav port in Jamnagar district based on specific information. The boat had successfully deceived the customs officials in Mumbai before reaching the Gujarat coastline. Sources said that the oil was stored in the vessel in Singapore and was to be sold in Gujarat to earn profit.

"Since smuggled oil is free from customs duty, selling it in India is quite a profitable business. We had seen in several similar cases in which fishermen and other crew members of ships smuggle crude oil and bring it India. Such smuggling is still widespread," said a DRI source.

The boat belongs to one Cyber Offshore named company involved in oil rig supply. Sources said the owners were reportedly unaware of the fact that the crew members onboard had hidden oil in the vessel. According to sources the crew members had saved oil for quite some time before they arrived in Indian waters. According to source diesel smuggling is still taking place along the Gujarat coastline. In many instances fishermen and crew members of vessels that go to Middle East for export-import work also were caught while trying to sell of illegally brought diesel and petrol.

In the last couple of years the Jamnagar customs had foiled around five attempts of oil smuggling along the 800 km coastline. **Source : DNAIndia**



The **KONGO STAR** seen moored in Willemstad (Curacao)

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

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## Harren & Partner orders OCTOPUS-Onboard with DP-Forecast functionality

The German shipping group Harren & Partner / Offshore Installation Group (OIG) placed an order for the installation of three OCTOPUS-Onboard systems. Harren & Partner was founded in 1989 and has been expanding ever since. Today H & P operates a fleet of about 60 vessels consisting of tankers, container feeders, bulk ships, heavy lift, as well as dock ships. The Offshore Installation Group is a full-fledged EPCI provider with a fleet of 3 specialized offshore



construction vessels with 2 new buildings to be delivered in 2012 / 2013. The OIG GIANT type vessels are in-house designed, state-of-the-art vessels and are equipped with the best technologies.



Amarcon is pleased with the order of three OCTOPUS-Onboard systems for the multipurpose heavy lift vessels **OIG Giant I** (former **Blue Giant**), the **OIG Giant II** (former **Combidock IV**) and the new build **OIG Giant III**. Part of the OCTOPUS-Onboard installations shall be Amarcon's DP-Forecast functionality. Amarcon's Jaap Jan Stoker, explains how to this functionality relates to the actual DP system onboard the H&P vessels: "The OCTOPUS-DP capability forecast actually hasn't got a direct link with the onboard DP system. Our DP Forecast software basically calculates an onboard forecast of the mean and slowly varying forces acting on the vessel due to currents, wind and waves. The calculations are based on measured environmental conditions and on weather forecasts, which are an integrated part of OCTOPUS-Onboard. The thruster properties are used as input. With the information a captain can easily see if

the actual onboard DP configuration is resistant against expected forces or that it is better to stop and start the operation at a different time. Safe heading sectors are presented in Polar Plots and the workable conditions and the vessels DP capability for various headings are shown in a clearly understandable time window, hours and days ahead. This way Harren & Partner will be able to plan offshore operations very accurately, using the valuable time windows as efficient as possible.

Another specialized feature within the OCTOPUS functionality for the three H&P vessels is the TMS motion measurement system with a three sensor set-up. With a three-sensor setup OCTOPUS-TMS can monitor motions, velocities and accelerations in real-time in any virtual sensor location. With the additional crane-tip monitoring, an interface will be established between OCTOPUS and the crane system. Here the OCTOPUS-TMS-3 is capable of delivering the motions and accelerations of the crane tip. For more information on OCTOPUS Heavy Lift solutions, or typical functionality for other shipping segments, please visit [www.amarcon.com](http://www.amarcon.com)



The **CHIQUITA NEDERLAND** seen arriving in Ijmuiden – Photo : Ruud Coster ©



**Pride Rio de Janeiro** preparing for transit from Jubarte Field to Angra de Reis shipyard for scheduled drydocking. **Normand Seven** is currently connecting the well the Pride Rio has prepared onto the Petrobras **FPSO P-57**. (Success Max!) Photo : Mick Edses, Normand Seven (c)

## Arctic cruise company sues over stranded ship

The Canadian government is facing a multimillion-dollar lawsuit from the owner of a cruise ship that became stranded in the Northwest Passage last summer, CBC News has learned. Adventurer Owner Ltd. of Nassau, Bahamas, is seeking at least \$15 million US for costs related to its cruise ship, **MV Clipper Adventurer**, running aground on Aug. 27, 2010, according to a statement of claim that has been filed with the Federal Court.



