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The 1991 built 184.5 mtr long **KOTA WIRAWAN** outbound from Melbourne – **Photo : Dale E. Crisp ©**

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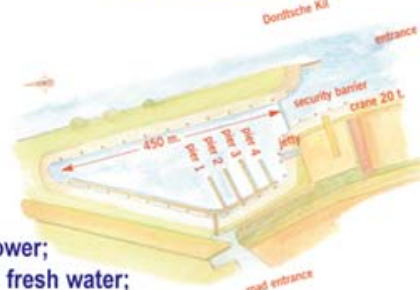
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Man accused of killing ex-wife aboard Italian cruise ship

A California man has been arrested in southwest Florida on an outstanding murder warrant in the death of his ex-wife, who went overboard from an Italian cruise ship seven years ago.

Lonnie Kocontes, 55, was taken into custody Friday night by federal marshals and booked into the Pasco County Jail where he was being held without bail, authorities said.

He was charged with one count of special circumstances murder for financial gain, according to Farrah Emami, a spokeswoman for the Orange County District Attorney's office. Kocontes' ex-wife, Micki Kanesaki, plunged into the

Mediterranean on May 26, 2006, off the Island Escape, which was sailing between Sicily and Naples, according to the FBI. Her body washed ashore the next day in Calabria in southwest Italy.

Kanesaki, 52, was sharing a cabin with Kocontes, her ex-husband. They divorced in 2002 after six years of marriage but lived together in their Mission Viejo, Calif., home until 2005, court records showed.

Kanesaki left the cabin around 1 a.m. to get a cup of tea, Andy Furlong, a spokesman for ship owner Island Cruises, said at the time. Kocontes, a lawyer, reported her missing after he woke up and couldn't find her after a search, Furlong said. Italian police boarded the ship, seized records and videotapes and took statements from the crew.

Prosecutors said Saturday that Kocontes strangled Kaneski to death on board the ship and then threw her overboard. The arrest ended an investigation that started in 2008, when Kocontes began transferring more than \$1 million from Kaneski's bank accounts into joint accounts he held with his new wife. That prompted the FBI to begin seizure efforts and a criminal probe, prosecutors said.

Kanesaki's mother, Setsuko Kanesaki, said her daughter was in good spirits before the cruise. "I can't imagine what happened to her. There's no reason to believe it was a suicide," she told the Orange County Register in 2006. It was unclear Saturday whether Kocontes has retained an attorney. Plans were being made to extradite him to Southern California.

If convicted, Kocontes faces a minimum sentence of life in state prison without the possibility of parole and is eligible for the death penalty, Emami said. **Source : foxnews.com**



The 1999 built 9200 DWT Wagenborg owned 134.5 mtr **MORRABORG** at the Westerscheldt River –

Photo : Walter de Groot ©

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MARINE CONTRACTORS

Lost minute that may have cost 39 lives

Lamma IV captain's claim that he saw ferry on radar meant he wasted 60 seconds before turning out of its path, inquiry into tragedy told

By: Sipsmon Cheung

The captain of the **Lamma IV** had more than a minute and a half to avert disaster after spotting the **Sea Smooth** ferry on the radar - but a minute went by before he began to turn out of its path, the commission of inquiry into the subsequent crash heard. Captain Chow Chi-wai had told the Marine Department he never looked at the radar after his Hongkong Electric vessel left the typhoon shelter en route to watch the National Day fireworks, with three crew

members and 124 company staff and their families on board. But he told the commission that he first saw the Sea Smooth on radar one nautical mile away. Eight children were among the 39 passengers and crew on the [Lamma IV](#) who died when it hit the Hong Kong & Kowloon Ferry catamaran on October 1.

Paul Shieh Wing-tai SC, counsel for the commission, said Chow's testimony presented three different possibilities for when he first spotted the ferry. Asked if he had anything to say about the various possibilities, Chow said no.

Based on Chow's evidence, Shieh calculated it would have taken 100 seconds from Chow seeing the ferry on the radar a nautical mile away to collision. Explaining why he did not take immediate action to avoid collision, Chow said: "For vessels running in the inner port, if both vessels abide by the rules, then three cables would be sufficient."

Chow agreed that when he started to make the right turn at three cables' distance - which the commission heard represented 30 seconds - he was hindered by rocks. He admitted he had no radar licence and said it was difficult to turn right and keep looking at the radar. An extra crew member was needed, he said.

When re-examined by Clive Grossman SC, for the owner and crew of [Lamma IV](#), Chow admitted his memory could have been affected by medicines he was prescribed by a psychiatrist in the aftermath of the tragedy, but insisted he could recall everything that happened that night. Meanwhile, a court interpreter criticised in the Post by a relative of two victims failed to return to the inquiry after the morning break.

Commission chairman Mr Justice Michael Lunn said: "It's a matter of regret to me personally that events have been contrived in a way that has resulted in this quite unnecessary difficulty." Four of the five main counsel said she had done a good job. A new interpreter was brought in to replace her. Ryan Tsui Chi-shing, whose older brother and niece died in the tragedy, said: "With so many lawyers supporting the interpreter, I also feel regret." However, he questioned how some English-speaking counsel could judge the quality of her translations **source : South China morning Post**



Tidewater's [ALISON TIDE](#) operating WA - Australia - off Broome . **Photo : Marijan Padovan ©**

Ore-Ship Earnings Stay at Six-Week Low Amid Atlantic Cargo Drop

Earnings for Capesize ships, the largest carriers of iron ore and coal, remained at a six-week low as a dearth of cargoes curbed hiring of vessels for voyages within the Atlantic Ocean region.

Daily average returns slid 5.3 percent to \$5,562, staying at the lowest level since Jan. 7, figures from the London-based Baltic Exchange showed today. The drop was the ninth in a row and extended this month's retreat to 26 percent. Earnings for journeys in the Atlantic area plunged 45 percent in February, the most among Capesize routes tracked by the exchange.

