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The Chinese tug **DE DA** with the **Heerema Barge H-542** at Wandelaar pilot station enroute to Vlissingen

Photo : Photo : Ronald Ribbe – <http://www.rorifocus.nl> ©

Experts Work to Beef Up Gulf of Guinea Security

Experts are working to beef up security in the Gulf of Guinea, through which an estimated 40 percent of Europe's oil imports and 29 percent of U.S. -bound petroleum products pass annually.

According to a report from the International Maritime Bureau, the gulf located off the central part of the West African coastline is becoming a new hot spot for piracy, with potential to eclipse the scale of high-seas crime seen off the Horn of Africa. Fifty-eight pirate attacks were recorded in the Gulf last year, including 10 hijackings. Nearly half of the attacks occurred off the coast of Nigeria, with others occurring off Cameroon, Ivory Coast, Benin and nearby countries. In February 2012 alone, the report indicates, eight oil tankers were attacked.

But industrial petroleum vessels aren't the only targets. Ships carrying cocoa and metals destined for world markets have also come under attack. Pirates have killed Cameroon security officials, and the mayor of Kombo Abedimo, a locality in western Cameroon, was taken captive by pirates while en route to Nigeria.

"We were ambushed with three gunboats armed to the teeth with about 10 persons per boat," said Mayor Patrick Aboko by telephone. "And surprisingly there was [a] gun firing and some of us fell into water and we were picked up by pirates and taken to their camp. In fact we went through serious torture and the government intervened."

With attacks mounting, the United Nations has appointed Abou Moussa as the special representative to Central Africa with a focus on reducing insecurity in the gulf. Also, West African security experts and defense ministers met this month in Cameroon's capital, Yaounde, where they resolved against negotiating with pirates and they agreed to use any force necessary to eliminate threats.

General Carter Ham, former commander of the U.S. military's Africa Command, says regional cooperation is needed to meet growing challenges.

"There is lots of work to be done in the Gulf of Guinea. The president and the leaders in Cameroon understand that this is a responsibility not of one nation, but all the nations in the region," he said. "And so what we try to do is to find

opportunities for the many nations to cooperate and coordinate their efforts, because we are convinced that when they will be able to do so, there will be security in the Gulf of Guinea and that is what we all desire."

According to British security expert John Drick, proliferation of piracy in the Gulf has already led to a rise in oil prices.

"A repeat of instability and pirate attacks off the coast could again lead to a spike in prices and could cause concerns in the international market," he said, referring to attacks in Nigeria's Niger Delta that triggered a price increase.

While countries that border the Gulf of Guinea — Angola, Ghana, Nigeria, Ivory Coast, Democratic Republic of Congo and Gabon — produce more than three million barrels of oil daily for North American and European markets, the Niger Delta region produces the bulk of it.

High crude prices and unrest in the region, particularly in Nigeria, create favorable conditions for piracy. Left unchecked, observers say piracy in the Gulf of Guinea has the potential to reach and surpass the number of attacks off the coast of Somalia in the past decade. **Source: VOA News**



17-04-2013 : The **STAVANGER VIKING** in dull overcast calm day out from Melbourne off Sorrento

Photo : Andrew Mackinnon – www.aquamanships.com ©



Singapore puts megabucks in marine R&D, awards top students internships

SINGAPORE is to invest S\$77 million (US\$62 million) to support maritime technology R&D, raise the sector's productivity and develop its manpower through sponsored global internship awards to top local students.

High-achieving undergraduates from local universities will be offered a fully sponsored maritime focused internship with local and overseas components.

The **Maritime Innovation and Technology (MINT)** Fund will receive S\$50 million over the next five years of the programme, originally established in 2003 for a 10-year period backed by S\$100 million to support the development of maritime technologies by universities, research institutes and companies in Singapore. "The Maritime and Port Authority (MPA) will also introduce a new S\$25 million Productivity Programme under the Maritime Cluster Fund to co-

fund initiatives like automation and business process re-engineering. The MPA will also set aside S\$2 million from the MCF for a new global internship over the next five years. **Source :** asian shipper



The **BLACK MARLIN** anchored off Algeciras April 5th - **Photo :** Chris Brooks - www.ShipFoto.co.uk ©

Korea: Govt. to create special economic zone at major ports

The government will designate a special economic zone at the country's major ports to boost the nation's maritime industry. The Ministry of Oceans and Fisheries said that it plans to provide tax benefits and ease regulations for companies in these maritime clusters, to create a synergy effect among related industries, such as offshore plant construction, shipbuilding and tourism.

The ministry is expected to come up with draft legislation for the project by the end of the year. There are also plans for a law that would strengthen control of the country's territorial waters and exclusive economic zone and to set up a coast guard station on Ulleung Island to tighten security around the country's easternmost islets of Dokdo.

During her meeting with ministry officials, President Park said that it is important to apply a so-called "creative economy" in the maritime and fisheries sectors as well. She ordered the ministry to come up with ways to create new growth engines in fishing villages that are lagging behind by combining information technology or biotechnology with currently existing businesses there. She stressed that in order to successfully bring about a creative economy in the maritime industry, related ministries should cooperate to foster experts in this field, develop new technologies and tourism resources. President Park also added that the revival of the oceans ministry is meant to counter various changes in this sector, such as fierce competition among countries to secure its maritime territories and a slump in the country's shipping industry. **Source:** Arirang News

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Cosco Pride wint Top 25 duurzaamste schepen Rotterdam

Chinese rederij Cosco met vijf schepen in Top 10 duurzaamste rederij en 'voorbeeld voor de scheepvaart'



Photo : Richard Wisse – www.richard-photography.nl (c)

Het containerschip **COSCO PRIDE** is volgens de Environmental Ship Index het duurzaamste schip dat vorig jaar arriveerde in de haven van Rotterdam. **Cosco Container Lines** heeft zelfs vijf schepen staan in de Rotterdamse top tien van duurzaamste schepen in 2012.