The **Clipper Adventurer** was ferrying 128 passengers through the Arctic passage when it struck an uncharted rock shelf in Coronation Gulf, near Kugluktuk, Nunavut. No one was injured, but the passengers and crew were forced to stay on the stranded ship for almost two days until a Canadian Coast Guard icebreaker arrived to take them to Kugluktuk. The passengers were customers of Adventure Canada, a tour operator that had chartered the **Clipper**

**Adventurer** for the Arctic cruise. It took more than two weeks before the cruise ship was refloated on Sept. 14, 2010, according to Adventurer Owner's statement of claim.



The MV **Clipper Adventurer** cruise ship is shown in this Canadian Coast Guard photo from Aug. 29, 2010, the day when the ship's passengers were rescued.

### **Ship was seriously damaged**

The company claims that the ship was seriously damaged, and it was taken to a shipyard in Poland for repairs in November and December. The damages Adventurer Owner is seeking from the federal government includes \$12 million in repair and salvage costs related to the ship's hull, \$2.6 million for loss of

business, and \$350,000 in other costs. The company says the federal Department of Fisheries and Oceans failed to inform mariners about the rock shelf, which the department has known about since September 2007, according to the statement of claim. The nautical charts the Clipper Adventurer's captain had on board indicated there were 29 metres of water in that spot, when there were only three metres, the company claims.

Federal officials "failed to put in place and maintain, or to take reasonable steps to put in place and maintain ... any reasonable system for disseminating such information," the company's claim states in part. None of Adventure Owner's allegations have been proven in court. The federal government has not yet filed a statement of defence. A court motion indicates that lawyers have asked for more time. **Source : CBC.ca**



Woodside's **FPSO Okha** seen arriving in Dampier - **Photo : Sander Jongenelen – o/b Happy Dover ©**



## CROSSING THE ENGLISH CHANNEL



At the route Portsmouth <> Cherbourg **BRITTANY FERRIES** operates the INCAT Australia 2000 built Fast Cat **NORMANDIE EXPRESS**, which make the return trip twice a day, the first trip is departing 07:30 (It) in the morning



Above is seen the **NORMANDIE EXPRESS** leaving the port of Portsmouth whilst increasing speed



proceeds back to Portsmouth, The second return trip arrives back in Portsmouth at 21:45 hrs (It), which makes the day trip very suitable to visit Cherbourg from noon to 19:00 hrs for shopping and/or pleasure, which we also did. The 97.2 mtr long and 26.6 mtr width **NORMANDIE EXPRESS** is able to carry 860 passengers and 260 vehicles, For her first year in service with Brittany Ferries the **NORMANDIE EXPRESS** had a bridge and engine room crew supplied by **Northern Marine** and was registered in Nassau but protests from French unions meant that from 2006 she would fly the French flag and be registered in Caen with a full French crew.



The **NORMANDIE EXPRESS** operates on two routes normally from late March to the end of October. She spends the rest of the year laid up.

- Portsmouth-Cherbourg
- Portsmouth-Caen (Ouistreham) (Friday, Saturday and Sunday mornings only)

Photo's : Piet Sinke (c)    see also : [www.brittanyferries.com](http://www.brittanyferries.com)

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## **NAVY NEWS**

# **Indian Navy Chief in Russia To Discuss Frigates**

An Indian Navy delegation, led by the chief, Adm. Nirmal Verma, has arrived in Russia to try to push through delivery of missile frigates being built at a Russian shipyard. The delivery of a Russian aircraft carrier has already been delayed three years.