"Rates fell further amid talk of very low activity, particularly for Capesizes in the Atlantic," Oslo-based investment bank RS Platou Markets AS said by e-mail. Average Capesize returns are set for the worst February performance for exchange figures going back to October 1999.

Returns may be under further pressure for Capesizes hauling Australian iron ore to China, the biggest importer of the steelmaking raw material, according to Platou. While earnings on the voyage as gauged by the exchange rose 5.8

percent so far this month, they're down 30 percent from the end of October. The Australia-to-China iron-ore route is the world's biggest for Capesizes in terms of cargo volume. The world dry- bulk fleet contains 1,519 of the ships comprising 40 percent of overall capacity.

Less Rain

Improved weather in Brazil, the second-largest exporter of iron ore after Australia, may boost shipments and drive a recovery in rates sooner than expected, with less rainfall to disrupt shipments than in the prior two years, Platou said. Traders and steel mills in China, which buys 66 percent of seaborne iron ore, are organizing fewer cargoes than expected after last week's Lunar New Year holiday as prices for imports stay higher than domestic supplies for an 11th week.

The cost of ore with 62 percent iron content landed in Tianjin port gained 0.6 percent today to \$158.90 a dry metric ton, the highest since October 2011, according to The Steel Index. That's as much as \$16.52 a ton more than the average price of local output with equivalent ore content as of Jan. 15, data from researcher Beijing Antaika Information Development Co. compiled by Bloomberg show. Local ore last cost more than imported cargoes on Dec. 7, the figures show.

Capesize charters for single or spot voyages so far in February come to 41, against 95 for the entire month last year, according to data from Clarkson Plc, the biggest shipbroker.

The ships carry about 90 percent of iron ore shipped by sea globally, estimated this year at 1.2 billion tons according to figures from Clarkson and ICAP Shipping International Ltd. The Baltic Dry Index, a wider measure of commodity shipping costs, slid 0.4 percent to 735, according to the exchange. Daily average earnings for Panamax ships, the largest to navigate the Panama Canal, gained 1.9 percent to \$6,978 as Supramaxes that are about 25 percent smaller added 1.1 percent to \$7,263. Handysizes, the smallest vessels in the index, declined 0.2 percent to \$6,108. **Source:**

Bloomberg



21-02-2013 : The **TULANE** inbound to Melbourne off Sorrento
Photo : Andrew Mackinnon – www.aquamanship.com ©

Fresh hopes for full shipping service

The operator of a new international shipping service between Tasmania and Asia says it is unclear how many exporters will benefit. The Singapore-based **Swire Shipping** has struck a deal with Pacific Aluminium to run a monthly service from Bell Bay to several Asian ports.

The ship will mostly carry aluminium from the Bell Bay smelter but there will be room for a small number of containers from other exporters. Swire says it is too early to predict what the volumes will be. The smelter's general manager, Ray Mostogl, says the loss of international shipping in 2011 had increased costs, threatening Bell Bay's viability.

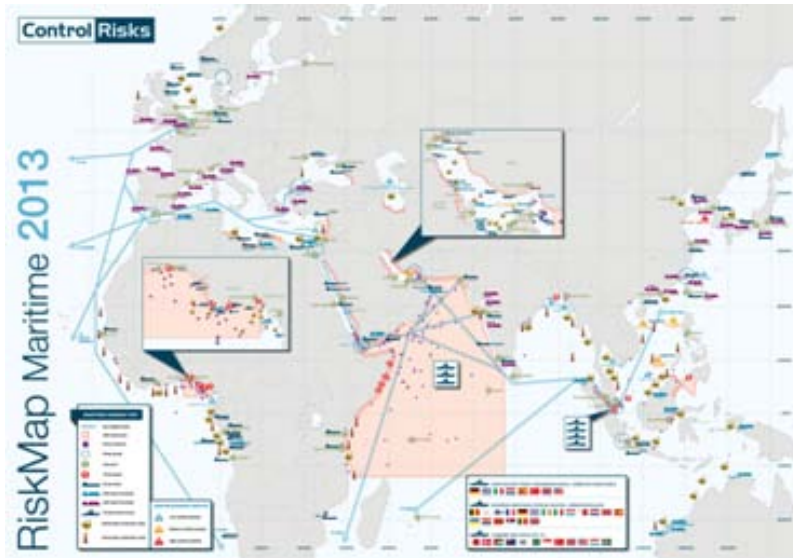
Mr Mostogl says the shipping deal is a stepping stone towards a long term, sustainable service for Tasmanian exporters. The Infrastructure Minister, David O'Byrne, has welcomed the deal but admits it is not a long term solution. He says State and Federal Governments are still considering options for a more regular service for all exporters.

Source : Yahoo 7

Control Risks launches RiskMap Maritime

Control Risks

RISKMAP MARITIME
2013



Control Risks' **RiskMap Maritime** is an authoritative guidance to risks for the maritime. The map clearly and quickly indicates the major reference points: key shipping lines, piracy incidents, key ports, LNG export and import terminals, counter piracy forces and many more.

To download the map, please click [here](#).



mv **PRINCE OF WAVES**, currently moored in Kobe Port –Japan as seen from the local **Wartsila** office

Photo : Ad J.W. Bertens ©

Idle fleet increases from 739,000 TEU to 804,000 TEU within a week

THE global idle fleet of containerships has risen within a week to 280 units, from an aggregated 739,000 TEU to 804,000 TEU, led by an increasing number of idle units over 5,000 TEU which is expected to continue until the summer peak season begins. According to Alphaliner, the slowdown and growth in the idle fleet is attributed to the post-Chinese New Year but will continue to grow against newbuilding deliveries at as much as 400,000 TEU by the end of the first quarter.

Maersk holds the highest number of idle units at 14 without assignment and 12 of over 6,000 TEU. The crippled 15,550-TEU Emma Maersk is now idle due to a flooding of its engine room during a transit through the Suez Canal to Asia and will be out of service for at least a few months while in repair at Palermo. Vessels over 5,000 TEU are mainly carrier-controlled with only eight out of the 31 units controlled by a non-operating owner (NOO). This is due to an unexpected decline in cargo demand, which created an unexpected capacity surplus.