Vandaag, zaterdag 20 april, arriveerde de **COSCO PRIDE** weer in Rotterdam. Ter ere van de eerste prijs organiseerde de Chinese rederij een bijeenkomst op de brug van het schip. **Cosco** heeft duurzaamheid hoog in zijn beleid staan. De scheepseigenaar werd onder anderen toegesproken door **Fer van de Laar** van het World Port Climate Initiative, de organisatie die de schepen indexeert. Hij noemde **Cosco** 'een voorbeeld voor de scheepvaart'. Volgens Peter den Breejen, directeur Cosco Nederland stimuleert Cosco Container Lines het zogenoemde 'green ocean navigation'. "Bij het verder verbeteren van de huidige vloot en het verhogen van de efficiency van de brandstof, investeert **Cosco** veel in milieubescherming, het besparen van brandstof en emissiereductie." Ook was aanwezig is **Rob Grool** uit Canada, namens **Seaspan Corporation**, de scheepseigenaar die een aantal schepen charters aan Cosco: "De Haven van

Rotterdam voert met haar Green Award nog steeds wereldwijd de boventoon als het op veiligheid aankomt. Maar in het ESI samenwerkings verband gaat Rotterdam ook heel ver in bevordering van duurzaam scheepsbeheer. **COSCO PRIDE** is een Seaspan schip, en het wordt door **Seaspan Ship Management** beheert, maar het was **Cosco** die ons aanspoorde om onze 8500 TEU en 13000 TEU schepen onder ESI te brengen. We zijn trots op de hoge ESI score van de Cosco schepen..”

Nummer 1

World Port Climate Initiative waardeerde **COSCO PRIDE** met 51 van de 100 te verkrijgen punten en was daarmee 0,3 punt beter dan nummer 2, de Wilson Newcastle. Dat kwam door de zogenaamde TIER II hulp- en hoofdmotoren (huidige strengste emissie eisen voor NOx), het gebruik van brandstof met een laag zwavelgehalte (onder 0,1%) in havens; het hebben van een Energy Management Plan en een walstroomaansluiting.

Environmental Ship Index

De tanker **OLYMPUS** van **Silius Rederi** is met 75 punten lijstaanvoerder van de wereldwijde ESI. Begin april 2013 stonden ruim 2.000 schepen in de index. 23 havens en andere organisaties (zogenoemde incentives providers) belonen zogenaamde ESI-schepen. In Rotterdam kregen ESI-schepen een reductie van ongeveer € 600.000,- op hun havengeld.

In 2010 introduceerde het World Port Climate Initiative de Environmental Ship Index (ESI) in Londen. De ESI is ontworpen door de havens van Le Havre, Bremen, Hamburg, Antwerpen, Amsterdam en Rotterdam. De index geeft de milieuprestatie van schepen weer over de uitstoot van luchtverontreiniging (NOx en SOx) en CO2. Havens en andere nautische dienstverleners over de hele wereld kunnen de index gebruiken om schepen te belonen en zodoende duurzaam gedrag in de scheepvaart te stimuleren.

Top 25

- **Cosco Pride**
- **Wilson Newcastle**
- **Hyundai Smart**
- **Cosco Harmony**
- **Cosco Development**
- **Cosco Faith**
- **Cosco Glory**
- **Diamant**
- **Oleg Strashnov**
- **Maran Atlas**
- **Orcana**
- **Ghibli**
- **Robijn**
- **Clipper Burgundy**
- **Cosco Excellence**
- **Clipper Brunello**
- **MSC Ilona**
- **Norsky**
- **MSC Lauren**
- **Heroic Leader**
- **Fraternity**
- **APL Qingdao**
- **MSC Methoni**
- **Maersk Lirquen**
- **Maersk Elba**

Ill-fated Pratibha Cauvery to go under hammer

The marathon litigation over the ill-fated ship **MT Pratibha Cauvery** and arguments extending several sessions in the Madras high court came to an end on Thursday, with the court ordering the immediate sale of the ship. Justice R Sudhakar, bringing about a settlement acceptable to the kin of the six drowned marine engineers, 21 other crew members who survived cyclone Nilam while aboard the vessel and the ship owners, said advertisements inviting bids

for its sale should be placed in The Times of India in its all India edition. The last date for receipt of offers is April 25, when the bids would be opened in the court in the presence of bidders or their authorized representatives. The ship, which had been detained at Chennai port following arrest orders from the Madras high court, was caught in cyclone Nilam on October 31 and ran aground off the Chennai coast. The 27-member crew decided to abandon the vessel at the height of the cyclone fury and tried to reach the shores by life boats. One boat carrying six marine engineers drowned, killing all of them.

While S Prabakaran, counsel for the deceased sailors, blamed the company for starving the crew and denying it even essential items during the period of arrest culminating in their deaths, S Vasudevan, counsel for the 21 crew members who survived the ordeal, filed the suit seeking salary, compensation for three months and another three-month salary towards loss of employment, besides Rs 2 lakh for mental agony. Counsel for the shipping company wanted to bring the vessel for private sale.

Justice Sudhakar, rejecting the private sale request, said sale by open tender would ensure transparency and get the best price for the vessel. He then directed the assistant registrar (original side-II) of the court to initiate sale proceedings. An advertisement should be placed on April 19 or 20, and bids should be received till 1pm on April 25. The tenders would be opened at 3.15pm that day, he said, adding that the prospective buyers should submit a demand draft of Rs 30 lakh as earnest money deposit.

The successful bidder should pay 25% of the bid amount on April 29, and the remaining amount should be settled by May 10, justice Sudhakar said. In case of failure to honour the commitment would result in forfeiture of 25% of the earnest money deposit, he said. Inspection of the vessel can be done from April 22 on all working days.

As for the disbursal of the Rs 57.45 lakh deposited by the vessel owners to be paid to the kin of the deceased marine engineers, the judge said the registrar-general should encash the DDs and keep the money ready. Prabakaran had demanded immediate disbursal saying there is no restraint order, while the shipping company's counsel said disbursal could await further orders in the writ appeal. **Source : IndiaTimes**

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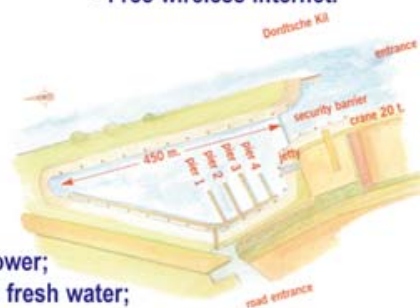
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CARING FOR SEAFARERS

A Surrey care home has an unusual new addition to its dementia care programme thanks to the efforts of a group of cyclists who raised over £4000 by riding from London to Cologne, Germany. The **Royal Alfred Seafarers' Society**, which provides dedicated care to seafarers, has bought a unique new ocean themed piano which incorporates a fish-

tank, enabling the home to extend its programme of music therapy, known to have a positive effect on those living with dementia.