Sources in the Indian Defence Ministry said the Russians are demanding a higher price for the Krivak-class missile frigates, which were contracted for \$1.6 billion in 2006. The first of the three stealth frigates was due to be delivered in April, but there is no date for the rescheduled delivery, said Defence Ministry sources. The new frigates each will be armed with eight BrahMos supersonic cruise missiles, jointly developed by Russia and India.

The Indian Navy chief will also get a firsthand account of the crash of a MiG 29K last month. The Indian Navy is still awaiting a report from Russia on the crash. India ordered 16 MiG 29Ks for \$650 million in 2004, intended to be flown from the Russian-made aircraft carrier Admiral Gorshokov, purchased by India. A repeat order for \$1.5 billion was placed in early 2010 for an additional 29 MiG-29Ks. On June 23, an MiG-29K trainer version of the aircraft crashed in south Russian Astrakhan, killing its two-member crew. Russia grounded the entire MiG-29 fleet until the probe is over.

Source : DefenseNews

## **Ark Royal sale in Varyag shadow**

Like a boy in a bath tub, China is again making a splash in it's desire to play with big - and potentially dangerous - boats, this time with bids by its citizens for the retired British Royal Navy aircraft carrier the **Ark Royal**. The bids include one by an outfit part-owned by a jailed retail tycoon, Huang Guangyu. The alleged aim is to operate the stripped vessel as a floating exhibition platform.

Huang, 42, known in Cantonese as Wong Kwong-yu, was once the Chinese mainland's richest man, through his Hong Kong-listed Gome Electrical Appliances Holdings. He is now serving a 14-year prison sentence on the mainland after being convicted of bribery, insider trading and illegal business dealings in May last year after being arrested by Beijing police in late 2008. Zhao Qiguang, project manager of Eagle Vantage Asset Management Co, which made the bid, said the purchase would be aimed at broadening the business development of Eagle Vantage. "If it succeeds, the company will convert the **Ark Royal** into the world's largest floating exhibition platform for high-end appliances and luxury products ... Other companies are welcome to use the platform," he said.

Perhaps so. Yet skeptics will point to the one-time half-built Soviet aircraft carrier the **Varyag**, which a businessman in Macau, who had a background in the People's Liberation Army, bought in 1998 for US\$20 million from Ukraine after the collapse of the Soviet Union. The announced intention was to convert it into a floating casino. In early 2002, Beijing moved the carrier to Dalian, in northeastern Liaoning province, for renovations. This week, Chen Bingde, chief of General Staff of the People's Liberation Army, confirmed for the first time in public that reconstruction of the Varyag, now dubbed China's first aircraft carrier, is almost complete, and the ship is to make its maiden launch in a few weeks.



Two other Soviet-era carriers are also in China. The Kiev, docked in Tianjin, south of Beijing, and the Minsk, docked in Shenzhen, near Hong Kong, have been transformed into floating military-theme parks. Zhao said the **Ark Royal** bid was made by the company at "the administrative level" and had nothing to do with Huang. "Huang is a large Eagle Vantage shareholder, but he doesn't participate in the company's operations," he said. Hong Kong-based Eagle Vantage is involved in sales of home appliances, real estate investment and club operations in Hong Kong and China.

Zhao refused to disclose the bidding price. The company would tow the warship to Hong Kong or Macau before refitting it with hi-tech products and transforming it into a showcase for high-end customers, the South China Morning Post reported. Even so, the People's Liberation Army would launch a thorough examination of the warship if the bid proved successful, said military analyst Anthony Wong Dong, president of the International Military Association in Macau. He said the carrier was of little military value, given its relatively small size of about 22,000 tonnes.

The tender for the Ark Royal closed on July 6, according to the website of Disposal Services Agency, an online auction platform under the UK's Ministry of Defence. The disposal services authority will strip the **Ark Royal** of her weapons, communications systems and other advanced military equipment before handing her over to the eventual buyer, according to its website.