This has been the case for Maersk's FE-North Europe AE-9 service which leaves an idle surplus of ten units in the 6,000 to 7,000 TEU range. In the global cellular fleet there are 23 units between 5,000 and 7,000 TEU and seven between 8,000 TEU and 9,600 TEU. **Source : Asian Shipper**



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The **CARNIVAL SPIRIT** outbound from Melbourne – Photo : Dale E. Crisp ©

Diana Shipping Inc. Announces Time Charter Contract for m/v Maia With Glencore

Diana Shipping Inc., a global shipping company specializing in the ownership and operation of dry bulk vessels, yesterday announced that it has entered into a time charter contract with Glencore Grain B.V., Rotterdam, through a separate wholly-owned subsidiary, for one of its Kamsarmax dry bulk carriers, the **m/v MAIA**. The gross charter rate is US\$10,900 per day, minus a 5% commission paid to third parties, for a period of about eighteen (18) months to maximum twenty-four (24) months. The charter is expected to commence at the end of February 2013. The **Maia** is a 82,193 dwt Kamsarmax dry bulk vessel built in 2009.

This employment is anticipated to generate approximately US\$5.7 million of gross revenue for the minimum scheduled period of the charter. Diana Shipping Inc.'s fleet currently consists of 32 dry bulk carriers (17 Panamax, 2 Kamsarmax,

3 Post-Panamax, 8 Capesize and 2 Newcastlemax), as well as 2 new-building Ice Class Panamax vessels expected to be delivered to the Company during the fourth quarter of 2013. As of today, the combined carrying capacity of our current fleet, excluding the two vessels not yet delivered, is approximately 3.5 million dwt with a weighted average age of 5.9 years. **Source: Diana Shipping Inc**



20-02-2013 : The THSD **BARENT ZANEN** working on Maasvlakte II on a cold but sunny working day.
photo : Dirk van Uiter ©

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Newbuilding ordering expected to pick up pace

It may have been a relatively slow couple of weeks in the newbuilding ordering market, as a result of holidays across Asia, but things are expected to pick up pace in the coming days and weeks. Nevertheless, this past week saw no report of business concluded in China, yet there have still been some reports of newbuilding orders at South Korean yards, mainly in the Gas sector. According to Clarkson Hellas latest weekly report, "this year has already seen a significant amount of reported business being concluded, both throughout January and the first week of February and owners and yards alike will no doubt be keen to see how the market develops following the Lunar New Year. Across all sectors, the increased efficiency of new designs has undoubtedly spurred on recent ordering and it remains to be seen to what extent, if any, yards can further improve the efficiency of their designs. With the new generation of 'eco-vessels' beginning to deliver in greater volume this year, it will be particularly interesting to see whether a multi-tier market begins to develop against the differentials in vessel performance, especially in the dry bulk and tanker markets" Clarkson Hellas noted. In a separate report, shipbroker Golden Destiny said that "overall, the week closed with 18 fresh orders reported worldwide at a total deadweight of 990,400 tons, posting a 59% week-on-week decline

from previous week with significant volume of business in the offshore segment, up 200% week-on-week with minimal business in the tanker segment and firm volume of new orders for post panamax containerships. This week's total newbuilding business is the levels of similar week's closing in 2012, when 18 fresh orders had been reported, 4 for bulkers, 6 for tankers, 4 for gas tankers, 1 for Ro-Ro vessel and 3 for special projects. In terms of invested capital, the total amount of money invested is estimated in the region of more than \$2,8bn, 6 newbuilding deals reported at an undisclosed contract price, with a hefty amount invested in the offshore due to strong placement of capital in the construction of an offshore platform in South Korean shipyard" the shipbroker said.

It noted that "in the tanker segment, South Korean player, **DONG-A Tanker** has placed an order for the construction of two MR 50,000dwt vessels, with an option of two more, at South Korean **Hyundai Mipo Dockyard**. A manager at Dong-A Tanker told Fairplay that the company, which has focused on drybulk shipping, is changing its strategy due to the better prospects for the MR sector. Despite the company's name, Dong-A Tanker actually has more drybulkships than tankers, said the manager. The manager at Dong-A said the company is aware of the recent surge in investments in MR tankers but it is more optimistic about this segment than drybulk. "Of course, there have been many orders of MR tankers recently, and this could become an issue if more orders come. But we think this sector is likely to do better than dry bulk as the supply-demand fundamentals are more balanced," said the manager. In the gas tanker segment, GasLog announced orders for two tri-fuel diesel electric LNG carriers of 174,000cbm capacity for construction at Samsung Heavy Industries of South Korea. The newbuilding cost is estimated in the region of \$205-\$210mil for each vessel for delivery in first and second quarter of 2016 and will be chartered up upon delivery for 10 years to BG. The owner has an option for the construction of additional newbuilding units at similar terms through July 2013. In the LPG segment, Belgium's Exmar placed an order for four 38,000 cbm carriers for construction in Hanjin Heavy Industries and Construction's Subic Bay Shipyard in Philippines for a total cost of about \$200mil, \$50mil per vessel for delivery in 2015. The contract includes an option for the construction of four additional vessels" Golden Destiny said.

