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Van Oord's self propelled CSD ARTEMIS passing Spijkensisse – Photo : B.J van Brussel ©

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01-04-2013: The 2007 built ANT flag tug **NORTH** alongside the 1984 built dead ship LPG carrier **GAS OPTIMAL** at Bunkering Area 1, bound to Aliaga, Turkey for breakers from Brasil.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

IHC Winches' Deepwater Fiber Rope System

IHC Winches has presented its 50-ton fiber rope traction winch, known as **IDsis**, to the Dutch and Belgian offshore markets.

The name '**IDsis**' is an abbreviation of **IHC Deep-sea installation system** which is a dedicated deployment system for handling fiber rope, developed to overcome the restrictions of using conventional steel and synthetic wires. Steel is durable but heavy, which limits its usage in deeper water. Currently used synthetics are light, but low-heat resistance and high-creep properties limit their application on large winches. The rope is designed for critical deepwater applications, such as deep-sea installation, abandonment and recovery (A&R) and offshore mining operations.

The development of **IDsis** has resulted in the combination of: a traction winch, which reduces wear of the composite cable for the given load situations, and a storage winch, which is capable of reeling large amounts of fibre rope. Both are combined with an intermediate tensioner for safe and reliable operation in the offshore environment.



Following the completion of the Factory Acceptance Test, the new deep-sea installation system will be tested in operational circumstances in the North Sea later this year. This will take place in association with **Seaway Heavy Lifting** on one of its offshore vessels.

The **Dutch Maritime Innovation Program** has funded the development of the **IDsis** deployment system. This R&D project is executed in conjunction with such companies as **Bexco**, **Seaway**

Heavy Lifting and **Reden**, which joined forces with **IHC Winches** to combine their various areas of expertise, such as winch and fiber rope technology, rope construction, operational offshore knowledge, modelling, simulation and legislation. **Source : Sea Discovery**

Shippers show marked rebound in profitability

Wan Hai Lines Ltd reported the highest earnings per share among the nation's three major container shippers for last year, thanks to its strategy of significantly decreasing services on routes to the US and Europe and focusing on the Asian market.

With the gradual recovery in global economy, the company said it planned to raise its profit sources this year by appropriately raising transport capacity for certain routes to the US and South America.

ASIA ROUTES

Wan Hai — the nation's third-largest container shipper with a focus on shorter intra-regional routes in Asia — posted a net profit of NT\$1.83 billion (US\$22.44 million), or NT\$0.82 per share for last year, Taiwan Stock Exchange data showed.

The container shipper's profitability last year also showed a significant rebound from net income of NT\$20.31 million, or NT\$0.01 per share, in 2011, data showed. Similarly, the nation's two largest container shipping firms by fleet size, Evergreen Marine Corp and Yang Ming Marine Transport Corp, both returned to the black last year.

Evergreen reported net income of NT\$128.53 million, or earnings per share (EPS) of NT\$0.04 for the whole of last year, from losses of NT\$3.09 billion, or NT\$0.89 per share, recorded in 2011, the company said in its filing to the Taiwan Stock Exchange.

Yang Ming's net profit for last year was NT\$51.44 million, or NT\$0.02 per share, compared with losses of NT\$9.4 billion, or NT\$3.33 per share, recorded a year earlier, the company's financial data showed. Both Evergreen and Yang Ming have confirmed they would not pay dividends to shareholders this year. Wan Hai has yet to announce its dividend payout plan.

Various industrial pundits have attributed the container shipping industry's improving profitability last year to shippers' consensus in controlling supply to maintain reasonable freight rates.

RATE CUTS

Several global container shippers cut rates to pursue a greater market share in 2011, seriously eroding the industry's profitability and resulting in a loss-making year.

However, given the flat growth expected in new supply this year, Evergreen vice chairman Bronson Hsieh said last month that market conditions could become more balanced from last year, further helping major shippers' sales and profitability.

However, a report issued by **Horizon Securities** on Thursday last week said the container shipping sector may see its profitability swing back into the red this year, citing its unsuccessful rate-hiking last month. The latest trend in Shanghai Containerized Freight Index showed the freight rate has yet to reach the level recorded in the same period last year, raising uncertainty about the industry's momentum, the report said. Citi Research, a division of Citigroup Global Markets Inc, said in a report on March 19 that it expected Wan Hai to be more resilient in the volatile industry environment this year, shielded by its emerging-market exposure. "We believe Wan Hai is relatively shielded from

industry-wide headwinds given healthier demand outlook in Intra-Asia [and] less supply pressure,” the brokerage said in the report. **Source: Taipei Times**



The **SEAGO FELIXSTOWE** (ex Maersk Baltimore) enroute Antwerp – **Photo : Henk de Winde ©**

Maersk: Simplifying local surcharges

As a result of positive customer feedback from the recent successful simplification of ocean freight surcharges, Maersk Line is now moving into phase II - the simplification of local surcharges.