The 210-meter vessel is the fifth to have carried the name **Ark Royal**, the first finding fame in 1588 when England, under Queen Elizabeth I, fended off the invasion attempts of the Spanish Armada. The third vessel to operate under the name was famously involved in the 1941 sinking of the German battleship the Bismarck before it was itself sunk in the same year by a German U-boat. The latest **Ark Royal**, which was in service for 25 years, played a leading role in supporting the invasion of Iraq. She is among a number of vessels put up for auction by the UK Ministry of Defence this year, including her sister carrier, the Invincible, which was sold for scrap in February, according to the Financial Times.

Eagle Vantage is not the only Chinese bid for the carrier, with Chinese businessman Lam Kin-bong, who runs a restaurant chain in Birmingham, England, making his second attempt to own one. In February, Britain rejected a 5 million pounds (US\$8 million) bid for the **Invincible** from Lam after he had "failed to provide all the necessary information".



**HMS Ark Royal** paying-off in Arctic conditions at Portsmouth on 3 December 2010

Photo : Gary Davies – [www.maritimephotographic.co.uk](http://www.maritimephotographic.co.uk) ©

Lam's offer was more than double the price a Turkish ship recycling factory, which won the bid at an estimated price of 2 million pounds. The 17,000-tonne aircraft carrier, sold by the Disposal Services Agency, was decommissioned in 2005 and stripped of engines and weapons. "With the previous experience, the possibility for me to win is higher this time," said Lam, who hoped to turn the aircraft carrier into an international school to help foster communication and cultural ties between China and Britain.

He said his move had nothing to do with the military and if permission to tow the vessel to China was withheld, he would dock it in Liverpool. A third Chinese bidder for the **Ark Royal** is Philip Li Koi-hop, chairman of the Hong Kong Ship Art Club, who went to Britain in early May to visit the vessel and filed the bid. In 2002, Li failed in a bid to buy an

aircraft carrier from Russia. Li said the club has around HK\$800 million (US\$103 million) to fund the project. Around HK\$250 million will go to bidding for the carrier and the rest will go to turning the ship into an exclusive yacht club, which could serve as a base for the club's 200 members, who pay US\$10,000 each to join. Li also has plans for a more public role for the ship as an international marine and ocean research center, a youth training center can be built inside. It is possible all three bids will stumble in the face of politics, at least according to Lu Renbo, deputy secretary-general of the China Electronic Chamber of Commerce. "The **Ark Royal** was once a flagship vessel of the British Royal Navy, and a possible overseas deal could spark concerns in Britain about China's army ability," he said.

A Gome spokeswoman said Gome was not involved in the auction for the **Ark Royal** and the Eagle Vantage bid nothing to do with Huang. Eagle Vantage is not a subsidiary of the Hong Kong-listed Gome, she said.

Experts on the mainland electronic appliance industry, however, believed Huang was behind the bid. Liu Buchen, an expert on the mainland home appliance industry, said that if it was successful, "Huang and his companies could explore new business modes to increase their market share. If it fails, the move has shown the world Huang and his companies have the strength and resources to get the eyeballs while they face competition." Huang, ranked China's richest man for the first time in 2004 with US\$1.3 billion, made his fortune by building Gome into one of the country's major consumer electronics retailers. By 2009, after his arrest and a slide in share values as the global financial crisis took hold, he was worth \$3.4 billion.

In March last year, Gome announced that Chen Xiao, who replaced Huang as the chairman after Huang's arrest, had himself resigned and been replaced by Wang Dazhong, a friend of Huang. Gome posted a net profit of 552 million yuan (US\$85 million) for the first quarter, compared with 333 million yuan a year earlier, while revenue rose 16% year on year to 13.6 billion yuan. Gome has 856 shops under the company's management at the end of March. More than 400 other Gome stores are controlled by Huang. It is not clear whether electric-powered battleship toys are among the goods for sale. **Source : atimes**

## **U.S. Navy's Latest LCS Named 'Little Rock'**

The Navy has named its newest Freedom-class littoral combat ship after Arkansas' capital, the service announced July 15. **Little Rock** will be the fifth of its class and ninth LCS. The ship, capable of reaching 40 knots, is designed to be an agile means to "defeat growing littoral threats and provide access and dominance in the coastal waters," according to the announcement by Navy Secretary Ray Mabus.