Additionally, "in the container segment, Chilean Compania Sud Americana has inked a letter of intent for the construction of seven firm 9,000 TEU boxship vessels with delivery in 2015, at Samsung Heavy Industries. The contract includes an option for seven more worth \$1,12bn, \$80mil each vessel. In the offshore segment, **Daewoo Shipbuilding & Marine Engineering** has won an order from an undisclosed European owner for the construction of a fixed offshore platform worth of about \$1.6Bn with delivery in 2017. In addition, REM Offshore of Norway has placed an order for an offshore subsea construction vessel at domestic yard, Kleven Verft for delivery in the second quarter of 2014. The vessel is a **Marin Teknisk MT 6022 L design** with main dimensions are LOA 117m and a breadth of 22m. The contract price for this vessel is estimated in the region of 580M kroner (\$104.7M)" the report concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



Supply Vessel **MERMAID PROVIDER** on a regular supply run to installations and vessels in the North West shelf region (Western Australia) from its base in Dampier. **Photo : Ian Graham ©**

Unifeeder for sale at DKK 3 billion

The private equity fund Montagu Private Equity has set the Danish shipping company **Unifeeder** for sale at DKK 3 billion. **Maersk Line** is mentioned as a potential buyer for the feeder shipping company according to Børsen.

"**Unifeeder** is put up for sale. The fund has had it for some years, it has gone well, and this is a reasonable and interesting company", a source told the newspaper.



Unifeeder's **HANSE VISION** passing the Oude Maas – Photo Lia Mets ©

Unifeeder has not confirmed the newspaper's information, but confirms that it is working on a "strategic review" of the company, as a private equity fund in 2007 bought the company founders of between 2 to 3 billion. **Maersk Line's** feeder company Seago Line is mentioned as a possible buyer, but the timing is not optimal. "In better times it had seemed more obvious, but it is not exactly the right time for Maersk Line to make acquisitions at the moment. As long as the container market is under pressure, **Maersk Line** don't have any great free cash flow they can use on acquisitions", Jesper Christensen, an analyst from Alm. Brand to Børsen. **Unifeeder** was founded by Peter Bohnsen and Tonny Dalhøj Paulsen in 1977. The company is headquartered in Aarhus. Source: Børsen /Maritime Denmark



RECTIFICATION

About the photo yesterday showing some cows at the **K 5 Oil centre** in Malabo, the shown cows escaped from a another Vessel which visits sometimes the oil centre terminal, so the cows had nothing to do with the terminal ,
I hope this clears the "cows" matter



The **NOBLE RONALD HOPE** during a move towards the English Sector towed by the **BLIZZARD** , **TRITON** and the **RT MAGIC**

Photo : Henk Marijs ©

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Baltic Dry Index down to 735 points

On February 20, 2013, the Baltic Dry Index dropped to 735 points, down 3 points (0.41%) against the level of February 19.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production.

On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986.

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The 2010 built 52.778 DWT **HAMMONIA GALICIA** departing from **APM Terminals** Itajai –

Photo : Rodrigo João Mélo ©

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NAVY NEWS

Indian Coast Guard ship to make visit to Doha

Indian Coast Guard ship, involved in pollution response and fire operations, will make a four-day visit to Doha Port, in a move to further bilateral ties and cooperation between India and Qatar. **ICGS Samudra Prahari**, the first pollution control vessel not only of the Indian Coast Guard but also in the entire South East Asia will visit from February 23 to 26, 2013, Indian embassy in Doha announced.

This indigenously built ship has, among its charter of duties, tasks like preservation, protection and prevention of the seas from marine pollution, Indian embassy said in a statement. It also protects the waters around the country from marine pollution from ships. It has been responding to oil spills up to Tier II levels, the statement said.

The Ship, commissioned on October 9, 2010, is equipped with state-of-the-art pollution response and control equipment.

Samudra Prahari is designed to carry one twin engine ALH/Chetak helicopter, five high speed boats and four water scooters for SAR, Maritime law enforcement, EEZ surveillance and high speed interdictions. During the last two years, it has remained at sea for 5626 hours traversing 56664 nautical miles. In addition to discharging the requirements

related to ICG charter of duties, the ship has been involved in four pollution response operations, one fire fighting operation and one SAR operation in Indian waters. **Source : Zeenews**

Work to dismantle Navy ship stuck on Philippine reef might begin soon

Work to cut up and remove the **USS Guardian** from a protected reef where it ran aground more than a month ago is expected to begin today (Friday) and continue until at least March 23 under a new timeline released by the U.S. Navy and Philippine Coast Guard. Early Navy estimates suggested salvage operations could run well into April and appeared to be pushed back even further last week after a contracted floating crane to be used during the work was deemed inadequate. A larger and more capable crane was dispatched and arrived on site Saturday.



Operations also were delayed by a tropical depression that officials hope will clear up in time to allow work to begin Friday. "The salvage plan will continue to be updated as the condition of the hull changes, as discoveries of actual ship conditions are made during the dismantling, and depending upon weather conditions and sea states," Navy spokesman Lt. Frederick Martin told Stars and Stripes via email. "Again, the 23rd is not a specific goal, target, or announced end of operations, but instead part of the planning process."

No one was injured when the Sasebo-based **Guardian** ran aground around 2:25 a.m. on Jan. 17 while transiting the

Sulu Sea. The 79 crewmembers were removed the next day as a safety precaution. Over the past month, the 224-foot mine detection and neutralization ship has slid around on the Tubbataha Reef — a World Heritage Site — damaging the reef and causing hull breaches.

The grounding sparked protests outside the U.S. Embassy, and Philippine officials have called for the U.S. Navy and government to pay stiff fines. Navy officials have said the ship is a complete loss and removing it will cost nearly \$25 million. Navy officials denied a request by Stars and Stripes for a copy of the salvage plan this week, citing the "contracting process," but did release details. Topside equipment will be removed from the ship first, followed by masts, funnel and other accessible equipment and pieces of the ship, Martin said. The focus will then turn to the ship's superstructure, or the part of the ship above the main deck. Sections will be cut free and lifted with the crane.

"Throughout the process, protection of the environment and mitigation of environmental risk will be a significant consideration, alongside safety of personnel," Martin said.

Next to go will be the heavy machinery and equipment inside the ship, Martin said. Once the hull is empty, it will be cut into three sections. The bow and stern will be removed intact, but the middle section will be removed in pieces as the structure lacks the strength to lift it intact. The fuel and hazardous materials have already been removed.

