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**North Sea Tankers NST ALINA seen sailing from Immingham for Lerwick.
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The **INA THERESA** seen outbound from Rotterdam – Photo : Ria Maat (c)

West Africa: Another target for piracy?

Amid rising concerns about pirates taking control of the waters off West Africa, Yury Fedotov, Executive Director of UNODC, met Nassirou Bakou Arifari, Minister for Foreign Affairs from Benin , on the margins of the annual session of the General Assembly in New York. These are worrying developments that we should take seriously” Mr. Fedotov told

Mr. Arifari. Benin, in particular, is seeing more piracy off its coastline, which may have implications for its national development and stability.

With massive reserves of oil, cocoa and metals needed to supply hungry world markets, the Gulf of Guinea – a stretch of West Africa's coast spanning more than a dozen countries – is witnessing early signs that pirates may be keen to pounce on new and lucrative opportunities. Piracy, drug smuggling and political uncertainty have made the Gulf of Guinea a challenging environment for investors seeking to benefit from natural resources.

UNODC, the UN mission in West Africa (UNOWA) and the International Maritime Organization are therefore setting up a mission to assess Benin's capacity to combat piracy. They will lend international support in the framework of the Economic Community of West African States (ECOWAS) regional action plan to combat drug trafficking and organized crime in West Africa, as well as the UNODC Regional Programme 2010-2014.

Piracy in the Gulf of Guinea is not on the scale of that off East Africa, but more attacks in a region ill-equipped to counter the threat could disrupt shipping and investment. Indeed, the Security Council has already expressed concern over the increase in piracy, maritime armed robbery and reports of hostage-taking in the Gulf of Guinea and its damaging impact on security, trade and economic activities in the sub-region. In recent years, West Africa has emerged as a hub for cocaine trafficking between Latin America and Europe and the issue is firmly on the agenda of the international community. The Office will assist Benin to formulate a national integrated programme against illicit drugs and organized crime. "My Office stands ready to assist Benin and the sub-region in the framework of the UNODC Regional Programme in which Benin is actively participating," said the Executive Director. **Source: United Nations Office on Drugs and Crime (UNODC)**



The **ELKA ELEFThERIA** seen inbound for Rotterdam-Europoort – **Photo : Harry van den Berg (c)**



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Sovcomflot privatization adrift to 2013

Russian shipping giant Sovcomflot will be privatized no earlier than in 2013 because of unfavorable market conditions, Deputy Transport Minister Viktor Olersky said late on Tuesday. "I believe it will happen no earlier than in 2013," Olersky told journalists, adding that the sale of a 25 percent stake was now unrealistic as the tanker market had hit historical lows and the situation was unlikely to change until 2013. Privatization has been postponed once from 2011 to the second quarter of 2012 due to volatility in the financial markets. On Tuesday, central bank head Sergei Ignatyev

said that the sale of a 7.6 percent stake in Russian top lender Sberbank, in which the central bank holds 57 percent, would be also postponed from September 2011 due to unfavorable market conditions. **Source: RIA Novosti**



The **DIVINE FAITH EXPRESS** seen moored in Las Calderas in Dominican Republic. - **Photo : Rinus Koppenhol (c)**

First Libya crude cargo bound for Italy

Libya's first crude oil cargo to be shipped in months sailed from the eastern port of Marsa el Hariga on September 25 bound for Italy, Libya's port authority chief told Reuters. The country, formerly Africa's, third-largest producer, had exported only two other crude oil cargoes since a rebellion erupted against former leader Muammar Gaddafi in February. Gaddafi was toppled last month. Capt. Ramadan Boumadyan, chairman of the designated committee at Libya's Ports & Maritime Transport Authority, said the Hellas Warrior was carrying a cargo of 381,000 barrels of Libyan crude. "It left on September 25 to Italy," he said in an interview.

The tanker's manager, Polembros Shipping, declined to comment. The Hellas Warrior was last reported in the Mediterranean between Malta and Italy, with the French port of Fos as its destination, AIS tracking data on Reuters showed. Libya's pre-war production was around 1.6 million barrels per day (bpd) of oil. A senior source in the National Oil Corporation told Reuters last week the OPEC member's oil production is set to reach 500,000 bpd by early October, helping to boost revenues badly needed to kickstart the economy after seven months of war. Separately, the Trident Hope tanker sailed from the western Libyan port of Mellitah on Tuesday with the first cargo of condensate to be exported since Gaddafi was ousted from power, Mellitah's harbor master told Reuters. Capt. Hussein el Khemri said a further tanker was due to arrive in Mellitah on Wednesday with a crude oil cargo. "The vessel will be for domestic consumption," he said. Boumadyan said Libya's cargo and oil ports were operational, adding that the offshore Bouri terminal in the west of the country was also working. "We are working hard to make everything run normally at the ports," he said. "I think everything will be back to normal in a month's time."

PORT SECURITY BOOSTED

Major oil terminals including Brega and Tobruk in the east were not damaged, and Zawiyah in the west has been working for the past three weeks and receiving gasoline shipments, he said. There were no reports of any damage to infrastructure at the major eastern terminal of Ras Lanuf, which had witnessed heavy fighting nearby, Boumadyan said. "There could be one sunken tug boat near one of the quays, but there is no problem or any obstacle for ships entering," he added. General cargo and container ports including Benghazi in the east and Khoms and Misrata in the west were working. "Tripoli is operational. We have some slight damage to the quay because of (NATO) air strikes on some of the frigates alongside the quays, but it is small damage," Boumadyan said. Despite the resumption of commercial activity, London's marine insurance market has kept Libya on its list of high-risk areas, and underwriters are looking for a stable period in the country before considering a de-listing. Boumadyan said the interim government had boosted security at the country's ports in recent weeks. "At the entrance to all our ports, the revolutionaries are there and they are secured," he said. "We have had no problems in the past three weeks regarding security. The ports are safe." **Source: Reuters**

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Polarcus X-Bow seismic vessel transits Northern Sea Route

Polarcus Limited reports that its 12-streamer 3D seismic vessel, **Polarcus Alima**, has achieved a significant first in the seismic industry, having successfully transited to Asia-Pacific via the Northern Sea Route (NSR). Her passage commenced on September 15, from Hammerfest in Norway after completion of seismic operations in the Barents Sea, taking the ship on a 3,000 nautical mile route along the northern coast of Russia to Cape Dezhnev in the Bering Straits.



The route transited by **Polarcus Alima**

Polarcus Alima is an Ulstein-designed X-Bow vessel, delivered from the Drydocks World Dubai shipyard on March 21, 2011. The voyage was completed in just nine days. After passing the Bering Straits on September 24, **Polarcus Alima** is presently continuing her onward passage to New Zealand to commence operations expected to run for up to 7 months in total. The voyage was made possible in part due to the vessel's Arctic-ready capabilities, a unique feature of the Polarcus fleet in the seismic industry. Under the Russian Federation's 1990 Regulations for Navigation on the Seaways of the Northern Sea Route, vessels making the passage are required to hold an ICE-1A or higher ice class.

The expected time savings in transit between Norway and New Zealand compared to the traditional route through the Panama Canal amounts to some eight days. The savings versus the Suez Canal, a necessity for some larger seismic vessels, amounts to thirteen days. The passage via the NSR therefore presents significant time-related benefits for Polarcus and its clients. This is the first known passage of a 3D seismic vessel along the Northern Sea Route. Preparations for the voyage were carried out in close cooperation with Tschudi Arctic Transit AS through its Russian - Norwegian JV company Arctic Bulk AG, Atomflot, and the Northern Sea Route Administration in Moscow.