**Little Rock** is the second ship to bear the Arkansas capital's name. The other was originally a Cleveland-class light cruiser converted to a guided missile cruiser and decommissioned in 1976. That Little Rock is now a museum ship in Buffalo, N.Y. **Source : defensenews**

## **SHIPYARD NEWS**



## **IHC Merwede to build Jones Act OCV's at BAE Mobile and Jacksonville yards**

Netherlands-based IHC Merwede and BAE Systems have entered a cooperation agreement to meet the demands of the offshore construction vessel market in the U.S. IHC Merwede will be responsible for the design and build of the vessels and its Houston office, IHC Merwede America Corp., will be responsible for sales and business development



activities. BAE Systems will provide the production facilities for IHC Merwede at its shipyards in Mobile, Alabama and Jacksonville, Florida. The yards were acquired by BAE Systems when it bought Atlantic Marine Holding Company a year ago. The 432 acre Mobile shipyard offers direct access to and from the Gulf of Mexico and major shipping lanes. The Jacksonville shipyard provides deepwater access to the Caribbean and Atlantic. It has a successful history of vessel repair, maintenance, overhaul, conversion and marine fabrication for domestic, international, commercial and government customers.

The vessels will be built in compliance with U.S. regulations for coastwise trade (Jones Act). IHC Merwede President Govert Hamers says, "We are delighted to announce our agreement with BAE Systems. It highlights our commitment to our ongoing internationalization strategy and provides an excellent opportunity to cooperate with shipyards in a new market, therefore expanding our customer base. The outlook for the offshore industry in 2011 is positive. It is expected to pick up, which should lead to an increase in capital expenditure as customers need to invest in new equipment. Our agreement with BAE Systems will be one of the ways in which we hope to capitalize on this in the coming years."

"This partnership with a recognized global industry leader such as IHC Merwede is an extremely exciting and positive opportunity for both organizations," said Bill Clifford, President of BAE Systems Ship Repair. "By working together, each of us can provide knowledge and experience from our individual areas of expertise that will grow our respective businesses and allow us to provide quality products at competitive prices to our customers." Director of BAE Systems Southeast Shipyards Alabama, Victor Rhoades, says, "IHC Merwede is a world class shipbuilder and our partnership will leverage the strengths of both organizations. This is exciting news not only for BAE Systems but also for the local economies in Mobile and Jacksonville as anticipated new construction contracts resulting from this teaming will create more jobs." **Source : MarineLog**



The **BONNY** seen in Cape Town – **Photo : Ian Shiffman ©**

## **Fincantieri no longer set to acquire Davie, but alternate buyer is hovering**

Lévis, Québec, shipbuilder Davie Yards said yesterday that discussions that would have seen it acquired by Fincantieri are over. "The interested parties have concluded that it is not possible to reach an agreement within the time allowed to submit a bid on July 21 for the National Shipbuilding Procurement Strategy said the President and CEO of Davie, Mr. Gustav Johan Nydal. He continued, "Unfortunately, the two-week extension granted by the federal government to submit a valid bid was not sufficient to conclude a deal with Fincantieri. We have tried but the delay is too short."

Davie said it had also obtained a court order extending its protection from creditors under Canada's Companies' Creditors Arrangement Act to July 22, 2011. It said the extension will allow it "to consider all options for the future of

the yard." Those options could include acquisition of Davie by a new entity held jointly by Upper Lakes Group and Daewoo of South Korea, according to a Canadian press report that quotes SNC-Lavalin vice-president Leslie Quinton as its source. Engineering giant SNC Lavalin is apparently in a joint venture with the Upper Lakes/Daewoo entity that would pursue the National Shipbuilding Procurement Strategy business. **Source : marinelog**



The brand new **GAS CERBERUS** seen at the Westerscheldt River – **Photo : Henk de Winde ©**

## **ROUTE, PORTS & SERVICES**



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The **KAPITAN KUDLAY** seen passing the Oostgat near Vlissingen outward bound - **Photo : Huib Lievens (c)**