"The ship will be disassembled using a combination of hydraulic and pneumatic saws, grinders, cutters and other equipment," Martin said. "As equipment and sections of the ship are removed, they will be transferred to a barge or deck of the crane for further work." Once the ship is removed, the process to repair the reef — and relations with the Philippine government and people — will truly begin. Ecologists believe the response will be dictated by the weather and conditions on Tubbataha.

"In a situation such as the **Guardian**, it may simply be impossible to do restoration," Walter Jaap, a coral reef ecologist specializing in groundings, wrote in an email to Stars and Stripes, adding that little can be done to speed the reef's recovery. "[Tubbataha] appears to be in a strong-wave surge zone; this is a very difficult place to work, risky for being washed into the rocks... In a case such as this with catastrophic impacts it would be decades or more for resources to recover to pre-incident status," said Jaap, who worked for the state of Florida for 35 years, and is now a

consultant affiliated with the University of South Florida. Jaap was responsible for a report on damage to Runway Reef off Honolulu after the **USS Port Royal** ran aground in 2009.

Jaap said one option would involve removing loose rubble and debris — including the ship jetsam — and rebuilding the lost reef structure with limestone boulders and hydraulic cement while reattaching the coral that was broken off with hydraulic cement. Other options could include anything from installing beacons that show up on a ship's radar to a 10-year monitoring project and coral nursery. Jaap said recovering the debris could pose a problem for salvage workers.

The Guardian's hull has been torn up on the reef and much of its fiberglass coating has been deposited in the sea, revealing the wood underneath. "Rubble is typically removed by hand or with mechanical equipment and transported off site and disposed of," Jaap said. "In Port Royal [incident] only a minimal amount of rubble was removed. The contractor found out that the seas were too difficult to work in. In other cases, we have removed virtually all of the rubble." **Source : Stars & Stripes**

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The banner features three images: a fire truck, a ship being sprayed with water, and a ship on fire. Text on the right includes 'Co-shirt sponsor Football club Sparta Rotterdam', 'MariFlex Group', and 'Organisator MariFlex Open Darts Tournament'. At the bottom, it says 'Professionals in liquid cargo handling' and provides contact information: 'Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650. The Netherlands. Phone (24h) +31 (0)10-434 44 45. info@MariFlex.net - www.MariFlex.net'.

Dutch EU Naval Force Frigate HNLMS De Ruyter Apprehends Nine Suspected Pirates

HNLMS De Ruyter, has stopped the activities of a group of suspected pirates approximately 120 nautical miles east of Eyl off the coast of Somalia. Nine suspected pirates were apprehended and taken on board of the **De Ruyter**.

The Dutch frigate that is deployed with the European Union Naval Force (EU NAVFOR) Somalia – **Operation Atalanta**, was tasked this morning to find a suspected pirate group that was reported by a Panama flagged merchant vessel off the coast of Somalia. The helicopter of **De Ruyter** located two high powered skiffs. As the helicopter approached, material was thrown overboard and the two skiffs split up in an attempt to escape. The first skiff was stopped by assets of the Dutch frigate. The second skiff was located and stopped with support of the helicopter from the EU Naval Force flagship **ESPS Mendez Nunez**. The nine suspected pirates are being held on board **HNLMS De Ruyter** for further investigation and evidence collection in order to fully assess the possibility of prosecution. The two attack skiffs were seized. **Source: EUNavFor**

Navy rescues asylum-seekers from ocean

AUSTRALIAN authorities have rescued 91 people who were aboard a suspected asylum-seeker boat that capsized en route to Christmas Island. Navy vessel **HMAS Parramatta** rescued the 88 passengers and three crew after they sent out a distress signal on Tuesday, a statement from Home Affairs Minister Jason Clare said today. During the rescue, the asylum-seeker boat capsized and some of those on board fell into the water. **HMAS Parramatta** says it's confident all were recovered from the water with some minor injuries reported.

The rescue came as reports emerged that the bodies of 98 asylum-seekers on board a boat believed to be heading to Indonesia and Australia were reportedly thrown into the sea by their shipmates. Immigration Minister Brendan O'Connor is expected to be briefed about the circumstances leading up to the rescue of 32 Myanmar nationals in Sri Lankan waters on Sunday. The group, which included one boy, were at sea without food for 21 days before the Sri Lankan navy rescued them.

They were rushed to Sri Lanka's Karapitiya Teaching Hospital and treated for acute dehydration, a statement from the Sri Lankan navy said today. Reuters reported that the survivors told Sri Lankan authorities of throwing 98 people overboard after they died of starvation and dehydration. The survivors say they were seeking asylum in Indonesia and Australia. **Source : AAP / The Australian**

Bijzonder nieuw marineschip arriveert in Aruba

Na een mooi ontvangst in Curacao van het nieuwste marineschip, is morgen Aruba aan de beurt. Een maritiem historische gebeurtenis die niet ongezien voorbij mag gaan. Vandaag, vrijdag 22 februari vaart het nieuwe stationsschip van de Koninklijke Marine, **Hr.Ms. Friesland** voor het eerst de haven van Oranjestad binnen.

Het fonkelnieuwe schip wordt tussen 08.30 en 09.00 uur militair ceremonieel ontvangen in de haven van Oranjestad. Dat gebeurt met 21 kanonschoten in totaal. Dit saluut wordt gedeeltelijk afgevuurd vanaf de landtong voor de oude ambtswoning van de Gouverneur door de aldaar opgestelde kanonnen. Om 09.00 uur vuurt het schip tussen de havenhoofden de laatste kanonschoten af als eerbetoon aan de Gouverneur van Aruba en het Koninkrijk der Nederlanden. De Gouverneur, F.J. Refunjol neemt samen met de Commandant van de Marinierskazerne Savaneta, luitenant-kolonel Edwin Hofma, op de landtong het saluut in ontvangst. Een gewapende wacht, verzorgd door een peloton van het Korps Mariniers, brengt vanaf het Wilhelminapark het eerbewijs.