Cyclist Paul Wells undertook the challenge along with friends to ride 267 miles after his Grandmother Edith Warren, who suffered from dementia and was a resident at the care home, sadly passed away.

Paul said: "In the latter stages of my grandmother's care, the support of the Royal Alfred Seafarers' Society meant she could maintain her quality of life and my Grandad, her husband of over 60 years, was able to enjoy his time with her. Weston Acres nursing home has a uniquely upbeat feel to it, the range of activities and events organised by staff keep everybody entertained. My Gran loved singing and the weekly sing-a-long was certainly a highlight for her."

The team of experienced riders have already cycled from London to Brussels in 2011 and three members of the group including Paul Wells peddled from London to Paris in 2010.

Brian Boxall-Hunt, Chief Executive of the Royal Alfred Seafarers' Society, said: "I was delighted when I heard Paul and his friends wanted to raise money for the home. Edith was a resident in our new dementia annexe and loved taking part in our music therapy sessions therefore the piano is a fitting legacy by which to remember her.

"The positive effects of music on dementia sufferers are well documented, with various studies finding that music therapy leads to improvements in cognitive functioning, communication and mood. We have observed a definite uplift in the mood and confidence of our residents following the introduction of the singing and music sessions, which suggests it is having a positive effect on their wellbeing. Now we have our new piano, we intend to expand our music therapy programme further."

The **Royal Alfred Seafarers' Society** is a registered charity and was established in 1865. It is incorporated under Royal Charter, with HRH the Princess Royal as its patron. It provides nursing, dementia, residential and respite care to retired seafarers and residents of non-seafaring backgrounds from across the UK. Under the Royal Charter, 'seafarers' include Merchant Navy, Royal Navy, fishermen and port workers, as well as their widows, widowers or dependants.

Source : ShipTalk



The **POSIDON** outbound at the Westerscheldt river with in the background seen Vlissingen

Photo: Hans van der Linden - www.aerolin.nl.....AerolinPhotoBV ©

READERS HELPING READERS



Newsclippings reader **Bent Mikkelsen** is on the out-look for any information about the Danish tanker **HELENA LUPE**, IMO 5146471, which in August 1975 was sold to **Peniar Shipping** on Male on the Maldive Islands. The vessel took off from Denmark under the same name with Male as port of Registry. I have never heard of it since and wonder if any readers of Newsclippings has any any information. Did she arrived in the Maldive Islands? or did she, as a rumour says, suffer a major engine breakdown and arrived at Gibraltar on the delivery voyage (She was retrofitted in 1964 with an B&W/Alpha diesel type 404-24VO, which is almost impossible to destroy). **HELENA LUPE** was built by **Bow, Mac Lachlan & Co in Paisley**, Scotland in 1930 to **Finnish Oljetransport A/B** and was in 1961 sold to Denmark and had the name changed from **HELENA** to **HELENA LUPE**. Length 40.4 metres, 296 grt, 386 dwt. The photos show her in her almost last appearance leaving the port of Aalborg on May 1, 1975.

Anybody who is having more information about the vessel please contact **Bent** at : shipmik@mail.dk

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REFUGEE PROBLEMS SURFACE

Two more asylum-seeker boats have been intercepted in Australian waters amid confusion over the over the fate of almost 100 refugees on board up to two vessels that capsized last week. Australia distanced itself from search and rescue efforts on the basis the one capsized boat it was able to confirm was in Indonesian waters.

But the family of an Afghan man thought to be on a boat that sunk on Friday reportedly called for Australia to help search for his relative.

Zabihullah Kamal told the ABC his 63-year-old father, Abdul Aziz, was onboard and that a survivor had contacted him to say he and Mr Aziz were sitting together when the boat got into trouble in the Sunda Strait off West Java.

The boat was believed to be carrying 72 people, with about 14 rescued, at least five drowned and the other 53 missing. A second boat sinking last Wednesday was unable to be confirmed by the Australian Maritime Safety Authority.

But local reports in Indonesia say at least one person was rescued on Thursday and said they were on a boat, thought to be carrying about 20 people, that sank on Wednesday. The developments come as a total of 21 boats have successfully made the journey to Australia in the first two weeks of the month in the latest wave of arrivals.

The government yesterday reported that a vessel carrying 75 people was given assistance by [HMAS Albany](#) east of Christmas Island on Saturday night. Another boat carrying 25 people was also assisted by [HMAS Maitland](#) in the same area on Saturday.

A total of 244 boats carrying more than 14,700 people have now been intercepted under the government's offshore processing policy since it was announced in August. Home Affairs Minister Jason Clare yesterday said the passengers of both intercepted vessels were transferred to Christmas Island for initial checks. "People arriving by boat without a visa after 13 August 2012 run the risk of transfer to a regional processing country," he said.

Opposition border protection spokesman Michael Keenan said there was now "complete breakdown of Australia's border protection system". "At this point last year there had been 25 illegal boat arrivals, this year there has already been more than three times this amount, despite 2012 seeing the greatest number of boat arrivals ever," he said.

Reports late on Saturday out of Indonesia said rescue agency BASARNAS was still scrambling for information including a rough search area before launching an operation. An AMSA spokeswoman said Australia had not had any role in any search and rescues. "AMSA hasn't had any role in the search rescue and operation," the spokeswoman said.

"It is in the Indonesian search and rescue zone." **Source : ShipTalk**



BRITISH SERENITY enroute the Amerika harbour in Amsterdam - **Photo : Simon Wolf. ©**

Hutchison Whampoa attacks unionist lawmaker in first comments on dockers' strike

Li Ka-shing's top lieutenant attacks unionist lawmaker amid ad campaign over dockers' increasingly bitter pay-and-conditions dispute

By : [Johnny Tam](#) and [Thomas Chan](#)

Tensions over the dockers' strike rose further yesterday as one of Li Ka-shing's top lieutenants publicly slammed unionist lawmaker Lee Cheuk-yan.

Canning Fok Kin-ning claimed Lee was not genuinely interested in helping the workers and harboured ulterior motives.

"Lee Cheuk-yan resorts to every means - he doesn't want an outcome at all, hoping that as the strike drags on, he can negotiate with Mr Li so as to boost his own publicity," Fok, Hutchison Whampoa's group managing director, said to reporters on a trip to Beijing. "This [strike] has been using the style of the Cultural Revolution [where people are vilified on banners and posters]," he added.