## Swire awards \$81m deck machinery contract to Rolls-Royce

wire Pacific Offshore has awarded Rolls-Royce a £50m (\$80.6m) contract to supply advanced anchor handling systems for four offshore vessels currently under construction in Singapore. The systems are developed for the safer handling of large anchors on deck, such as the torpedo anchors used in the deepwater oil and gas fields off the coast of Brazil. Rolls-Royce will supply a complete deck machinery system to each of the four vessels, which are being built at ST Marine's shipyard. The system is equipped with a low pressure hydraulic winch for anchor handling and towing, with a pulling capacity of 500 tonnes driven by eight motors. Arne Tande, senior vice president of offshore deck machinery at Rolls-Royce, said the contract with Swire demonstrates its continual focus on research and development, and advancements in the technical capabilities of its products. **Source: Seatrade-Asia**



The **MAERSK EVORA** seen in Rotterdam – Europoort – **Photo : Jacco van Nieuwenhuyzen (c)**

## Maldives eyes direct shipping link with Bangladesh

The Maldives is very keen to introduce direct shipping link between Chittagong and Male to enhance trade relations between the two countries. Abdulla Shahid, state minister and chairman of the Hithadhoo Port of the Maldives, expressed this willingness at a meeting with the leaders of the Federation of the Chambers of Commerce and Industry (FBCCI) at the chamber's auditorium in the city yesterday.

AK Azad, FBCCI president, and Ahmed Sareer, the Maldives high commissioner in Dhaka, also spoke. "We can start direct shipping connectivity between Chitta-gong Port and Hithadhoo Port within weeks," said Shahid. He said the Maldives import most of their food items, energy and construction materials from India and Thailand to fulfil their national demand, and Bangladesh has the potential to export these items to Maldives. Due to its dependence in imports, the Maldives wants to import food items, energy and construction materials from Bangladesh, Shahid added. He urged the Bangladeshi entrepreneurs to invest in tourism, energy and infrastructure development sectors of his country.

About air linkage, the minister said they plan to introduce direct air link between Bangladesh and the Maldives under public or private initiatives. At present, 6,000 Bangladeshi workers are contributing to the economy of the Maldives,

said Ahmed Sareer. "We are looking forward to hire more manpower from Bangladesh to develop infrastructure and hospital sectors of our country." The Maldives will sign a memorandum of understanding with Bangladesh to strengthen bilateral relationship between the two countries, he said adding that currently Bangladesh is hosting many medical and engineering students of the country.

He said, as both Bangladesh and the Maldives are low-lying countries, joint efforts are needed to cope with the adverse effects of climate change. Sareer put emphasis on sharing knowledge to promote tourism sectors of the two countries. FBCCI president said Bangladesh appreciates the government of the Maldives for allowing duty free access of all Bangladeshi export products including medicine by the end of current year. Azad expressed his gratitude to the Maldives for hiring many people from Bangladesh and for the registration of 12,000 out of 17,000 Bangladeshi workers. Both sides also have agreed to extend cooperation in education, tourism and agriculture sectors. Azad hoped these initiatives will further strengthen the two countries' economic ties. "In July-May (2010-2011), Bangladesh export to the country was worth \$0.72 million and import \$1.46 million, which are quite insignificant. We have to enhance our bilateral trade." **Source: The Daily Star**



Something went wrong with this barge as seen in the St Laurens harbour in Rotterdam - **Photo : Stephan Grol ©**



### **TENDERSERVICE MAASMOND**

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## Maersk raises West Africa congestion surcharges

Maersk is raising congestion surcharges at some West African ports. The changes differ widely, but for cargo originating in North America the surcharge will increase to \$80 from \$65 in Conkaray, Guinea for a 20-foot container and to \$450 from \$125 for a 20-foot container in Pointe Noire, Congo. (The increases are double for 40-foot boxes.) In Lobito, Angola the surcharge is being reduced for a 20-foot box to \$80 from \$125. **Source: American Shipper**



The **ALPINE CONFIDENCE** seen in the Wilton harbor in Schiedam – Photo : Stephan Grol ©