Marine 525 jaar

Alles bij elkaar is de ceremoniële binnenkomst een indrukwekkende traditionele marinetraditie die dit keer extra waarde krijgt door een ander historisch feit. In 2013 viert de Koninklijke Marine haar 525 jarig bestaan. Het thema van deze viering is innovatie, dat in het Caribisch gebied met de binnenkomst van het allernieuwste marineschip nog eens extra wordt benadrukt.

Wereldwijd inzetbaar

Vanaf nu begint de allereerste uitzending van Hr.Ms. Friesland dat eind januari door minister Hennis-Plasschaert officieel in dienst is gesteld. Het 108 meter lange schip, één van de vier nieuwe Oceangoing Patrol Vessels uit de Hollandklasse, is wereldwijd inzetbaar voor uiteenlopende taken: van kustwachttaken, rampenbestrijding, antidrugsoperaties tot piraterijbestrijding. De Friesland fungeert de komende vier maanden in de Cariben als stationsschip voor de Koninklijke Marine en de Kustwacht Caribisch gebied.

Taken in Caribisch gebied

Het schip en de bemanning zijn klaar voor hun taak als stationsschip voor het Caribisch gebied. Zij ondergingen op de heenreis een intensief opwerkprogramma, onder andere om goed voorbereid te zijn op haar taken op het gebied van humanitaire hulpverlening. Het patrouilleschip is ook uitstekend uitgerust voor het bestrijden van illegale praktijken op zee.

Voor counterdrugszaken buiten de territoriale wateren krijgt de Friesland een daartoe gemachtigd 'Law Enforcement Detachment (LEDET) van de Amerikaanse kustwacht aan boord. Voor operaties binnen de territoriale wateren wordt een kustwacht boardingteam ingescheept. Een mariniersteam beveiligd tijdens de boardings het schip en personeel. De komende periode vaart de Friesland onder aansturing van de Kustwacht Caribisch gebied en zal binnen de territoriale wateren van de Koninkrijkseilanden patrouilleren om de veiligheid op zee te waarborgen.

De bemanning bestaat uit 55 personen, maar kan uitgebreid worden met specialisten tot een maximum van 90 koppen. De **Friesland** beschikt over een 2 snelle vaartuigen van het type FRISC en is uitgerust met een Belgische Alouette helikopter.

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The **NOBLE GLOBE TROTTER II** moored at **Huisman** in Schiedam –

Photo : R van Helden – www.scheepspotter.punt.nl ©

ZPMC delivers trailing suction hopper dredger

Zhenhua Heavy Industries delivered 10000m³ trailing suction hopper dredger, the company reports. On the basis of accomplishing grab bucket and cutter suction dredger, this was the first time for ZPMC to undertake large-scale trailing suction hopper dredger, which made **ZPMC** the first Chinese enterprise that can construct three kinds of mainstream dredgers.

Compared with sand dredger of the same kind, all key dredging equipments of “**New Sea Tiger 8**” are domestic corollary parts, which mean higher domestication degree, more intelligence and higher efficiency. Its integrated monitoring system adopts programmable controller, field bus, industrial Ethernet, which realizes automatic precise control of dredging process, obviously enhances dredging efficiency, greatly reduces labor intensity, and ensures the internationally advanced level of dredging function and reliability. In the operation room, users only need to choose

one kind of operation mode, gently press down the button, then the dredger can undertake over 50 kinds of operation, three kinds of mud-discarding and dredging work in a flexible and convenient manner.

“**New Sea Tiger 8**” boasts energy-conservation and environmental-friendly features. It adopts compound driving of double machines with small installed capacity while large effective loading, which can save energy consumption, reduce exhaust emission, and be of economical importance. It is also equipped with sewage disposal system to discharge life and working sewage into the sea after disposal, which truly embodies the operation mentality of green and environmental protection. **Source : POrtNews**

STX Offshore & Shipbuilding lays down new gas carrier for Sovcomflot

STX Offshore & Shipbuilding (Republic of Korea) supervised by Russian Maritime Register of Shipping (RS) has laid the keel of a new large-capacity gas carrier (No S1911) for low-temperature LNG transportation, RS press center informs. The vessel was ordered by **Sovcomflot OJSC** for Gazprom Global LNG with RS/Lloyd Register dual class. RS class notation: KM (*)Ice2 AUT1 OMBO EPP ANTI-ICE LI CCO ECO-S WINTERIZATION(-30) Gas carrier type 2G (methane). The launch of the gas carrier is scheduled for late April 2013.

This vessel is the second in the series of four membrane-type gas carriers of 170,000 cubic meters being built by STX Offshore & Shipbuilding Co., Ltd under technical supervision of RS. The head vessel **VELIKIY NOVGOROD** was launched on January 15, 2013. RS is a recognized leader in classification of ice ships. It has published

ROUTE, PORTS & SERVICES

Suez January transits down 15.9pc, revenues fall 9pc to US\$405 million

THE Suez Canal posted 15.9 per cent fewer transits to 248 vessels with toll revenue falling nine per cent year on year to US\$405 million in January, reports London's Containerisation International. Although the Egyptian Army had protected the canal administration buildings at Port Said where riots have broken out, the threat of disturbances has deterred ships using the canal last month.