Fok said he did not believe the dockers' working conditions were that bad and they were "willing to work long hours". His remarks were the first public ones on the strike from Hutchison Whampoa - the parent company of port operator Hongkong International Terminals, whose contractors employ the 450 striking dockers.

Lee hit back, deriding Fok as the "King of all workers", a swipe at the executive's high pay package, and said Fok could not understand the plight of grass-roots workers.

As for Fok's reference to Cultural Revolution tactics, Lee said: "We just want to express how discontented we feel ... [the head shots] are just comical creativity used all the time in modern society to express the emotions of people," Lee said.

As the strike entered its 24th day yesterday, HIT placed full-page ads in most newspapers in the city, other than Apply Daily, attacking the union's demands as "unachievable". The ad alleged Lee's role in the industrial action was purely to advance personal interests.

In the Chinese-language version of the statement, HIT wrote: "Is someone unwilling to make a deal? Is there someone who wants to achieve his own purpose and is ignoring the interests of the workers?"

But those sentences did not appear in the English-language version of the statement, headed "Breakthrough sought after three weeks of labour dispute".

The ads said "the average monthly salary for dockers has already reached HK\$20,000" and the 20 per cent pay rise they have been demanding would "create an impact across other industries and cause irreparable damage to Hong Kong".

Union of Hong Kong Dockers strike organiser Stanley Ho Wai-hong said: "The figures provided by HIT are misleading, as dockers would have to work many 24-hour shifts to earn HK\$20,000 a month. But that is still way less than the amount earned by dockers hired directly."

The union, backed by Lee's Confederation of Trade Unions is demanding pay rises of 17 to 24 per cent and better conditions.

Based on advertisement rates for the papers listed online, HIT may have spent HK\$1 million or more on yesterday's ads.

Meanwhile, a docker is seeking damages against the port operator and its subcontractor Global Stevedoring Service in District Court, saying he injured his right arm in an electric shock two years ago while working in the control room of a crane at Container Terminal Four. **Source : South China Morning Post**

CASUALTY REPORTING

Chile says Chinese ship still burns in Antarctica



A Chilean air force plane is checking on a Chinese ship that caught fire in Antarctica. The **Kai Xin** vessel burned off the coast of Antarctica on Wednesday and its 97 crew members were rescued by a Norwegian ship.

Then it began to drift unmanned, zigzagging dangerously close to sharp glaciers. Chile's air force said Friday that the ship is still in flames at Bransfield Strait in the Antarctic peninsula. A Chilean navy tugboat is on its way to tow the ship to harbor before it crashes into the glaciers and

causes an oil spill. A Panamanian-flagged Chinese ship, **Skyfrost**, is also nearing the area to help tow the disabled craft. The **Kai Xin** left port in Uruguay. Chilean officials don't know how much fuel it carries Source : star-telegram



NAVY NEWS

Navantia overhaul of submarine almost complete

Spanish shipbuilder Navantia has floated the Spanish navy's **S-73** submarine, the **Mistral**, after finishing 80 percent of its dry dock overhaul. Dry dock work on the vessel is being conducted at the company's shipyard in Cartagena and, when completed, will give the submarine another five years of service life. The **S-73** is a diesel-powered vessel with a surface speed of 12 knots and a submerged speed 10.5 knots. It entered service with the Spanish navy in 1977. The dry dock overhaul involved dismantling the submarine, replacing components and equipment in poor condition and then reassembling the vessel. Navantia said more than 15,000 pieces of equipment were removed and inspected, as well as its hull.

Mistral is docked at the shipyard for the remainder of the overhaul, which includes completion of assembly and testing at port and at sea. The vessel is scheduled to be returned to the Spanish Navy in September, Navantia said. Source : [upi.com](#)

Navy to acquire five self-propelled Fleet Support Ships

To further bolster its blue water capabilities, the Indian Navy plans to acquire five self-propelled Fleet Support Ships (FSS) that should be capable of transferring all types of stores, ammunition, fuel and personnel to naval units while underway at sea.

According to the Request for Proposal (RFP) issued recently, the Navy wants the FSS to be able to perform a 60-day mission with the capability to operate for an extended mission on requirement and be able to endure a trip of 12,000 nautical miles at a speed of 16 knots. The FSS should have a service life of 30 years, be capable of operating helicopters in extremely rough and cyclonic sea conditions and should possess ballast capability. Sources said the RFP, issued under the "Buy Global" category, is expected to elicit responses from some of the large shipyards around the world. Indian shipyards like **Mazagon Dockyard**, **Garden Reach** and the **Cochin Shipyard** have their hands full and need expertise to undertake such ventures. Sources said the process to acquire five FSS could take another three years to reach a final stage after negotiations, and extensive field trials. Larger blue water navies tend to have large auxiliary fleets comprising longer-range fleet support vessels designed to provide support far beyond territorial waters. Smaller navies tend to have smaller auxiliary vessels, focussing primarily on littoral and training support roles. Source : [The Hindu](#)

SHIPYARD NEWS

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First of Two DFDS RoRo Vessels Leaves Assembly Hall



Roll-out at Volkswerft Stralsund: New building vessel 500 is a RoRo special ship for the Danish shipping company **DFDS** and will later be christened "**Ark Germania**." (Photo: P+S Werften)

The lift gate of ship assembly hall 290 at the **Volkswerft shipyard** in Stralsund (Germany) opened for the roll-out of the first of two RoRo special ships for the Danish shipping company DFDS. The construction phase "ship hull assembly" of the new vessel with the shipyard job number 500 has now been completed. The special transporter left the hall on the shipyard's rail-based transport system towards the ship lift and will over the coming days for example undergo leakage tests as well as tests of the vehicle ramps before being lowered into the water of the lift basin and being taken to the shipyard fitting wharf. Delivery to DFDS, one of northern Europe's leading shipping companies, is scheduled for the fourth quarter of 2013. The "Roll on – Roll off Cargo"-type special transporter has a length of 195 metres, a container capacity of 342 TEUs and a load capacity of 3,000 track metres, on which up to 185 HGVs can be transported. The vessel left the ship assembly hall (which measures 300 metres in length, 108 metres in width and 74

metres in height) on a "rolling keel." At the shipyard, the sections and rings as well as the afterbody, midbody and forebody of all new ships are built on a "rolling keel" from the start of the "ship hull assembly" phase and are subsequently assembled in the shipbuilding hall. The rail system simultaneously serves as an assembly platform for construction support purposes thereby. From the start of the ship hull assembly phase, sections and rings are thus positioned via keel block carriers. Fork-lift trucks are positioned under them on both sides by, and they are lifted hydraulically and transported. At a speed of two metres per minute, the RoRo vessel was then transported out of the ship assembly hall on 43 such keel block carriers and 86 fork-lift trucks. For the journey to the ship lift (which measures 270 metres in length and 34.5 metres in width), it needed just under three hours.