Commenting on the successful transit Rolf Rønningen, CEO Polarcus, said: "The successful navigation of Polarcus Alima along the Northern Sea Route has been achieved through the dedication and hard work of our in-house operations personnel, the Northern Sea Route Administration, and our crew onboard the seismic vessel. The result of this outstanding teamwork has been to achieve significant savings in fuel, emissions, and most significantly time during a milestone transit that effectively provides Polarcus a viable new sea bridge between two important operational markets." **Source : MarineLog**

Liberian Registry grants honorary master's licence to Mission to Seafarers director

THE Liberian Registry has awarded an honorary Master's Licence to the Revd Canon Ken Peters, Director of Justice & Welfare for the Mission to Seafarers, in recognition of the generous and continued support he has provided in connection with Liberia's Maritime Labour Convention (MLC 2006) Inspector Training Courses. Presenting the award during the Mission to Seafarers Reception held at Lambeth Palace in London on September 27, Michalis Pantazopoulos, Senior Vice-President of the Liberian Registry, paid tribute to the contribution made by Revd Peters, who has been a long-time friend of the Liberian Registry. He noted that, most recently, the contribution made by Revd Peters has been instrumental in the global training of Liberia's inspectors as the registry prepares them for the task of helping Liberian-flag shipowners implement MLC 2006. Mr Pantazopoulos said, "Rev Peters has generously provided his inspirational lecture for a number of Liberian MLC Inspector Courses, discussing with more than eighty Liberian inspectors the core underlying principle of the MLC convention - protection of the interests and welfare of seafarers. His message has provided Liberia's inspectors with value-added knowledge and essential skills which they can use when conducting MLC inspections.



“Revd Peters’ lectures have been so well-received by Liberia’s worldwide network of inspectors that the registry is honoured and grateful to have him as an essential part of its continued MLC Inspector Training Programme, as it plans to train an additional 200 inspectors during a series of upcoming MLC courses.” Scott Bergeron, Chief Executive Officer of the Liberian International Ship & Corporate Registry (LISCR), which sponsored the event at Lambeth Palace, says, “We are very grateful to Revd Peters – I suppose we should now call him Captain Reverend Peters - for all his hard work and inspirational input to the registry efforts to promote and implement MLC 2006. The Mission to Seafarers provides help and support to those in need, working in more than 230 ports throughout the world, tending to the practical and spiritual welfare of seafarers of all nationalities and faiths. It is a privilege to work with Revd Peters, and to honour him in this way for the great contribution he has made – and continues to make – to seafarers’ welfare.”



The **ELYSEE** seen moored in the Brunsbüttel locks (Kiel Canal) – Photo : Ylja Lamberts ©



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NTSB determines uncorrected sheering motion causes Eagle Otome collision with two other vessels.

The **National Transportation Safety Board** determined that the failure of **Eagle Otome's** first pilot to correct sheering motions that began as a result of the late initiation of a turn at a mild bend in the waterway was the probable cause of the January 23,2010, collision of the tankship **Eagle Otome** with cargo vessel **Gulf Arrow** and the subsequent collision with Dixie Vengeance tow. Contributing to the collisions, which caused an estimated 462,000 gallons of oil to spill into the Sabine-Neches canal, was the first pilot's fatigue, caused by his untreated obstructive sleep apnea and his work schedule, which did not permit time for adequate sleep; and his distraction from conducting a radio call, which the second pilot should have handled in accordance with guidelines; and the lack of effective bridge resource management by both pilots. Also contributing to the accident was lack of oversight by the Jefferson and Orange County Board of Pilot Commissioners. **Source : National Transportation Safety Board**



The Dunedin based dredger **New Era** is currently working in Lyttelton. **Photo : Alan Calvert ©**

Help for piracy victims launched

A programme to help seafarers and families cope with the physical and mental trauma caused by torture and abuse at the hands of pirates was launched last Thursday in London, England. Pirates are routinely using extreme brutality and the threat of death against seafarers and their relatives. The new Maritime Piracy Humanitarian Response Programme (MPHRP) is intended to help those seafarers and their families cope with the resulting pain and anguish.vFunded by the ITF (International Transport Workers' Federation) Seafarers' Trust charity and The TK Foundation, and chaired by Peter Swift, formerly MD of industry body INTERTANKO, the new programme speaks for an alliance of shipowners,

trade unions, managers, manning agents, insurers and welfare associations representing the entire shipping industry, from crews to owners. Its mission is to aid seafarers who have been or may be subject to pirate attack. Somali-based pirates now regularly treat hostage seafarers with extreme violence in order to put pressure on their families and/or employers to expedite their ransom demands. This includes phoning family members and making the seafarer plead for his life while he is abused and threatened with death, and filming this and posting it online for relatives to see.

Peter Swift, MPHRP chair, explained: "Piracy is reaching an all-time high: in the number of incidents, in the vast ransoms demanded and, most of all, in the extreme violence used. The treatment meted out to the victims now frequently crosses the line from savagery into torture." "The effects are potentially horrendous," he continued. "For those, say, who successfully resisted capture but were nearly burnt alive in the room in which they barricaded themselves; for the brutalised hostages; and for those who daily put to sea in fear that it may at any time happen to them. And that's not to forget the families, who are now firmly on the pirates' target list."

Roy Paul, of the ITF Seafarers' Trust, and MPHRP programme manager, added: "Until now, there has been little coordinated help for those who are suffering. Now that will change. With the help of those in the industry who want to do their best for those involved, we intend to build up a network of first responders and get psychosocial help for affected crews." He concluded: "We have already been listening to seafarers and recording their experiences. Those will lay the foundation for new guides for seafarers, families and employers, for training in their use, and for building the networks of human and medical help that are now desperately needed." Peter Swift and Roy Paul will be speaking at the event alongside Dr Marion Gibson, psychosocial consultant to the MPHRP (their speeches appear in full below, along with testimonies of those affected by piracy). Other guests include: Second Engineer Chirag Bahri, who was held hostage by pirates for eight months and was subjected to torture; Bishop Kalathiparambil, secretary of the Pontifical Council for the Pastoral Care of Migrants and Itinerant People; Rear Admiral Ort, chief of staff of NATO's HQ in Northwood; Capt Andy Winbow, assistant secretary general, IMO; leaders of international shipping organisations and other programme partners*.

The MPHRP partner organisations** are: BIMCO, ICMA, ICSW, IFSMA, IGP&I, IMB, IMEC, IMHA, Intercargo, InterManager, INTERTANKO, IPTA, ISAN, ISF, ITF, IUMI, OCIMF and SIGTTO. The MPHRP observers are the International Maritime Organization (IMO), the International Labour Organization (ILO) and the NATO Shipping Centre. The MPHRP funders are the ITF Seafarers' Trust and The TK Foundation.



It was a long time ago that a "White" Russian vessel was in Rotterdam, earlier this week did see the arrival of the 117 mtr long **AKADEMIK SERGEY VAVILOV**, The **Akademik Sergey Vavilov** (Russian: «Академик Сергей Вавилов») is a Russian (formerly Soviet) research vessel, named after academician Sergey Vavilov. It was completed on February 12, 1988 Rauma, Finland for the Soviet Union. **Akademik Sergey Vavilov** started operations as a research vessel of **Shirshov Institute of Oceanology** of the **USSR Academy of Science** (Russian Academy of Science since 1991) in the USSR on March 20, 1989 and prior to November 7, 1999 completed five research cruises into Norwegian Sea, North Atlantic Ocean and South Atlantic Ocean. In recent time it serves as cruise ship specializing in Polar cruises for companies such as **Quark Expeditions**. Its current port of registry is Kaliningrad, Russia. **Photo : Henk Ros ©**

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Pirates release M/V EAGLE for ransom

Following payment of a ransom, the **M/V EAGLE**, which was pirated on January 17 this year 490 nm south off Salalah, Oman has recently been released from pirate control off the coast of Somalia. The ship is now on her way to a

safe port, EU NAVFOR said Wednesday. The Cypriot flagged and Greek owned [M/V EAGLE](#), deadweight of 52,163 tonnes and a crew of 24 Filipinos was on passage from Aqabar (Jordan) to Paradip (India) when it was attacked.