The Suez Canal Authority conceded that a two- to five-per cent increase in fees for ships using the artery from May 1 may have also prompted shipping to take the Cape of Good Hope route to avoid the fee. **Source : Asian Shipper**

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The 1941 built **ACP CSD "MINDI"** still going strong in the Panama Canal -Photo : **Crew Alberto Aleman Zubieta** ©

Birth of a giant: Nissaki is Vietnam's biggest ship

Last month saw the naming ceremony for the 82,000 DWT Kamsarmax bulk carrier **Nissaki**, owned by St Michael Shipping of Greece. This vessel marked a significant milestone in the development of the shipbuilding capability of Vietnam, and is the biggest ship built to date in the country to Lloyd's Register class. The vessel was built at the joint venture yard, **Hyundai Vinashin Shipyard (HVS)**, located in Khanh Hoa province. HVS is 30% owned by the Vietnamese **Vinashin group** and operated by Hyundai Mipo Dockyard; fusing the design, management and shipbuilding knowledge of their Korean yard, with a local Vietnamese workforce. Speaking of the milestone event, Phong Lt, Lloyd's Register's Country Manager for Vietnam, said: "This project has raised the profile of what is possible in Vietnam as a shipbuilding country but also is a demonstration of LR account management in practice across the regions with the owners in Greece, Korean influence and the local HVS project team working together to produce such a vessel." This is the first vessel classed by Lloyd's Register at HVS, under its developing capacity as a new construction yard, and it is hoped that this will act as the catalyst for more projects at HVS in the near future as the facility progresses. **Source: Lloyd's Register**



The THSD **PEARL RIVER** moored in Terneuzen
Photo : **Ad Stam** www.acsfotografie.nl ©

Port of Tauranga 1H profit rises on volume gains

Port of Tauranga posted record first-half earnings on increased volumes export volumes of dairy products, meat and logs and affirmed its full-year guidance. Net profit rose to \$74.2 million in the six months ended Dec. 31 from \$34.6 million a year earlier, reflecting a 12 percent gain in sales to \$188.6 million and a one-time gain of \$35 million from the of its half-share in stevedoring firm C3, the company said in a statement.

Excluding C3, profit rose 13 percent to \$39.6 million, about matching a forecast from brokerage Forsyth Barr. The shares climbed 1.4 percent to \$14, matching the record high set earlier this month. The company will pay an interim dividend of 20 cents a share, up from 12 cents a year earlier, after changing the percentage of its annual payments paid in the first half to 45 percent from about 33 percent. The Tauranga-based port, which is 55 percent-owned by Bay of Plenty Regional Council, has benefited from industrial strife at rival Ports of Auckland, which has seen freight diverted south and spurred shipping lines to switch, allowing the company to give itself the title of “pre-eminent national freight gateway.”

Auckland's misfortune helped Tauranga lift the volume of export dairy products by 87 percent to 935,000 as it received all of Fonterra Cooperative Group's volume from the upper North Island. Meat exports rose 31 percent to 184,000 tonnes and log volumes gained 14 percent to 2.6 million tonnes.

Container volumes rose 26 percent to 431,840 twenty foot equivalent units. Port of Tauranga's MetroPort hub in south Auckland, which connects by rail with its main facility in the east coast city, lifted volumes by 26 percent to 101,440 TEUs.

Total trade volume growth of 10 percent to 9.4 million tonnes was driven by exports, which jumped 16 percent to 6.4 million tonnes, while import volumes held steady at about 3 million tonnes. Chief executive Mark Cairns said his company has kept the majority of the volumes it won off strike-bound Auckland, with about 5 percent having flowed back to Ports of Auckland.

The Auckland port and the Maritime Union have indicated they are close to settling their 18-month dispute. The company is embarked on a three-year, \$170 million programme to expand its container terminal, increase berthage, add a sixth gantry crane and dredge its shipping channel. Cairns said he is hopeful the company will gain resource consents for the dredging in the next few weeks.

The bulk of its sales gains came from port operations, where revenue rose to 14 percent to \$96 million. Property services revenue rose 3 percent to \$9.87 million and transport services rose to \$1.2 million from \$704,000. Operating expenses rose to \$58.6 million from \$51.8 million. The company reiterated its full-year forecast of underlying profit of \$75 million to \$79 million, up from \$73.5 million last year. It said log volumes are expected to continue growing on demand from China and it sees growth in container volumes. **Source : Scoop Media**



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The **FAST JULIA** just after leaving the IJmuiden Locks bound for Stockton – Photo : Marcel Coster ©

Cosco arm may dip toe into leasing

Trading offshoot of shipping giant considers plan to charter out vessels to boost business

By : Keith Wallis

Cosco International, the marine fuels, paints and ship trading offshoot of China's largest shipping company, is mulling entering the ship leasing market as part of a range of options to expand its operations, industry insiders said. One person said the proposal was "still at the study stage" and could involve leasing newly ordered ships or those that have been completed but not delivered, possibly because the owners cannot get financing. Several banks, including ICBC and Standard Chartered, have launched ship leasing businesses where they retain ownership of vessels and charter them to operators at a daily rate, while the operator is responsible for repairs and crew costs.

Standard Chartered has more than 20 ships on these bareboat charter contracts, including vessels operated by Wah Kwong Maritime Transport and commodities group Noble. Asked if **Cosco International** planned to deal exclusively with shipyards owned by its parent, China Ocean Shipping (Group), in offering ships on bareboat charters to Chinese and foreign operators, the person said: "In the long term, there is a definite focus on developing non-Cosco customers." He said Beijing had policies to help with vessel financing, including tax breaks.

Cosco International may also consider expanding its ship trading operation from the sale and purchase of Cosco vessels to cover ship chartering, where vessels are leased to commodity firms and traders. Cosco's existing chartering activities are done by several offices, including Hong Kong, Qingdao and Tianjin, but they could be brought under the control of Cosco International.

Sources said other plans included opening two new paint factories in China and acquisitions to strengthen its existing five businesses, which cover paints, marine equipment, ship trading, marine fuel and insurance. One insider said the acquisitions would have some synergy with the existing businesses or allow the firm to expand "upstream or downstream", although it was too early to give more details. They believed the fastest-growing operation would be marine coatings because of two upcoming factories. Jotun Cosco (Qingdao) is due to complete a marine paint factory by the end of next month to produce up to 67,500 tonnes of coatings a year. Cosco Kansai (Shanghai) is also planning to start construction in October of a facility producing paint for shipping containers to replace an outdated plant.