After new building 500 will have been taken from the lift basin to the fitting wharf, interior equipment will be completed, nautical systems and machine constructions will be tested. This is followed by a complete commissioning and a test voyage. The special ship is planned to be deployed on international freight route service. In addition to its actual usage as a RoRo ship, the new vessel will also be made available to the Danish armed forces and German army as and when required for so-called "secured commercial strategic marine transportation" purposes. Germany and Denmark have been cooperating in the domain of strategic military transportation at sea since 2006.

A second ship for DFDS of the same type is currently under construction at the shipyard. It will soon replace the first ship in the construction berth of the ship assembly hall. The hand-over of this special transporter to the Danish shipping company is scheduled for the first quarter of 2014. Source : MarineLink

See also : <http://www.youtube.com/watch?v=OVlz8Y5f20c>



The Dutch flagged **THAMESBORG** departing from **Drydocks World** in Singapore last Friday

Photo : Piet Sinke ©

Moscow Shipyard launches Volgar project vessel

On April 17, Moscow Shipbuilding & Repair Yard launched a cargo-and-passenger vessel of the project Volgar built to the design of Zelenodolsk Design-Construction Bureau OJSC. It will be named after **A. V. Kunakhovich**, the first head and the founder of Zelenodolsk Bureau. According to the shipyard's press center, the vessel will be delivered to the customer in late June of the current year. The project Volgar vessel is designed for passenger transportation and can also be modified into a cargo vessel with the capacity of up to 1,800 tonnes. The vessels' high manoeuvrability is achieved with the two-shaft propulsion system and a bow thrust. The Volgar is equipped with the global positioning system, automatic identification system (AIS) and a radiolocation station. The vessel will be built under the supervision of Russian River Register.

Ship's general characteristics: RRR Class: + O 0.2 A, length overall - 32.24 m, LWL – 29.9 m, breadth – 5.9 m, draft - 0.7 m, full load displacement - 90 tonnes, operational speed - 8 knots, range - 310 nm, endurance - 1/2 days, the crew / passengers - 2/65, main propulsion plant: 2ГД x 89.

Moscow Shipbuilding & Repair Yard (Moscow Shipyard OJSC) is one of the oldest Russian shipyards. Since it was set up in 1936, over 1,800 vessels were built here. Moscow Shipyard is the major manufacturer of river passenger vessels in Russia. In particular, it builds motor yacht of luxury class with length from 25 to 50 meters. This full cycle company has its own design bureau, hull production, painting, electric-installation, machine-assembly and interior facilities.

From 2010, the company has been building new-generation passenger motor vessels for tourism and sightseeing. The shipyard is a branch of United Shipbuilding Corporation. In September 2011, the shipyard commenced the construction of high-speed multi-purpose boats of project MPB14 for Russian seaports. Parallel to this production, from 2011 Moscow Shipyard has been building a series of 27 buoy-laying boats project 3050 and 12 buoy-laying boats project 3050.1 for servicing inland water ways. From autumn 2012, the shipyard has been building shipboard boats for Navy.

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19-04-2013 : Commissioned 29th January 2013, built [Hyundai Mipo Shipyard](#) South Korea, [Doric Pioneer](#) out from Melbourne in windy stuff off Sorrento

Photo : [Andrew Mackinnon](#) – www.aquamanships.com ©

Essar Ports steps up efforts to get more third party cargo traffic

Essar Ports is pursuing a strategy to increase the share of third party cargoes in the next two years to widen its cargo basket and get better price realisation.

It is aiming to have a third party cargo share of 25 per cent by 2014-15 from the current level of about four per cent of its total throughput. Third party cargo refers to non-Essar Group companies.

"This strategy is woven into our capacity expansion plans. We are adding about 56 million tonnes capacity to our existing level of 104 million tonnes by 2015-16," Rajiv Agarwal, Managing Director, told Business Line over telephone.

The private sector port handled 54.52 million tonnes (mt) of cargo during the last fiscal, up by 26 per cent from 43.23 mt in the previous fiscal. Its net profit increased five times to reach Rs 331.60 crore for fiscal 2012-13. Income from operations for the year was Rs 1,422 crore against Rs 1,109 crore. In the last quarter, its net profit stood at Rs 92.1 crore against a loss of Rs 61.5 crore in the year-ago quarter. Income from operations for the quarter stood at Rs 387 crore against Rs 288 crore. The company has declared a dividend of five per cent for the year. Its efforts to get more third party traffic got a boost after it received a one time en block approval from the Gujarat Maritime Board to handle one mt coal at Hazira last year. Agarwal said the company was on track with its capacity expansion programme. It is adding 20 mt capacity at Salaya, 16 mt at Paradip port and another 20 mt at Hazira. "The remaining investment is to the tune of Rs 2,000 crore, for which financial closure has been completed. We will not be looking at raising money for the moment," he said. The company is in the race for a Rs 900-crore bulk terminal project at Vizag Port and a four-million TEU container terminal project at Chennai. After the only other contender, Adani Port, failed to get security clearance, Essar was the lone bidder for the Chennai project. The Chennai port authorities are likely to go in for a re-tendering. **Source: Hindu Business Line**

Portek takes 80% stake in Latvia terminal

Portek International, a global medium-sized port operator, has taken 80% of the share capital of Rigas Universalsais Terminals (RUT) in a move to expand its portfolio of container and multipurpose terminals.