## Spain's Vilagarcía box terminal sinking

Opened just three years ago at a cost of €20m (\$29m), the container terminal at the north-western Spanish port of Vilagarcía is showing visible signs of sinking. The facility was built by a consortium of three Spanish construction companies and is currently being expanded at a cost of €4.7m by a fourth company. The terminal was previously operated by the Contenemar shipping line, whose subsequent bankruptcy led to the terminal losing virtually all of its traffic. **Source: Port Strategy**



The **ELLY MAERSK** seen passing the Suez Canal – Photo : Piero Corona ©



## The Enmtv will acquire two car ferries

The Algerian national company shipping of passengers (ENTMV), intends to acquire two new ferries under its development program, announced Wednesday its CEO, Mr. Hacene Grairia. "The ENTMV developed a program of development, which will allow us to consolidate our particular fleet by acquiring two ferries cars, one with a capacity of 2,000 passengers and 1,200 passengers of the other" has He told a news conference. The cost of these two vessels depend on their ability in terms of transportation, date of construction, and speed, he said, adding that they are not new, but will "between 5 and 6 years old" . For him, the realization of this program is expected within 4-5 years, particularly after the validation program by the government. The ENTMV, which operates three lines covering 16 European ports namely Alicante, Barcelona (Spain) and Marseille (France), some 445,000 passengers carried in 2010, according to its CEO. Mr. Grairia also stressed that the ENTMV realized in 2010 revenues "in excess of 10 billion dinars," adding that "the company's financial results are very positive", despite the rise fuel prices, it pays in dollars. "It is profitable in recent years, after a difficult period," which has enabled the company, says he, "permaniser of 400 sailors," and recruit more employees in the pre-employment. A profit of around 150 million Da was reached in fiscal 2010, he said. The debts of the company amounted further 111 million euros. Finally, he said that ticket prices have increased by "the equivalent of 3 euros" between 2010 and 2011 on all lines, indicating that this is likely to "absorb expenses including fuel" . Recall that the Secretary of State for the national community abroad Benatallah Mr Halim was surprised Tuesday that Naftal Enmtv imposed on an international fuel prices while Air Algeria is charged on the basis of domestic prices. **Source : [maghrebemergent.info](http://maghrebemergent.info)**



The **SARAMATI** seen outbound from Ijmuiden – **Photo : Erwin Willemse ©**

## CSAV suspends another service

CSAV has suspended a third service within a month, this time the NACSA service between the Pacific Coast of North America and Latin America. The last northbound sailings to Long Beach depart Iquique on July 9th, San Vicente today and San Antonio on July 16th, with another vessel departing Buenaventura on July 11th, Guayaquil today and Puerto Quetzal July 19th.

The last southbound sailing to the West Coast of South America, Caribbean and Central America will leave Vancouver on July 30th and Long Beach on August 4th. CSAV says the NACSA service suspension is due to the unfavourable economic environment affecting trade between the West Coasts of North America and South America, the Caribbean and Central America. Earlier this month, CSAV announced the suspension of its Mare Nostrum (MNA) service, citing the unfavourable economic environment affecting the trade between the Far East and the Mediterranean, and in June

announced the temporary suspension of its ASIAM service due to market conditions on the transpacific trade. **Source:** Eye For Transport



The **TEMPEST** seen outbound from Rotterdam passing the Maeslant Kering – **Photo : Jas Louwen ©**

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The **MSC OPERA** seen enroute the IJmuiden locks enroute Amsterdam – **Photo : H.Blomvliet ©**



## Rand Logistics to add Canadian flag bulker

Rand Logistics, Inc. announced that it has signed a binding asset purchase agreement, that will see its subsidiary, Lower Lakes Towing Ltd. acquire the **Maritime Trader**, a Canadian flagged dry bulk carrier, subject only to final approval by the Federal Court of Canada. According to a listing on the Marcon International site, the 1967-built 17,934 dwt ship is a grain vessel that was extensively overhauled and rebuilt in 2005 and is working in Great Lakes and St. Lawrence Seaway on a 5 year grain contract.