Cosco International, which reported a first-half net profit of HK\$232.4 million and cash reserves of HK\$5.5 billion, was keen to expand its core marine fuels business, one of the people said. He said the firm was still interested in acquiring Cosco's half stake in marine fuels company China Marine Bunker (PetroChina). Source : South China Morning Post



The **AMSTELGRACHT** moored at the **K 5 Oil centre** in Malabo (West Africa) Photo : Aad van Spijk (c)

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FPS opens another Indian container station

LCL Logistix – the Indian member of the FPS network of independent forwarders and NVOCCs – has opened its third container freight station (CFS) in Haldia, near Kolkata Port on India's east coast. The new facility and all of its equipment is owned outright by LCL.

The new base has an annual capacity of 25,000 TEU, and its facilities are designed to comply with the requirements of India's largest and most discriminating industrial shippers. LCL's Haldia CFS employs 24 newly-recruited staff under the management of Partha Bhadury, Deputy General Manager, who reports to the head of the group's logistics division.

Haldia is being hailed as a fast-emerging industrial location for West Bengal and the entire eastern region of India, and as a new gateway to south-east Asia. Government initiatives are helping to make Haldia one of the country's fastest-growing urban-industrial centres.

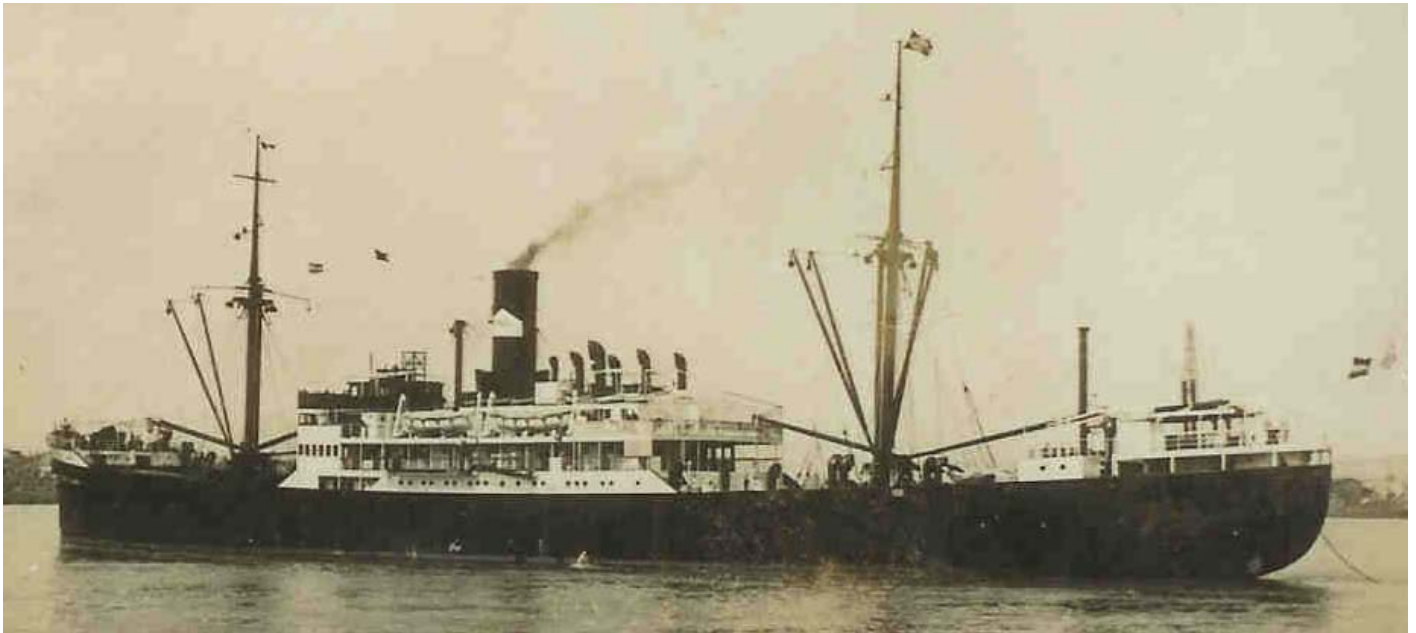
Meanwhile Haldia's port is establishing a reputation for speed and efficiency through its use of modern, integrated operating procedures and automation; congestion has been minimised and vessel turn-rounds speeded up. Haldia Port enjoys excellent connections with its hinterland by road, rail and waterways, and further upgrading will take its current

capacity of 38 million tonnes to 50 million tonnes per annum within the next two years. LCL's Haldia CFS is its third in India, following on from the opening of highly-successful bases in Pipavav (Gujarat) and Nhava Sheva (Maharashtra). Says Jaison George, LCL's Director – Logistics: "The new Haldia CFS is the next milestone in LCL Logistix's journey into total logistics and supply chain management solutions. It is a state-of-the-art facility, with excellent connections to Kolkata Port and the Haldia Dock complex, and highway links that enable fast movement of containers to and from other ports and industrial centres."

He continues: "The CFS segment is one of the fastest- growing elements in the Indian logistics chain, due to rapidly- rising container traffic through the ports, fuelled by India's strong economy. LCL Logistix is aggressively strengthening its presence in the value chain by adding resources such as this CFS. "We aim to capitalise on India's strong macro- economic fundamentals which are piloting growth in the entire logistics and supply chain sector. This new facility will continue our move into higher-yield activities, expand the revenue streams of the company and strengthen our business through diversification."

LCL's foray into CFS operations has been driven by Jaison George's vision of LCL as a broad-based logistics service provider. Prior to his current position, he was in charge of the company's operations in North India, where he increased the scope of its services. Before joining the new LCL business in 1999, he worked for Maersk Line at various locations in India, and gained extensive experience across various departments. He holds a BSc and an MBA.

OLDIE – FROM THE SHOEBOX



The 4457gr. ton **AMSTELKERK** was built in 1929, she had 2 steam turbines and was employed on the Holland West-Afrika Lijn service. **Photo: John Marsh Collection, Iziko Maritime Museum**

.... PHOTO OF THE DAY



19-02-2013 : saga line ship **SAGA JOURNEY** inbound to Vancouver harbour - Photo : Robert Etchell ©

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