"RUT, with a motivated workforce and a progressive management team, holds tremendous potential for expansion in the Baltic and we are confident that RUT will add significant strategic value to Portek's long term growth," said Takao Omori, ceo of Portek, owned by Japan-based Mitsui & Co. RUT will gain from Portek's port equipment engineering experience and close links with shipping lines and cargo owners. **Portek**, on the other hand, will be able to develop its reach into the container, wood and frozen food handling markets in and around the Baltic Sea. RUT is presently the fifth largest port operator by volume of cargo in Riga Free port, moving more than 2.5m tonnes of cargo annually. The company serves both transit and export of general and bulk cargoes. Container volumes have grown with 2012 annual throughput at 77,000 teu. **Source: Seatrade Global**



The **YEOMAN BANK** seen berthed on Scott Lithgows repair Quay, Great Harbour, Greenock.

Photo : Iain Forsyth ©

Product terminal tender in Jakarta

State-run port operator **Pelindo II** is looking for companies to join a tender to acquire a 49% stake in a planned product terminal at NewPriok Port in the Indonesian capital. The estimated storage capacity of the terminal is around 1m cu m. NewPriok is a giant development to try and alleviate congestion at the nation's top port, Tanjung Priok. NewPriok will accommodate up to 13m teu annually, more than tripling the capacity of Tanjung Priok to over 18m teu when fully completed in 2023. **Source: Sea Ship News**



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The **NELLE MAERSK** outbound from Haifa – Photo : Peter Szamosi ©

Transnet Says its Best Placed to Run S. African Ports

Transnet SOC Ltd., South Africa's state transport company, defended its monopoly of the country's eight ports and said it would make no sense for private operators such as France's Bollore SA (BOL) to enter the market.

"We are sitting on natural monopolies" as the ports don't compete with each other, Transnet's Chief Executive Officer Brian Molefe, 46, said in an interview at the company's headquarters in Johannesburg on April 15. "Is a natural monopoly better in private or state hands?"

Transnet owns and operates all eight commercial ports and 16 cargo terminals across Africa's largest economy, including the biggest container terminal at Durban and Africa's largest coal port at Richards Bay. One port, Ngqura, is still being built. Ultimately the government and regulators will decide whether private participation would be allowed.

"The country isn't big enough to have anything else than what we have," Molefe said. "The ports handle what a country of our size can handle."

Income from ports and terminals accounted for about 42 percent of Transnet's earnings before interest, taxes, depreciation and amortization in the six months through September, the company said in a statement last year. Revenue from that area of its business climbed 1.3 percent to 15.3 billion rand (\$1.7 billion) and came to a about third of the company's total sales.

Refrigerated Goods

In addition to Durban and Richards Bay, Transnet operates a port in Cape Town that mainly handles refrigerated goods such as fruit. Saldanha ships iron ore, Port Elizabeth handles manganese and cars while East London serves a nearby plant owned by the Mercedes-Benz unit of Daimler AG. (DAI) Mossel Bay is primarily a fishing and oil products port.

French billionaire Vincent Bollore's investment company wants to increase its number of African ports under management to 19 from 14. The group is investing 250 million euros to 300 million euros in Africa each year, Bollore

Africa Logistics (SDSC) Managing Director Philippe Labonne said in an interview last month. The company would particularly like to expand into South Africa, he said.

"Private sector participation in ports management can be complementary to Transnet's internal program, in terms of sharing risks and investments," Goolam Ballim, chief economist and global head of research at Johannesburg-based Standard Bank Group Ltd. (SBK), said in a phone interview yesterday. "So, partnerships can be especially fruitful."

Trading Relevance

Transnet, which has shed loss-making airline and passenger train units, is becoming more profitable, Ballim said. "Transnet appears to be piloting toward a more commercially functioning entity," he said. "It is emphasizing major hubs stretching from Richards Bay to Cape Town. The Durban port is crucial to South Africa's external trading relevance, and success here can be catalyzing." As Transnet presses ahead with a 300 billion-rand investment plan to upgrade and expand port and rail infrastructure, the company is charging different prices for bulk and container goods because of a tariff structure set many years ago. South Africa's ports regulator didn't fully approve a Transnet proposal to alter the tariffs to cut prices for containers and increase costs for bulk goods, according to a statement on its website earlier this month. "We will not appeal," Molefe said. "That debate really is not about how much money comes to Transnet." The aim was to encourage manufacturing in South Africa, he said.

Transnet's expansion plans include new rail services to the agriculture industry, Molefe said. South Africa is the continent's biggest producer of corn, and may harvest 11.5 million tons this year, according to the median estimate of seven analysts surveyed by Bloomberg.

Corn, Coal

About 18 percent of corn was transported by road in 2012, down from 34 percent in 2004, according to data from the South African Grain Information Service. The operation of rail lines for dedicated businesses will probably lead to the increased transportation of crops. Molefe said. The company is also seeking to export Botswanan coal via South African ports. "We see a huge opportunity there," he said. The number of trains the company operates daily has risen to 1,200 from 700 two years ago. Transnet will start building a new line to Richards Bay that will run through Swaziland "certainly" by 2014, the CEO said.

That will allow it to boost coal shipments on the Richard's Bay line to a terminal that has bigger capacity than the lines it is served by. Within two to three years more than 90 million tons of coal may be railed to the port, he said. The port has the capacity to export 91 million tons of coal annually and shipped 68.3 million tons last year. Still, the Swazi rail line faces challenges. "The terrain is very hostile. It is mountainous," he said. "They have to find the straightest routes through the mountains." **Source: Bloomberg**



A new ferry operating on the Algeciras to Tanger (Med) service is the **WISTERIA** of Acciona Trasmediterranea seen departing from Algeciras on 7th April. She was launched as the **PRINSES BEATRIX** in 1978 for SMZ, operating on the Hook of Holland to Harwich route. In 1986 she became the **DUC DE NORMANDIE** of Brittany Ferries. In 2005 she became the **WISTERIA** for TransEuropa Ferries. She previously operated on the Almeria to Nador service.

Photo : Chris Brooks - www.ShipFoto.co.uk ©

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Neptune newbuilds to have Rolls-Royce Promas propulsion

Rolls-Royce has won a contract to supply its Promas propulsion system for two new car and truck carrying ships which are being built by a Korean shipbuilder for Piraeus, Greece, headquartered **Neptune Lines**. Promas is an integrated propeller and rudder system that increases efficiency and maneuverability. The vessels, to be built by Hyundai Mipo Dockyard Co (HMD), will also feature steering gear and deck machinery from Rolls-Royce.