In order to achieve a radically simplified surcharge structure for customers, **Maersk Line** will begin to implement phase II of this project - simplifying local surcharges starting 1st May 2013.

This is not about adding cost, it's about making the cost of a container easier to understand and evaluate. Like Maersk Line, customers are continually striving to improve business processes and increase efficiencies. A simpler surcharge landscape enables customers to reduce time spent on financial administration and leaves them with a better understanding of what they are paying for. **Source: Maersk Line**



The **NORMAND SKIPPER** outbound from IJmuiden – **Photo : Willem Harlaar ©**

NATO Indian Ocean Task Force involved in dramatic rescue of burning bulk carrier

Earlier this week, off the island of Masirah (Oman), the cargo bulk carrier '**ATLANTIC CONFIDENCE**', Liberian flag, reported to have a fire in the engine room and requested assistance. Upon receiving the message, Admiral Antonio Natale, Commander of the NATO Task Force engaged in the fight against piracy off the Horn of Africa, promptly

ordered the nearest vessel under his command, the frigate **USS NICHOLAS** to proceed at maximum speed and assist. Some minutes later, the Captain of **'ATLANTIC CONFIDENCE'** ordered his crew of 21 Turkish seamen to abandon ship; assessing that the fire was now out of control.



The U.S. Frigate took command of the rescue operation and dispatched its helicopter to cover the 80 miles to the vessel and assess the immediate needs. Upon reaching the scene it saw that the merchant vessel was already partially sunk but still floating.

After verifying that the survivors appeared to be safely in life-boats and did not need immediate medical assistance, the NATO ship coordinated the embarkation operations on board an oil tanker called 'Pluto' transiting in the area and also manned entirely by a Turkish

crew. 'Pluto' will now assist in providing safe onward passage for all the survivors.

Admiral Natale IT Navy said that: "Once again we were able to provide timely assistance to a merchant vessel in trouble. NATO's role here is to patrol these busy waters to counter the threat of Somali piracy, but aid in case of emergency is historically the first mission of every good sailor and we were more than happy to provide timely assistance."

NATO has contributed to the international counter piracy effort off the Horn of Africa since December 2008. The mission has expanded from escorting UN and World Food Programme Shipping under Operation Allied Provider and protecting merchant traffic in the Gulf of Aden under **Operation Allied Protector**. In addition to these activities and as part of the latest mission, Operation Ocean Shield, NATO is working with other international bodies to help develop capacity of countries in the region to tackle piracy on their own.

NATO Allies agreed on 19 March 2012 to extend **Operation Ocean Shield** for a further two years until the end of 2014.

NATO Forces currently in Operation Ocean Shield:

- **ITS SAN MARCO – Flag Ship (ITALY)**
- **HDMS IVER HUITFELDT (DENMARK)**
- **TCG GOKOVA (TURKEY)**
- **USS NICHOLAS (U.S.A.)**

Source: NATO



The **HUDSON RIVER** outbound from Willemstad (Curacao)

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

Palace unfazed by China ship

A Chinese ship near Luzon is no cause for worry, Malacañang said last Monday. The Palace was unfazed by reports that a Chinese army ship passed through Bashi Channel located between Taiwan and Luzon.

Deputy presidential spokesperson Abigail Valte said that Bashi Channel is part of international waters, and the presence of a Chinese ship there should not be a cause for worry as long as the Philippines' maritime territory is respected.

"Doon po 'yan sa Bashi Channel, which I understand to be part of the high seas. So as long as nandoon po sila, wala naman po tayong problema...as long as they are in international waters. As we have said earlier, as long as our maritime zones are respected, then wala naman po tayong problema doon," Valte said. **Source : Journal online**

Terasea Falcon's Maiden Towage



Built in Japan to the highest standards, the **16,300 Bhp. 205 tons Bollard Pull AHT TERASEA FALCON** immediately upon christening was mobilised to Dalian, China to tow an oversized Floating Dock measuring 430m x 84m Goseong (Jinhae), Korea.

After delivering of the Floating Dock by the end of the week, she will turn-around immediately for her next towage of a massive 720-man accommodation barge from Huludao, China.



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Alang ship breakers cruise along amid slowdown

A slump in global shipping, reflected in the falling Baltic index (a freight indicator), is translating into brisk business for Gujarat's coastal town of Alang which has become synonymous with ship-breaking. Alang, which receives one out of every two ships destined for breaking, has retained the top slot amid stiff competition from Pakistan, Bangladesh and China. With freight rates dropping 98% in less than six months of the peak shipping period, Alang is expected to surpass the 435 ships demolished in 2011-12.