Source : PortNews

Maersk confident giant ships won't ruin market

The world's biggest container shipping company, Maersk Line, is confident its order for 20 giant new vessels will not spoil the market and only a few rivals will order such ships, a senior Maersk executive said, Reuters reports. Maersk Line, a unit of Danish shipping and oil group A.P. Moller-Maersk, has ordered 20 of the new Triple-E class vessels from South Korea's Daewoo Shipbuilding & Marine Engineering Co Ltd. The first of the vessels with capacity for 18,000 20-foot equivalent unit (TEU) containers are due to be delivered in July 2013 and the last in mid-2015, and some analysts warn the capacity expansion could flood the market. The ships will serve on Asia-Europe routes. Soren Andersen, Maersk Line's head of Maersk Line's vessel management team, told the Informa Maritime Events conference he did not expect the Triple-E class to become a new industry standard like the 13,000 TEU New Panamax class. "Generally, it will be only very few companies who will go for these ships," Andersen said. "I don't see a new industry standard emerging." Andersen said this was because "money was harder to come by" now than before and few rivals had the financial muscle that Maersk Line has to place such big orders.

"We have the market share size that justifies these ships ... We have the financial strength to do this," he said. Maersk Line has a global market share of 15.7 percent, according to shipping information provider Alphaliners. Andersen said Maersk Line's order for the 18,000 TEU ships did not amount to "aggressive expansion", which he said some had blamed it for, as it did not exceed expectations for market growth. "We believe we are below the average of our competitors in (fleet) growth over the next three years and below the market growth," Andersen said. "I cannot make the figures show that we are making an aggressive market expansion ... We have tried to be conservative, and that is what is needed." Andersen said fleet expansion like that seen in the decade from 2000-2010 was not sustainable. The new ships measuring 400 metres (1,312 feet) long and 59 metres wide and costing about \$190 million each will be the world's biggest. But Maersk says they will consume less fuel and have lower emissions than vessels now in service. "Fuel is so much more important than five years ago," Andersen said. "It is changing the whole industry, as we can see with slow steaming," or running at lower speeds to save fuel. "These ships are designed for slow speeds (of 17-22 knots)," Andersen said. "We are not adding horsepower." Nearly 20 port terminals are ready to receive the new Triple-E ships and that number will increase, Andersen said.

Ship operating costs increase again but insurance costs plummet

International accountant and shipping consultant Moore Stephens says total annual operating costs in the shipping industry increased by an average 2.2 per cent in 2010. This compares with the 2.0 per cent average fall in costs recorded for the previous year, which was the first time since 2002 that operating costs had fallen. All cost categories showed an overall increase this time, with the exception of stores and insurance – with the latter falling by 4.7 per cent overall. The findings are set out in OpCost 2011, Moore Stephens' unique ship operating costs benchmarking tool, which reveals that all individual categories of vessel covered by the research, with the exception of handysize product tankers, experienced an increase in total operating costs in 2010, the financial year covered by the survey. Costs for the three main sectors covered – bulkers, tankers and container ships – were all up. The bulker index increased by 5 index points (or 2.9 per cent) on a year-on-year basis, while the tanker index witnessed a two-index-point (1.1 per cent) rise. Meanwhile, the container ship index (with a 2002 base year, as opposed to 2000 for the other two vessel classes) was up three index points, or 1.9 per cent. The corresponding figures in last year's OpCost report showed falls in the bulker, tanker and container ship indexes of 1, 5 and 13 points respectively. There was a 3.2 per cent overall increase in 2010 crew costs compared to the 2009 figure, which itself represented the most moderate increase for a number of years. In 2008, the report revealed a 21 per cent increase in this category. Tankers overall experienced increases in crew costs of 2.7 per cent on average, compared to 2.5 per cent in 2009. For bulkers, meanwhile, the overall increase in crew costs was 4.0 per cent, while for container ships it was 2.9 per cent. For repairs and maintenance, there was an overall increase in costs of 4.5 per cent, compared to the 11.3 per cent decrease recorded for 2009. The biggest increase here was the 8.0 per cent recorded in the container ship category. For bulkers the increase was 7.6 per cent, and for tankers just 0.8 per cent. There were variations in the cost movements experienced within vessel categories. Whereas operators of handysize bulkers spent an average of 12.0 per cent more on repairs and maintenance in 2010, those running capsizes recorded an average increase of just 3.7 per cent. And whereas the

average increase in repair and maintenance costs for panamax tankers was 8.4 per cent, operators of aframax actually spent 1.3 per cent less than in 2009. In the container vessel sector, meanwhile, increased repair and maintenance spend was fairly consistent across all box ship tonnage sizes covered by the report. For the second successive year, OpCost reveals a fall in the level of spending on stores – down by 1.0 per cent. Overall, expenditure in this regard was actually up in the bulker sector, by 1.1 per cent, but down in the tanker trades (by 3.4 per cent) and in the container ship market (also by 3.4 per cent). The insurance category showed the biggest movement in terms of costs – down overall by an average of 4.7 per cent across all vessel types in 2010. For tankers, the insurance spend was down by 7.9 per cent, for container ships by 3.8 per cent, and for bulkers by 2.9 per cent. Panamax bulkers were the only individual class of ship to spend more on insurance in 2010, while the likes of small chemical tankers (10.4 per cent), VLCCs (9.8 per cent) and aframax tankers (9.0 per cent) spent considerably less. Moore Stephens partner Richard Greiner says: “The movement in operating costs during 2010 is fairly consistent with what we might have expected, bearing in mind the big fall in costs in 2009 and the continuing economic downturn. The average overall increase in crew costs of 3.2 per cent, up one per cent on the figure for 2009, is clearly a matter of continuing concern for owners and operators. But it is modest in comparison to some of the very significant increases recorded in this category in earlier years. The industry must continue to invest in personnel, and it is encouraging to see that it is not only doing so, but also doing so without suffering the huge surge in outgoings that was giving such a lopsided look to operating costs a couple of years ago. “The 4.5 per cent average increase in expenditure on repairs and maintenance compares with a decrease of more than 11 per cent in 2009, but is significantly down on the 13 per cent-plus increases recorded in both 2007 and 2008. It is also an indicator not only of increases in the costs of labour and raw materials, but of a continuing willingness on the part of the industry to pay for the upkeep of its ships which, with increasingly stringent national and international regulations coming into force covering the likes of corporate and environmental responsibility, is a prerequisite for the continuing ability to trade. “Spending on stores was down in 2010. This is perhaps something of a surprise, since the category includes lube oils, the price of which continued to rise throughout 2010, along with the cost of the additives which go into its manufacture. But the more widespread fitting of Alpha-type lubricating systems, the fall-off in some areas of trade, and the resort by some to slow steaming, appear to have made their effect felt in this regard. “Insurance costs were the big mover in this year’s report, with spending down by almost 5 per cent. Conditions in the insurance market were more benign in 2010 than for a number of years. The general increases announced by the P&I clubs for 2011 are in most cases at their lowest levels for more than ten years, reflecting improved figures for 2010 and more optimistic forecasts for 2011 and 2012. The results of OpCost also point to a level of informed discernment in the commercial underwriting sector, with the likes of chemical tankers – notoriously ‘safe’ ships – paying over ten per cent less for their insurance in 2010 than in the previous year. Tighter regulation and stricter port state control should result in fewer accidents and, in an ideal world, will feed through to more favourable insurance rates. “The global economic outlook remains both bleak and uncertain. Like other industries, shipping will both play a part in its recovery and suffer from its consequences. But the indications from OpCost 2011 are that operating costs are under a measure of control, which could prove crucial over the next couple of years.” | The latest report marks the eleventh year of publication for OpCost, which this time includes data from 2,600 ships, a record number. Running cost information is obtained on a confidential basis from clients of Moore Stephens, and from other shipowners and ship managers who submit data for inclusion. OpCost is widely used for benchmarking running costs, the preparation and ongoing monitoring of business plans and in forensic accounting. Copies of the OpCost 2011 report are available free to owners who submit their data for inclusion, or can be purchased by contacting Richard Greiner at Moore Stephens London. chris@merlinco.com