The two ships were originally specified with a competing propulsion system from another supplier, but following additional model testing to demonstrate the possible efficiency gains, Neptune Lines selected the Rolls-Royce Promas system. Neil Gilliver, Rolls-Royce, President - Merchant, said: "Neptune Lines were determined to install an energy saving propulsion system on these ships, and I'm delighted that they have chosen Promas. The test results exceeded our expectations, showing significantly higher propulsion efficiency than our competitor. This contract not only recognizes the quality and reliability of our system but also opens up future business opportunities with Neptune Lines." HMD has also signed an agreement with Rolls-Royce for further model testing of Promas in order to evaluate its suitability for a number of other vessel designs. HMD will instruct an independent tank test institute in Korea to conduct the tests, where competing energy saving systems will also be evaluated. **Source : MarineLog**



Rederij Hartman's **NORDIC** moored in Urk – **Photo Richard Leistra ©**

Essar Ports back to profit in Q4

Essar Ports reported a net profit of Rs 92.1 crore for the quarter ended 31 March, 2013 from a loss of Rs 61.5 crore in the year ago period on the back of cost-control measures. During the period under review, the company's revenue grew 31 per cent to Rs 389.9 crore from Rs 296.6 crore in Q4FY12.

Addressing press conference here on Thursday, Essar Ports' MD Rajiv Aggarwal said: "The company has tried to maximise its operational efficiency by keeping all the costs under control." Currently, Essar Ports has a capacity of 104 million tonnes per annum (mmtpa), which is being expanded to 158 mmtpa over the next few years Source :

Deccan Herald



Bella Desgagnés christened at Port of Sept-Îles

Quebec's Groupe Desgagnés and its Relais Nordik subsidiary held a christening today at the Port of Sept-Îles for the latest newbuild to join the group's fleet **M/V Bella Desgagnés**. And if there were some sighs of relief all around, that would be understandable. Bella Desgagnés is the ship that the group had to tow still unfinished from Croatian shipbuilder Brodogradiliste Kraljevica when the shipyard launched bankruptcy proceedings (see earlier story).

The ship was finished at the **Palumbo Shipyard** in Naples, Italy, and left Naples on March 22, 2013. She arrived in Halifax, N.S., April 9 after a challenging delivery voyage on which she encountered heavy weather that included near-hurricane conditions.

The new vessel has been specially designed for and dedicated to the maritime service of Anticosti Island and the Lower North Shore and today's christening took place after a familiarization tour during which the ship stopped in all ports she will be serving, allowing the region's residents and users to be the first to discover her.

Mr. Louis-Marie Beaulieu, president and CEO of Desgagnés, said he was "very excited at the idea that in addition to having visited the ship, the residents will soon be able to experience it fully and appreciate its qualities and added value."

The **Bella Desgagnés**, 97.1 meters long and 19.35 meters wide, has operational and maximum drafts of 4.2 m and 4.6 m respectively. She can comfortably accommodate 381 passengers with her 459 aircraft-type seats, which offer greater incline and footrests. The Bella Desgagnés also offers a total of 160 berths in 63 cabins ranging from 10.5 to 16 m², all with private facilities, and of which two 24 sq.m cabins are suitable for passengers with reduced mobility. It has a 112-seat cafeteria and an 88-seat dining room.

She has cargo capacity for 125 containers and is equipped with a crane offering a lifting capacity of 40 mt with a boom 35 meters long.

The vessel has been built to SOLAS 2009 regulations and has also been reinforced to have superior capabilities for navigation in ice and is classed Ice 1AFS. All security, navigation, propulsion and mechanical systems are monitored by more than 3,700 operating indicators and alarms distributed throughout the ship, in addition to being equipped with a monitoring system of 50 cameras.

It is powered by two 2,000 kW azimuth thrusters, each powered by two electric motors of 2,200 kW each, and equipped with two 800 kW bow thrusters. It is also equipped with a dynamic positioning system (DPS) for greater ease to navigate and maneuver safely. Her engines are IMO Tier II compliant, reducing greenhouse gas emissions. Also, the ship holds its "Green Passport", certified by Lloyd's Register, detailing the materials used in its construction.

The **Bella Desgagnés** required over 1.5 million hours of work, the development of nearly 6,000 separate drawings, more than 50 tons of paint and approximately 320 km of electrical wires.

Desgagnés declared being highly confident that they have put every effort necessary to build this vessel to meet the needs and expectations of the marine service users. **Source : MarineLog**

Port of Rotterdam as a hub for biomass traffic

At present demand for biomass in northwest Europe is about 44 million tons. And while Europe is still largely self-supporting, imports already amount to 4 million tons. International trade in biomass is mostly in the form of wood pellets. To assess the potential growth of wood pellets imports until the year 2030 the Copernicus Institute of the University of Utrecht in The Netherlands carried out a study for the Port of Rotterdam. An important conclusion from this study is the fact that the demand for tradable wood pellets will grow to a maximum of 70 million tons in 2030. This means that Europe will become more and more dependent on imports from other regions like Canada, the United States, Brazil, Russia and the Ukraine, the Rotterdam Port Authority news release said.

What does this enormous growth in demand mean for the logistics in the entire supply chain? Opportunities in scale, like reduction of costs through smart transport and consolidation of storage, security of supply and increase in flexibility or spot trade. But this also means challenges in transport and this requires investments in facilities. A well-developed infrastructure and reliable hinterland connections are prerequisites for instance. To fully exploit the opportunities, this requires a major hub for feedstock. The Port of Rotterdam is perfectly positioned for this, in part because the port and the industrial complex already process these materials. In potential wood pellet imports through the Port of Rotterdam could grow to 15 million tons by 2030. At present about 1 million ton is being handled in the port. The Port of Rotterdam has the ambition to become a hub port for biomass and in consultation with the market to jointly develop the biomass hub port concept. **Source : PortNews**



The mv **CREST OLYMPUS** keeping the offload hose of the **FPSO MARLIN SUL** ready for the offload tanker

Photo : John Ravenshorst o/b FPSO Marlim Sul ©

UASC announces expansion plans and new executive appointments

United Arab Shipping Company (UASC) announced two senior executive appointments to further position the company for its next phase of growth. Lars Christiansen was appointed as Chief Trade Officer of UASC and Uffe Østergaard took office of Chief Commercial Officer of UASC, the UACS press release said.

"UASC is preparing for significant changes on the back of new capacity coming into service with a major program of new vessel acquisition", said Jorn Hinge, UASC President and CEO.