Concurrent with final court approval, Lower Lakes will enter into a long term contract of affreightment for substantially all of the sailing days related to the acquired vessel. It is anticipated that the closing of the transaction will occur prior to July 31, 2011. The acquisition, which increases the company's fleet size to fifteen dry bulk carriers, including twelve self unloading and three bulk carriers, is projected to be accretive to Rand's free cash flow per share for the year ending March 31, 2012.

Scott Bravener, President of Lower Lakes commented, "We are pleased to announce the addition of the Maritime Trader to our fleet. It is a vessel that we are very familiar with, having marketed it for the last four years on behalf of an unaffiliated third party on terms that generated no profit for Rand. I am also pleased that we will enter into a long term contract of affreightment to meet the growth needs of an important existing customer, further solidifying this relationship." **Source : MarineLog**



The VLCC **BW Edelweiss** at Fawley Oil Terminal. She had arrived on 13th July from Rotterdam-Europoort with a part cargo and departed on 14th July for Falmouth. - **Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk)**

## Enorm transport over kanaal

Het wordt ongetwijfeld een spektakel voor fotografen. Op 22 juli vaart een enorm transport over het Noordzeekanaal. Het gigantische Chinese transportschip **Zhen Hua 26** vervoert twee grote portaalkranen. Totale breedte van de vracht: maar liefst 130 meter. Al een aantal maanden wordt de komst van de **Zhen Hua 26** voorbereid door havenautoriteiten en de loodsen. Een van de twee kranen moet naar overslagbedrijf OBA in de Amsterdamse Westhaven. De andere kraan moet naar Gent. De kranen zijn gebouwd in China. De **Zhen Hua 26** komt uit Brazilië, waar het twee andere nieuwe kranen heeft afgeleverd.

OBA heeft een nieuwe kraan laten bouwen om op termijn een andere kraan uit de jaren vijftig te vervangen. De OBA-kraan is op 22 juli de grootste kraan aan boord. Hij steekt aan een kant (stuurboord) 67 meter uit. Andere feitjes: de kraan is 65 meter hoog en 2150 ton zwaar. „En kost vele miljoenen”, zegt OBA-directeur Piotr Skotnicki. Er hoeven onderweg geen lantaarnpalen te worden neergehaald of andere maatregelen te worden genomen. Volgens Haven Amsterdam staan de kranen op veilige hoogte.

De Zhen Hua gaat met een schoenlepelje in de Noordersluis bij IJmuiden. Deze grootste sluis kan schepen hebben van maximaal 45 meter breed, en dat is precies de breedte van de **Zhen Hua 26**. **Bron : IJmuider Courant**





The TSHD **TACCOLA** seen at the River Ems – Photo : Frans Geutjes ©

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## MARITIME ARTIST CORNER



The above drawing shows the harbour tug "**CONSTANT**" in the port of Hamburg.

Compilation : Peter Jaenicke-Jacobs (c)

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



De aanleg van **Maasvlakte 2**, de uitbreiding van de Rotterdamse haven, verloopt volgens planning. Het accent van het werk ligt momenteel op de bouw van de harde zeewering, het vrijbaggeren van de kades voor de eerste containerterminals en de voorbereidingen voor de aanleg van infrastructuur als wegen, knooppunten, spoorwegen en kabels en leidingen. De eerste meters spoor zijn inmiddels gelegd voor de eerste treinen die eind 2012 gaan rijden. Via de 160 kilometer lange Betuweroute kunnen dagelijks 480 treinen met goederen naar de Duitse grens worden vervoerd, klaar voor verder transport Europa in. Aannemer PUMA heeft inmiddels ruim 195 miljoen kuub zand opgespoten van de 240 miljoen kuub die voor de eerste fase nodig is. APM Terminals en Rotterdam World Gateway krijgen een eigen railterminal voor een optimale verbinding met de tweesporige goederenlijn. In 2013 kan het eerste zeeschip afmeren aan de kade. Deze luchtfoto werd in juli gemaakt door **Dick Sellenraad** en toont de huidige status van de aanlegwerkzaamheden van **Maasvlakte 2**

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