NAVY NEWS

Baltic Fleet marines visited Swedish naval base

Delegation of Baltic Fleet (BF) marines was invited to visit 1st Amphibious Regiment (Berga, near Stockholm) in Sept 27-30 within the framework of international military cooperation between Russian and Swedish defense ministries, Rusnavy reports. During the visit, Russian officers are familiarized with day-to-day activities of the amphibious regiment and exchange experience with Swedish colleagues. The visit program included a tour on a combat boat around skerries of Stockholm Archipelago, visiting base of the amphibious regiment at Korso Island (Stockholm Archipelago, the Baltic Sea), demonstration of the regiment's sea and land capabilities, and visiting combat assets of Berga naval base, Swedish Navy. **Source : PortNews**



The 54.5 mtr Greek patrol vessel **P 19 NAVHAMOS** seen moored in Kos, the patrol vessel with a top speed of 24 knots is of the modified Osprey 55 series, and commissioned 1990 into the Greek navy, Similar ships are operated by Morocco and Senegal, and the original shorter-hulled version is operated by Mauritania and Myanmar

Photo : Jeroen van den Berg ©

“Admiral Kuznetsov” ready for winter migration to the south

Russian Northern fleet will show its muscles in trouble areas in North Africa and the Middle East.

The aircraft-carrier will sail from Murmansk on November 13 to open waters in the Barents Sea where she will stay for a week. The air wing will then be drilling on landings and takeoff procedures, reports Itar-Tass with reference to the Main Naval Headquarters of Russia. On November 19, “**Admiral Kuznetsov**” will sail towards the north coast of Norway and set course towards the Atlantic. The aircraft-carrier will be followed by other Northern fleet vessels, including the anti-submarine ship “**Admiral Chabanenko**.” The group of naval vessels will sail to the Mediterranean, but it is not yet decided which ports will be visited.



Above the Russian air craft carrier **ADMIRAL KUZNETSOV** seen leaving Murmansk for seatrials in the Barents Sea

Photo : Capt. Christian Schmidt ©

The Northern fleet destroyer “**Severomorsk**” visited the Syrian port of Tartus earlier this week on her way back to the north after termination of a anti-piracy mission in the Gulf of Aden. Last time “**Admiral Kuznetsov**” sailed the

Mediterranean was in the winter months of 2008 / 2009. The voyage included port calls in both Syria and Turkey. In 2008, Northern fleet vessels also made port call to the Libyan capital Tripoli.

During a voyage in December 2007 "**Admiral Kuznetsov**" suddenly started an exercise in the close vicinity of Norwegian oil platforms in the North Sea, including takeoff and landings onto the deck of the carrier. The flights of Russian jet-fighters forced Norwegian air-traffic control authorities to halt all helicopter traffic to and from the Troll oil platform. Norway handed over an official protest to Russian authorities stating that the exercise was highly regrettable since it had consequences for the Norwegian oil industry's operations in the North Sea. On the voyage this winter, the aircraft-carrier will take onboard eight Su-33 jet-fighters, several MiG-29K and two Ka-27 helicopters. Simultaneously as the Main Naval Headquarters announces that "**Admiral Kuznetsov**" will start a three month long voyage to the world's oceans this winter, the military prosecutions office opens a criminal investigation due to suspicions that a 2009 repair of the vessel was heavily overpaid. Proceedings are initiated against the head of the technical department of the Northern fleet for approving documents estimating the costs of the repair leading to an overpayment of near 10 million roubles to ship repair yard No. 35 in Murmansk, reports Interfax. **Source : BarentsObserver**

The Great Russian Fade

The Russian nuclear submarine fleet will be reduced to about 30 boats in a few years. Russian rulers, and any citizens who care to dig around the Internet, have been aware of this trend for over a decade. The admirals have had a hard time getting anyone excited about this, even when it was pointed out that, twenty years ago, Russia (then the Soviet Union) had a nuclear sub fleet larger (at 180 boats) than that of the United States (150 subs). Since 1991, the U.S. sub force has also shrunk, but only by about half. The U.S. sub fleet is now nearly twice as large, and the Americans are building more each year than Russia, although not enough to prevent the American fleet from gradually shrinking. The Russians are currently mostly concerned with replacing SSBNs (ballistic missile carrying nuclear subs) and boats that carry anti-ship missiles (for handling aircraft carriers.) The admirals admit, at least among themselves, that this is all they are likely to get. In the last few years, the Russian public has becoming aware of the fact that they won't have much of a navy in 5-10 years. There has been no public outcry over this. Russia has never been a great naval power, and whenever it tried to be, the effort was expensive and ultimately disastrous. Most Russians have more pressing concerns than the size of the fleet.



A laid up, half cannibalized KIROV class cruiser

The basic problem is that, in the last two decades, very few ships were built, and most of the Cold War era warships that now comprise the fleet, will have to be retired. These ships are falling apart, as there was not any money, since the Soviet Union dissolved in 1991, for repairs and upgrades. Some Russian politicians are calling for more money, to build enough surface ships to maintain a respectable fleet. That is proving difficult, particularly because of the lack of popular support for such an effort. Then there's the problem that most of Russians warship building capability has disappeared since 1991.

For the last two decades, most of the Russian naval construction effort went into finishing a few subs, and building some surface ships for export. In the last decade, some effort was put into building new surface ships. Thus there is a new class of 4,500 ton frigates (the Gorshkov class), but only a few are being built or planned. The Gorshkov's have a 130mm gun, plus anti-ship and anti-aircraft missiles. The navy wants at least a dozen of these 4,500 ton ships, but the money has not been provided yet.