"We are repositioning our offering to the market, recapitalizing our business and optimizing our trades. We are structuring our executive talent so that we can leverage their exceptional professional capabilities to deliver long-term value to our shareholders". The existing executive management team of Waleed Al Dawood as Chief Operating Officer, Basil Al-Zaid as Chief Financial Officer and Jorn Hinge as President and CEO will be complemented by these new senior colleagues providing a comprehensive leadership team to drive the business, the Company said.

Lars Christiansen, a 7-year UASC veteran, has broad based experience and was until his appointment the Vice President Asia Region, responsible for all UASC activities in Asia. He also spent 20 years with A.P. Moller-Maersk and has served as Management Consultant and as Transport Director with IKEA on their Global Transportation Management Team.

Uffe Østergaard joins UASC to take on the newly created role of Chief Commercial Officer. Uffe comes to the role with deep knowledge of container shipping having spent 20 years with A.P. Moller Maersk focusing on strategy, sales and marketing, and business development.

The structural and organizational changes being implemented at UASC are designed to bring the business closer to the customer and to understand and serve their needs better. The new structure will see Trade Management Units managing round trip trades and Clusters managing Agencies in their geographical proximity. This change will also see the establishment of a new office in Hamburg as the center of European operations, a move away from London in order to be closer to the customer base, as well as the establishment of an office in Istanbul to capture the growing Mediterranean business.

Shippers to divert cargo to Guangdong to beat dock strike

Shippers agree plan to move freight through province as city's dock dispute continues, with customs officials pledging to speed up clearance
By : Johnny Tam and Ng Kang-chung

Shippers have worked out a back-up plan to move Hong Kong cargo through ports in Guangdong with no end in sight to the Kwai Tsing dock strike.

The Hong Kong Shippers' Council also said Guangdong customs had agreed to speed up clearance of diverted shipments.

The move follows the visit by a joint delegation from the council and the Federation of Hong Kong Industries to the province earlier this week. Council chairman Willy Lin Sun-mo, whose group represents exporters, importers, traders and manufacturers, said: "Delayed shipments can result in huge business losses. That is why making sure the goods can be delivered in time is always our prime concern."

He said the flow of trade in next month's peak season could have been affected if a back-up plan had not been worked out.

Commenting on the strike, Lin said: "The workers can demand whatsoever they like. But [shippers] are not living in an ivory tower. We have obligations to our customers."

The workers can demand whatsoever they like. But [shippers] are not living in an ivory tower. We have obligations to our customers

The pay dispute degenerated into a strike on March 28 and the number of strikers has grown from about 100 to more than 400. Last night, hundreds of dockers and their supporters staged a rally outside the Cheung Kong Center in Central. Strikers have been camping there after talks earlier this week failed to break the deadlock.

Strike organiser Stanley Ho Wai-hong, of the Union of Hong Kong Dockers, said about 2,000 attended the rally. Police, however, said 600 people attended the rally at the peak of the event.

The rally was attended by pan-democrat legislators Emily Lau Wai-hing, "Long Hair" Leung Kwok-hung and Raymond Chan Chi-chuen. The Cheung Kong Center is owned by tycoon Li Ka-shing. The port operator, Hongkong International Terminals (HIT), is a unit of Li's Hutchison Port Holdings Trust. The strikers want him to force the subcontractors to give them a rise.

One contractor, Global Stevedoring Service, announced on Thursday it would close after its contract with HIT ends at the end of June.

Some of the Global workers yesterday claimed some other contractors had tried to poach them, but they vowed they would not back down until all their demands were satisfied.

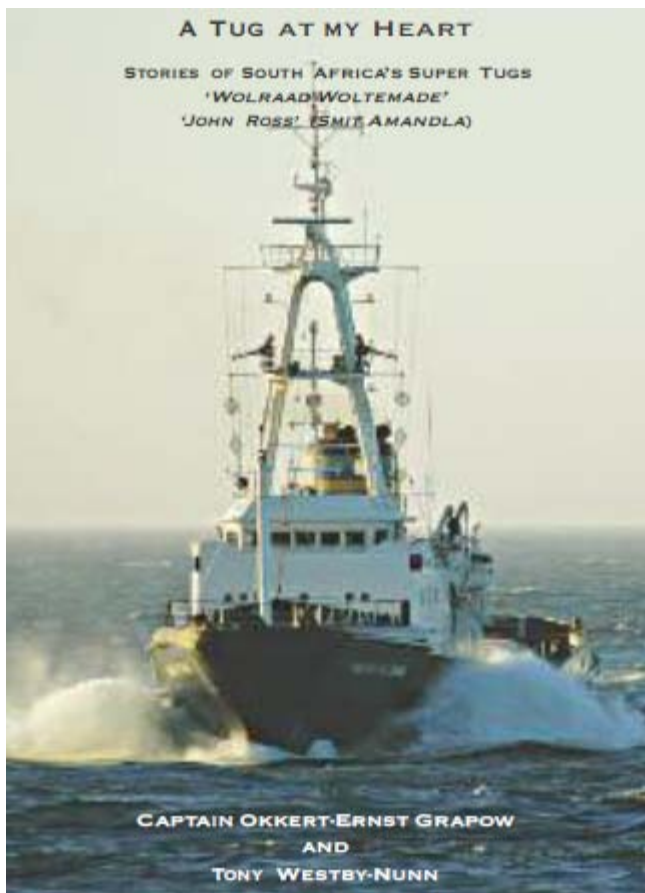
A Global workers' representative, Chan Ka-kui, said: "Although our company announced it would close, it still has a responsibility to talk to us about salaries, benefits and occupational health issues. It is not closing today."

Chan said his fellow workers would not join other contractors for only a pay rise. They wanted all their demands, including benefits and occupational health conditions, to be met.

Dick Wong, of contractor Everbest Port Services, said the company could not afford the increase of at least 20 per cent sought by the strikers. "I doubt many companies in Hong Kong nowadays can afford to give a 20 per cent pay rise to staff," he said.

Meanwhile, the HIT Group Employees General Union, which represents about 300 dock workers directly hired by HIT, said last night it would call off its work-to-rule after the company agreed to improve overtime pay and the compensation day off system. The union did not take part in the strike. **Source : South China Morning Post**

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.... PHOTO OF THE DAY



The **RFA Mounts Bay** is seen in the **A&P Shipyard** dry dock
Photo : Peter Hollands ©

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