There are two **Stereguschyy class** corvettes in service, with five more building. These are small ships (2,100 tons displacement), costing about \$125 million each. These "Project 20380" ships have impressive armament (two 30mm anti-missile cannon, one 100mm cannon, eight anti-ship missiles, six anti-submarine missiles, two eight cell anti-missile

missile launchers). There is a helicopter platform, but the ship is not designed to carry one regularly. Crew size, of one hundred officers and sailors, is achieved by a large degree of automation. The ship also carries air search and navigation radars. It can cruise 6,500 kilometers on one load of fuel. Normally, the ship would stay out 7-10 days at a time, unless it received replenishment at sea. Like the American LCS, the Russian ship is meant for coastal operations. The navy wants at least fifty of them (but there is only money for 30). There is also an amphibious ship under construction, and lots of talk about aircraft carriers. But until money is allocated, and construction starts, it's all just talk. Russia has proposed putting some retired (because they were too expensive to operate) ships back into service. This includes two Typhoon class SSBNs (the largest subs, at 24,000 tons, ever built) and three Kirov class battle cruisers. These 28,000 ton ships carry over 400 missiles each (for anti-ship and anti-aircraft use). But this is a partial, expensive and one time solution to the problem that the Russian fleet is fading away, because of too little concern, and too little cash. Source : Strategypages

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New finance manager/deputy managing director of Ulstein Verft

Sindre Rotevatn (51) has been appointed finance manager and deputy managing director of Ulstein Verft AS. He will take up the position in November. "I am looking forward to joining ULSTEIN and to my new role as finance manager and deputy managing director of Ulstein Verft," says Sindre Rotevatn. He comes from the position as Senior Vice President Business Process Improvement in Saferoad Group, where he previously held the position as CFO. Rotevatn also has several years of experience as finance manager in Ørsta-gruppen, Ørsta Stål and Møremøbler, in addition to experience from banking. "We are very pleased that Sindre Rotevatn is joining our team. As finance manager and deputy managing director he will play a key role in the company," says managing director of Ulstein Verft, Karsten Sævik. **Sindre Rotevatn** succeeds **Sigurd Viseth** as deputy managing director of Ulstein Verft. Viseth has been appointed managing director of Ulstein Design & Solutions AS and area manager for the business area Design & Solutions in ULSTEIN. He succeeds Tore Ulstein, who will continue as deputy CEO of ULSTEIN and chairman of the board in Ulstein Group ASA. Rotevatn succeeds Hans Børre Fiskaa as finance manager of Ulstein Verft. Fiskaa takes up a new position in the sales department of Ulstein Design & Solutions.

Chinese eye cruiseships

China's Wenzhou [Wenshou] Sino-European Shipbuilding (SES) is in a newbuilding talk for four cruiseships through Italian company. Vice president, Shao Yong Chang from SES said they are under a business talk for newbuildings, including four cruiseships valued at \$700m-\$800m apiece and 16 reefers (tuna carriers) worth over \$300m per vessel.

He added that SES is finding a breakthrough on new ship type under difficult circumstances of increasing labor costs and shipbuilding cost, etc. Wenzhou Sino-European, established in 2004, is a China-Italy joint venture shipyard which concentrates on building high-value specialized ships such as high-speed ferry, Ro-Ro, chemical tanker, mega-yacht, reefer, etc., other than cruiseship. **Source: Asiasis**

Khabarovsk Shipyard lays ASD tug for Rosneft

Official keel-laying ceremony was held today, Sept. 29, at Khabarovsk Shipyard of a maneuverable Azimuth Stern Drive ice class tug ordered by a Rosneft subsidiary, the regional Khabarovsk administration said. Ship dimensions: length molded – 23 meters, beam molded – 10 meters, displacement – 350 tons. The harbor tug is intended for handling large tonnage ships, mooring operations, for refloating stranded ships. The vessel will be able to put out fires on the emergency vessels. "It's safe to say, this is a unique tug of its kind. The boat was designed by Dutch experts," the shipyard's Chief Engineer Vladimir Leonov said. The tug is scheduled for delivery in the fall of 2012.

OJSC Khabarovsk Shipyard is a member of Far Eastern Center of Shipbuilding and Repair owned by United Shipbuilding Corporation. The firm was established to execute warships contracts for the Russian Navy. Rosneft is one of the largest public oil and gas companies worldwide. The Company is primarily engaged in exploration and production of hydrocarbons, production of petroleum products and petrochemicals, and marketing of outputs. Rosneft has been included in the Russian Government's List of Strategic Enterprises and Organizations. The Russian Government holds a 75.16 percent stake in the Company (through OJSC Rosneftegaz), some 15% of shares are in free-float. **Source : PortNews**

German yards' jobs down 4%

Employment at German shipyards continued downward trend during the past year. As of September, 16,351 people were directly employed by the country's shipbuilders, trade union IG Metall said in its annual industry survey. That is about 4% less than a year earlier. About 4,200 jobs have been lost since the boom year 2008, IG Metall added. More than two thirds of German shipbuilding workers are employed with the five major yard groups, the survey showed. These are ThyssenKrupp Marine Systems, Meyer Werft (including Neptun Werft), P+S Werften, Lürssen Group and Sietas Group. The continuing restructuring of ThyssenKrupp Marine Systems, with the sale of Blohm + Voss scheduled for completion this year, will therefore have a major effect on the structure of the whole industry, the union said. **Source: Asiasis**

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Vale's 3rd VLOC to serve Brazil

Miner Vale will take delivery of another 400,000 DWT VLOC next month, its third after the '**Vale Brasil**' and '**Vale Rio de Janeiro**.' Surprisingly, the first of Vale's mega-bulkers to be named for a foreign trading partner does not carry the name of one of its Asian customers. Instead, the '**Vale Italia**' will be used primarily to carry iron ore from Brazil to the port of Taranto in southern Italy. Italy's iron ore imports plummeted in 2008 following the financial crisis, but its steel

industry has begun to recover, producing 18.7 MT of crude steel so far this year - 11% higher year-on-year and approaching pre-recession output levels. Its iron ore imports have followed a similar trend, and shipments from Brazil have risen 37% year-to-date. Italy has been a bright spot for Brazil's iron ore exporters in Europe this year, as weaker buying from Germany and France has actually seen overall exports to the EU down 3.5% year-to-date. Based on the pace of exports in the first eight months of the year, Brazil is on track to ship more than 11 MT of iron ore to Italy this year for the first time since 2007. While it remains to be seen what impact the current European debt crisis will have on the Italian steel sector in the coming months, current softer iron ore prices and the reduced freight costs that a VLOC should offer could further support Italian iron ore buying in Q4 – as long as demand for steel holds steady.

Source : PortNews



Above seen PB Towage Australia's two Melbourne based tugs **PB Plenty** and **PB Hunter** carrying out an inwards towage assignment . **Photo : Ian Edwards - www.shipphoto.com.au (c)**

Vago: MSC weighing 2-ship newbuild order

MSC Cruises, which is currently negotiating the takeover of the cruise ship contract at STX France recently abandoned by Libya's GNMTC, is considering ordering two more vessels within the next six months. Interviewed at Seatrade Europe in Hamburg today, MSC chief executive Pierfranceso Vago said the two additional vessels would be a prototype design broader in the beam than those currently in the fleet and with passenger capacity up to 20% higher than the company's largest, Fantasia-class vessels.

He said the company is looking at two firm orders, and that it might add options for two more. 'Economies of scale are dictating the market so yes, they will have a larger passenger capacity than our current ships, he said. At the same time, he said MSC is eager to avoid restricting its portfolio of potential ports of call by adding vessels that were too long for all but the most well-endowed ports. Rather, the company would go for wider ships, though without reducing cabin size. He added that the MSC is still looking to finalise the takeover of the former GNMTC ship now under construction at Saint Nazaire. 'We have the Divina coming in 2012 and hopefully this other ship at STX in 2013. We would be looking for these new prototypes to join the fleet in 2014 and 2015,' he told Seatrade Insider. As for the eventual builder of the ships, he did not rule out Italy's state-owned shipbuilder Fincantieri, 'as long as the conditions are right.' That would take some doing, however, with Italy operating at a major disadvantage compared with Germany and France in terms of its export-credit arrangements. 'The spreads alone make it a huge differential,' Vago said, while Italy is neither as fast-moving nor as flexible as its more aggressive neighbours. With AIDA Cruises now taking the Asian plunge with new orders at Mitsubishi, Vago also noted that 'we should all take note of this. The Japanese in particular are capable and structured. In the past, we did not go this route because no Asian yard had a tissue of suppliers to compare with Europe. Japan could now be a location for this,' he said. **Source: Seatrade Insider**

Marlink, Thrane & Thrane Agreement for Sailor 900 VSAT

Marlink and Thrane & Thrane have come to an agreement for the introduction of the brand new Thrane & Thrane SAILOR 900 VSAT antenna, which is commercially released in September 2011. Marlink will add the innovative new Ku-band antenna to its VSAT portfolio and offer it to its extensive global customer network. SAILOR 900 VSAT is a powerful, quick and easy-to-install four-axis stabilized Ku-band VSAT antenna, featuring a low-profile and high performance RF design. It can be easily integrated with all leading VSAT modem units and the sophisticated Antenna Control Unit (ACU) features multiple LAN and diagnostics ports, and Built-in Test Equipment (BITE).

During the intensive development and testing of SAILOR 900 VSAT, Thrane & Thrane's in-house engineers were supported by Marlink's experience as a key global maritime communication organisation. The result is a cutting-edge Ku-band antenna designed to meet the demanding requirements of shipping and offshore companies with significant operational, installation and maintenance benefits. "As one of the leading maritime satcoms service providers, Marlink's input during the development of the SAILOR 900 VSAT was invaluable," comments Casper Jensen, VP Maritime Business Unit, Thrane & Thrane. "SAILOR 900 VSAT will of course be offered through our entire global partner network, but we are delighted to continue our long relationship with Marlink and co-operate closely as we gear up to bring an innovative new product to the VSAT space." "By including the new SAILOR 900 VSAT antenna in our product offerings we continue to bring flexibility to our customers, offering choices of hardware and products that suit their specific needs," comments Tore Morten Olsen, CEO Marlink. "Ship owners worldwide have very different communications needs. Adding the new SAILOR 900 VSAT antenna into our VSAT portfolio further strengthens Marlink's position as the most complete maritime communications provider in the market." To ensure reliability of the SAILOR 900 VSAT aboard any vessel type, Thrane & Thrane built a unique antenna testing and simulation facility at its HQ. The facility features a multi-axis hydraulic motion testing and simulation platform that uses real-life vessel motion and conditions, to test the SAILOR 900 VSAT whilst it is connected to a live satellite. This extra testing ensures that the SAILOR 900 VSAT is ready for installation aboard vessels of all sizes and types. **Source: MarLink**

Grimaldi Newbuild for Hamburg–West Africa Connection

Overnight from 25 to 26 September 2011, the **GRANDE SIERRA LEONE** docked at the Unikai terminal at the Port of Hamburg for the first time. It is the first sailing of the newbuild in the West Africa service operated by Grimaldi Lines. The **GRANDE SIERRA LEONE** joins the "Southern Express" service of the Grimaldi Lines, which now operates with a total of six ConRo ships and links Hamburg with the West African ports of Casablanca, Dakar, Conakry, Lome, Pointe Noire, Luanda and Douala. On the south-bound leg, the port rotation includes Amsterdam, Hamburg, Antwerp, Le Havre, Bilbao, Leixoes and Lisbon. The deployment of the **GRANDE SIERRA LEONE** allows Grimaldi to step up the frequency of departures to West Africa from ten to eight days.

To mark the occasion of the newbuild's inaugural arrival at the Port of Hamburg, Port Captain Andreas Brummermann presented the captain of the **GRANDE SIERRA LEONE**, Alberto Donato, with the Admiralty Plaque of the Port of Hamburg and, together with Hans Jürgen Sell and Dirk Peters from Grimaldi Germany GmbH and Axel Mattern, member of the Executive Board of Port of Hamburg Marketing, welcomed the ship's crew in Hamburg.

The **GRANDE SIERRA LEONE** completes the series of twelve Grande newbuilds. Grimaldi had seven of the vessels built at the Uljanik shipyard in Pula, Croatia; the other five were built by Hyundai in Korea. With a length of 210 metres and a draught of 9.5 metres, the ships in the Grande class can carry 2,000 cars/vans, 800 TEU (20-foot standard containers) and provide 2,000 linear metres with a track width of 2.5 metres to accommodate extra large and heavy cargo such as trucks and construction vehicles. General cargo is transported on roll trailers or loaded conventionally using forklift trucks with a carrying capacity of 38 tons. The stern ramp can support a load of 250 tons, and the two Liebherr on-board cranes can each lift 45 tons. "Hamburg is the key port in northern Europe for the Grimaldi Group. It is from here that we service the West African continent as well as the east coast of South America and a number of destinations in the Mediterranean. For the year 2012, we will be able to increase our capacities further still, and our current planning is for about 250 arrivals at the Unikai terminal," announced Dirk Peters. The Grimaldi subsidiary ACL also sails for the eastern coast of North America from here.

"A total of eight liner services now link Hamburg with ports in West Africa, and container traf-ic between Hamburg and West Africa increased by more than 82,000 TEU in 2010, which represents a growth rate of 54 per cent," said Axel Mattern. This strong growth on the West Africa route was also the decisive factor in the positive overall trend in the Port of Hamburg's Africa traffic as a whole. Last year some 200,000 TEU were shipped between Hamburg and ports in Africa (+23.4 per cent). "The positive trend carried through to the first half of 2011. About 43,000 TEU were shipped between Hamburg and West Africa between January and June, generating 7.5 per cent of additional growth. Imports from West Africa amounted to 29,000 TEU, compared with about 14,000 TEU in exports," said Mattern. The staple imports carried by sea from West Africa and transhipped via the Port of Hamburg are cocoa, timber, textiles, raw materials, furniture, rubber and coffee. Exports are primarily vehicles, but grain, fertiliser, chemical products and other machinery and equipment are also shipped to West Africa via Hamburg. **Source: Marine Link**



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Lankhorst Ropes levert meerlijnen voor de Goliat FPSO

De toonaangevende offshore touwproducent, **Lankhorst Ropes**, heeft van **Eni Norge AS** een contract ontvangen voor het leveren van polyester meerlijnen voor de Goliat FPSO (Floating Production Storage and Offloading). De **Goliat FPSO** zal 85 km vanaf de kust ten noordwesten van Hammerfest, in de licentiegebieden PL229 en PL229B in de Barentszee, offshore Noorwegen, worden gepositioneerd. De cilindervormige **Goliat FPSO** zal met 14 polyester meerlijnen in drie clusters van vier, vier en zes lijnen, op 400m (1.312 ft) diepte worden afgemeerd. Lankhorst Ropes levert het polyester meerlijn Gama 98. Deze meerlijn is tot nu toe één van de sterkste FPSO meerlijnen die ooit is gemaakt.

Gezien de weersomstandigheden in de Barentszee en relatief ondiep water zal de **Goliat FPSO** gebruik maken van een "semi-taut leg" afmeersysteem om bewegingen van de FPSO te beperken. Het afmeersysteem bestaande uit drie clusters, waarvan twee clusters langere lijnen hebben om de heersende weersomstandigheden op te vangen, en een zeebodemketting zullen de zijwaartse kracht geven die nodig zal zijn om het productieschip gedurende de operatie op zijn plek te houden. Met het oog op het minimaliseren van mogelijke schade door de sleepnettenkabels van visserijschepen ontwikkelt **Lankhorst Ropes** een speciale mantel voor de polyester meerlijnen. Tijdens productie in de fabriek van Lankhorst Euronete Ropes in Portugal is de mantel een volledig geïntegreerd onderdeel van de meerlijn. De FPSO afmeersystemen beschikken over in-line buoyancy elementen. Deze buoyancy elementen, geproduceerd door **Lankhorst Mouldings** en bevestigd op verlengde sluitingen, hebben een opdrijvend vermogen van 19 T, en zullen voorkomen dat de polyester touwen de zeebodem raken. In reactie op de toekenning van het **Goliat FPSO** contract, zei Chris Johnson, Sales Director bij Lankhorst Ropes Offshore Division: —We zijn verheugd dat Eni Norge AS ons heeft gekozen voor het leveren van de meertrossen voor Goliat. Dit is een uitdagend project en zal Lankhorst Ropes'toewijding ten opzichte van het normaliseren van het offshore afmeren aantonen vanwege onze touwkwiteit en technische innovatie De PL229 en PL229B licentienemers zijn Eni Norge AS en Statoil Petroleum AS met Eni Norge AS als exploitant. De levering van de meerlijnen en buoyancy elementen door Lankhorst Ropes staat voor begin 2013 gepland. **Source: Lankhorst Ropes**



The **JUMBO SPIRIT** delivered 6 locomotives with a weight of 117 tons each in Panjan, Indonesia on Sept 28-29
Photo : Borge Fogh - Jumbo Shipping (Singapore) Pte. Ltd (c)



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Chongqing launches container shipping service to Luzhou

CHONGQING has launched a container shipping route to Sichuan province's Yangtze River City of Luzhou, Xinhua reports. After a six month trial, the service, operated by local carriers, has now started scheduled operation under the "five-fixed" mode of fixed route, rotation, departure time, duration and vessel. It starts from Chongqing's Cuntan bonded port area, offers eight sailings per week using 200-TEU ships.

Based on the estimation that the route can offer about 300 sailings annually, it is expected to be able to move more than 100,000 TEU in transshipments per year, raising the proportion of transshipments in Chongqing's throughput total to over 30 per cent.

If half the cargo is trade goods and goes through customs procedures in Chongqing, at least US\$2 billion's trade value will be brought to the city, said He Wei, deputy director of the Chongqing Foreign Trade and Economic Relations Commission.

Mr He said they will adjust the number of sailings of the service according to market demand. If yearly frequency rises to 400, transshipment volume will be increased to 150,000 TEU with a trade value of more than \$3 billion. This will be a major contribution to Chongqing's aim of one million's transshipments and \$30 billion's trade value. Chongqing is considering incentives to encourage the use of its bonded logistics services in a bid to meet its target. **Source :** Schednet

Felixstowe port commissions berths to handle mega ships



Photo : Piet Sinke (c)

The port of Felixstowe inaugurated the first deep water berths in the U.K. able to handle the latest generation of mega container ships on Wednesday, the Journal of Commerce reported. The two new berths are part of a \$1.6 billion expansion aimed at strengthening the port's position among northern Europe's top hubs as ocean carriers' trim the number of calls made by the largest container vessels. The new berths will enable the U.K.'s leading container port to handle Maersk Line's 18,000 20-foot equivalent container units ships due to enter the Asia-Europe trade in 2013.

Felixstowe is one of only three European port calls, along with Rotterdam and Bremerhaven, in Maersk Line's daily service from Asia with guaranteed delivery times that debuts on October 24. The new berths are equipped with the world's largest container cranes capable of handling ships with boxes stowed 24 wide on deck.

The U.K. east coast port, which is owned by Hong Kong-based Hutchison Port Holdings, is also building a third rail terminal, scheduled to open in 2012. With capacity for 30-wagon long trains, it will be the largest terminal of its type in the U.K. and will double the port's rail capacity.

Felixstowe said 1,500 jobs will be created by its expansion – 680 directly employed by the port and 820 by suppliers.

"The port of Felixstowe was HPH's first investment outside Hong Kong, and this exciting new investment underscores our ongoing commitment to ensuring it has facilities to retain its position among the world's leading ports," said Clemence Cheng, Managing Director, Central Europe of HPH. "Our latest investment will ensure that the U.K. remains a direct-call destination for the latest generation of ultra-large containerships."

Felixstowe handled an estimated 3.4 million TEUs in 2010, around 40 percent of the U.K.'s total container traffic.



The **ARTANIA** seen arriving in Rotterdam – Photo : Leo Verhoog ©

Evergreen to invest US\$15.6 billion in logistics facilities in Chongqing

TAIWAN'S **Evergreen Group** has entered a deal with Chongqing's largest private multi-industry investors Minsheng Group on spending CNY100 billion (US\$15.6 billion) on building two logistics bases in the city's Liangjiang New Area, Xinhua reports. The two mega logistics facilities will be respectively in the Longxing Industrial Park and the Yufu Industrial Park, including a road transportation base, a supply chain financial centre, a warehousing centre with a two-

storey stereoscopic warehouse, a truck transshipping station, and a container freight transshipping station which is next to the Guoyuan port area.

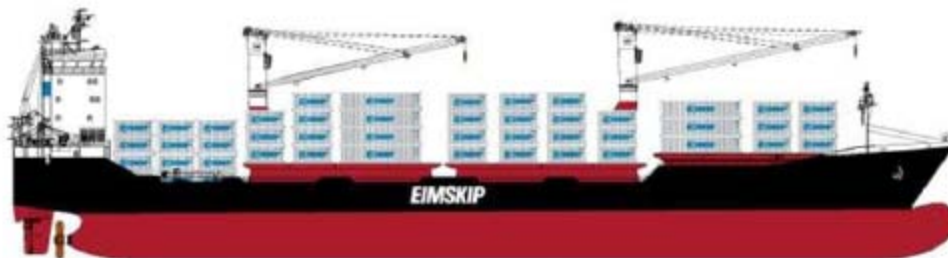
After completion, 50 per cent of the two facilities' logistics business will be brought by the large industry clusters in the Liangjiang area valued at CNY1.5 trillion. The other 50 per cent will be brought by transshipments from the neighbouring regions in central and western China. An unidentified senior executive from Evergreen said the act is just a beginning of its plan to break into the Chongqing market and will expand its business in the area and develop Chongqing into its logistics hub in the upper reaches of the Yangtze.

Chongqing's fast growing transport facilities are bringing business opportunities for logistics operators, said the report. Located in the Liangjiang New Area, where the Guoyuan port area is soon to be completed with a two million TEU capacity, the newly founded Cuntan Bonded Port Area is coming on a fast track of development. The largest airport in hinterland China, the Chongqing Jiangbei International Airport is to have a cargo capacity of 2.5 million tonnes per year. In addition, the rail line connecting Chongqing via Xinjiang to Europe has also been opened. **Source :** Schednet



The **MAERSK MIKAGE** seen enroute Amsterdam – **Photo : Joop Marechal (c)**

Eimskip Builds Two New Container Vessels



Eimskip has signed an agreement to build two new container vessels. It is estimated that the vessels will be delivered in the first half of 2013. The vessels will be built by Rongcheng Shenfei Shipbuilding Co., Ltd., China based on a German design, and supervised by Germanischer

Lloyd. The vessel capacity is 875 TEUs (thereof 230 reefer containers), deadweight 12,000t, length overall 140.7m, breadth 23.2m, draft 8.7m, and service speed 18.3 knots. The estimated cost of construction for the two vessels is about USD 50 million. The vessels will go into service in 2013 on the Southern Route, which is currently fully utilized. They will replace **Brúarfoss** and **Selfoss** which will be transferred to other services.

Gylfi Sigfússon, CEO of Eimskip: —This is a major milestone for Eimskip and an important step in the build up and the renewal of the vessel fleet. The strong financial position of the company makes this investment possible. The new vessels will strengthen the sailing network in the North Atlantic and create greater efficiency in the operation as well increase capacity on the Southern Route. These new vessels will create more jobs for Icelandic crewmembers, as the company has emphasized on operating its own container vessels with Icelandic crewmembers. **Source: Eimskip**

Kimberly-Clark settles Horizon Lines claims

Horizon Lines, moving to complete a \$655 million refinancing this week, said Kimberly-Clark had agreed to drop antitrust claims resulting from the carrier's price-fixing in the U.S. mainland-Puerto Rico trade, the Journal of Commerce reported. The paper product giant was among the large shippers that opted out of a civil class action lawsuit Horizon paid \$20 million to settle. Wal-Mart and Home Depot are among other shippers that opted out of the

deal and have settled with Horizon for undisclosed terms. The class action was filed in the wake of a federal criminal investigation that resulted in Horizon pleading guilty last March to a felony antitrust violation and agreeing to pay a \$45 million fine that later was reduced to \$15 million. The guilty plea and fine threatened to put Horizon in default of its bond agreements and triggered a complicated refinancing process that the company said it plans to complete by the end of this month. Horizon set a deadline of 5 p.m. today for consent of holders of its \$330 million in 4.25 percent convertible notes to sign consents clearing the way for an exchange of the convertible notes for stock. The company said that as of last Friday, the previous deadline for the exchange offer, holders of 99.3 percent of the convertible notes had agreed to the deal. Horizon is the largest U.S. domestic ocean carrier. It operates in Jones Act cabotage trades between the U.S. mainland and Puerto Rico, Hawaii, Alaska and Guam, and has an international service from China to the West Coast. **Source : PortNews**

Cobelfret start containerdienst naar Cork

Het vaarschema van het containerschip 'Arx' dat tot nu toe tussen het Franse Radicatel en het Ierse Dublin pendelde, wordt gevoelig uitgebreid. Het onder Luxemburgse vlag varende schip bedient vanaf deze week ook Rotterdam, Zeebrugge en Cork wekelijks. De 707 teu grote 'Arx' laadt elke woensdag in Rotterdam en elke donderdag aan de Zweedse Kaai in Zeebrugge containers voor Cork, waar het schip elke zondag zal laden en lossen. Op weg naar Cork blijft het schip de Seinehaven Radicatel aanlopen om er lading voor zowel Cork als Dublin aan boord te nemen. Ook op de terugweg van Dublin en Cork naar Rotterdam wordt een tussenstop in Radicatel ingelast.



Photo : Henk Claeys ©

De containerdienst wordt geëxploiteerd door CLdN Ro-Ro, de Luxemburgse zusterrederij van het Belgische Cobelfret Ferries. CLdN Ro-Ro blijft naast de lolo-dienst ook twee afvaarten per week uit Rotterdam en Zeebrugge naar Dublin bieden met moderne roro-schepen, waarmee ook containers worden verscheept. Voor CLdN is dit de eerste zuivere

containerdienst in Rotterdam. Een paar weken geleden werd een mobiele kraan uit Zeebrugge naar de eigen terminal CdMR in Rotterdam-Botlek overgebracht. **bron: De Lloyd**

CEO David Hahn exits B.C. Ferries as it tallies losses of \$20 million

Faced with the worst ridership levels in decades and projected losses in the tens of millions, B.C. Ferries boss David Hahn has introduced a sweeping cost-savings program that includes his own retirement. Hahn, who's been the focus of intense public criticism for his \$1.1-million remuneration, said on Tuesday that he'll retire at the end of the year as part of the overall goal of slashing costs by \$11 million.

The move comes 15 months before the expiration of Hahn's contract and during a time of record-low passenger and traffic levels, which are estimated to be down three and four per cent, respectively, this year, with expected losses over \$20 million. Hahn, however, was surprisingly upbeat when asked about the state of B.C. Ferries ahead of his Dec. 31 departure date, noting the company is in a much better state than it was when he took over eight years ago.

"Better than I found it," he said, noting on-time performance has gone up while mechanical breakdowns have decreased. "Every long weekend used to be a mess [and] I think the state of the terminals is much better and I think employee moral is much better." Hahn, 61, stressed his decision to retire early was completely independent, meaning he will not receive a severance package, and was partly motivated by his desire to switch the debate away from his salary toward more pressing issues, such as ridership fares, which are under review. On renegotiation of his contract in

2006, B.C. Ferries awarded Hahn a pension worth a total of \$315,000 per year on retirement. The package was criticized by opposition leader Adrian Dix and even Premier Christy Clark, who described it in July as “way, way too big.”

In partial response to this, the government recently introduced legislation that brought compensation levels back to rates found in the public sector, meaning Hahn's successor won't receive such a lucrative pension. Asked about his remuneration on Tuesday, Hahn said, “I don't have any problem with it.” B.C. Ferries chairman Donald P. Hayes said the board has a succession plan in place and expects to announce Hahn's replacement after its November board meeting. He described Hahn as an “extraordinarily talented executive” and a “transformative leader of B.C. Ferries.” Transportation Minister Blair Lekstrom offered similar praise, noting Hahn has “done the job that government asked him to do”

“I think he has worked hard,” said Lekstrom. “Obviously, there is a lot going on with B.C. Ferries right now, but I have no hesitation in saying thank you to David Hahn for the work he has done for all of us.” Ferries critic Gary Coons wasn't as thankful, noting Hahn's departure is just another example of how B.C. Ferries “has been run aground” since the Liberal government started treating it as “a cruise-ship experience” instead of “an integral part of our highways network.”

“We have seen escalating costs, skyrocketing fares, lowest level of ridership in years and we are going to lose \$20 million this year,” said Coons. “And I find it interesting and troubling that instead of staying around to clean up the mess and take a pay cut, David Hahn jumps ship.” In the meantime, Hahn said he's not looking too far ahead to what he wants to do next. He described his post at B.C. Ferries as the best job he's ever had. “I told my mom I'd come visit her and she's in Buffalo, N.Y., so I get to catch a Buffalo Bills game,” he said. “And I was actually thinking of asking Adrian Dix [a huge Bills fan] if he wanted to go with me to see mom and go to a Bills game.”

Source : The Province

.... PHOTO OF THE DAY



The **ALEXANDERGRACHT** seen passing the Kiel Canal – Photo : Ylja Lamberts o/b Elysee (c)

OLD DOGS

An old dog starts chasing rabbits and before long, discovers that he's lost.. Wandering about, he notices a leopard heading rapidly in his direction with the intention of having lunch.

The old dog thinks, "Oh, oh! I'm in deep shit now!"

Noticing some bones on the ground close by, he immediately settles down to chew on the bones with his back to the approaching cat. Just as the leopard is about to leap, the old dog exclaims loudly,

"Boy that was one delicious leopard! I wonder if there are any more around here?"

Hearing this, the young leopard halts his attack in mid-strike, a look of terror comes over him and he slinks away into the trees.

"Whew!" says the leopard, "That was close! That old dog nearly had me!"

Meanwhile, a squirrel who had been watching the whole scene from a nearby tree, figures he can put this knowledge to good use and trade it for protection from the leopard. So, off he goes.

The squirrel soon catches up with the leopard, spills the beans and strikes a deal for himself with the leopard.

The young leopard is furious at being made a fool of and says, "Here squirrel, hop on my back and see what's going to happen to that conniving canine!"

Now, the old dog sees the leopard coming with the squirrel on his back and thinks, "What am I going to do now?," but instead of running, the dog sits down with his back to his attackers, pretending he hasn't seen them yet, and just when they get close enough to hear, the old dog says...

"Where's that squirrel? I sent him off an hour ago to bring me another leopard!"

Moral of this story...

Don't mess with the old dogs...

Age and skill will always overcome youth and treachery!

Bull shit and brilliance only come with age and experience.

Enjoy your weekend ☺

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