"Last year, over 40 million dead weight tonnage (DWT) was scrapped. Nearly 55 million DWT of the global tonnage will be sold this year at a value of about \$5 million. This will yield approximately 15 million tons of steel. Countries such as Bangladesh meet half their steel demand from the scrap industry. We expect that the demolition business will peak this year and continue to be good until 2015," said Daniel Chopra, MD, Doehle Danautic India (DDI), the largest managers of ship breakers in India. The company handled 131 of the 435 vessels that were scrapped in India in FY12. Rating agency Crisil estimates that of the 180 million gross tonnage of global shipping capacities that are more than 20 years old, around 55 million will be scrapped in two years. In the last three years, the revenues of 52 Crisil-rated ship

breakers (constituting 46% of the ship breaking industry in India) increased at a compounded annual growth rate of 46%, helping these players nearly double their net worth. According to an industry estimate, over 100 ship breaking companies are active in Alang and the turnover of the industry is about \$2 billion (Rs 11,000 crore) per year with 50,000 workers directly employed.

"Efficiencies of scale and strong growth opportunities will strengthen the business risk profiles of India's ship breakers. However, the sector will remain vulnerable to key risks such as environmental concerns, economic cycles, sharp movements in scrap steel prices, and fluctuations in forex rates," Manish Gupta, head, Crisil Ratings, said. According to the Ship Recycling Industries Association, the Alang yard produced 3,68,70,973 tonnes of steel by dismantling 5,508 ships between 1983 and 2011. In 2011-2012, Alang produced 38,56,071 tonnes of steel, or about 2% of the annual steel demand. **Source: TNN**



The **VOS SHINE** moored at AAM jetty in Holyhead awaiting her next assignment

Photo : L.Llobrera Steward o/b VOS Shine ©

Holland America Line And Seabourn Named To 2013 World's Most Ethical Companies List For Second Consecutive Year

Cruise lines earn prestigious recognition from Ethisphere Institute

For the second consecutive year, **Holland America Line** and **Seabourn** were named among of the World's Most Ethical Companies by Ethisphere Institute, a leading business ethics think-tank.

Out of a record number of nominations for the award, **Holland America Line** and **Seabourn** secured their spots on the list by implementing and maintaining business practices and initiatives that are instrumental to each company's success and benefit the community.

Vice President, General Counsel and Chief Ethics Officer Kelly Clark and Ethics and Compliance Specialist Juliet Schubert accepted the 2013 World's Most Ethical Companies award on behalf of **Holland America Line** and **Seabourn** at an event March 6 in New York.

"We are deeply honored to be named to the prestigious World's Most Ethical Companies list once again," said Clark. "We pride ourselves on being committed to having the highest ethical standards, and that is one of the reasons why both Holland America Line and Seabourn are leading brands in the cruise industry."

In selecting World's Most Ethical Company winners, Ethisphere Institute reviews a candidate's code of ethics, litigation and regulatory infraction history; evaluates the investment in innovation and sustainable business practices; looks at

activities designed to improve corporate citizenship, and studies nominations from senior executives, industry peers, suppliers and customers.



"Not only did more companies apply for the World's Most Ethical Companies recognition this year than any year in the past, which demonstrates that ethical activity is an important part of these companies' business models, but we also are seeing more companies be proactive and create new initiatives that expand ethics programs and cultures across entire industries, such as industry-based ethics associations and other activities," said Alex Brigham, executive director of Ethisphere.

Left HAL's **ZUIDERDAM** arriving in Willemstad (Curacao) **Photo: Kees Bustraan ©**

"We are excited to see the 2013 World's Most Ethical Companies take a leadership position and embrace the correlation between ethical behavior and improved financial performance." This is the seventh year Ethisphere has published the World's Most Ethical Company rankings. Ethisphere reviewed hundreds of companies and evaluated a record number of applications utilizing its proprietary methodology through in-depth research and multistep analysis, naming the companies that surpassed their industry peers to this year's World's Most Ethical Companies list. The 2013 list features companies in more than three dozen industries, including several headquartered outside of the United States.

Read about the methodology and view the complete list of the 2013 World's Most Ethical Companies [here](#)

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25TH RACE OF THE CLASSICS



Last Monday the **RACE OF THE CLASSICS** started in Rotterdam **Photo : Jan van Vuuren ©**

The **Race of the Classics** is the largest and most prestigious sailing event students from Europe, with teams from different Universities and Colleges in Netherlands a match on classic sailing yachts.



The **Race of the Classics** "Armada" off Maassluis – **Photo : Eric Peute ©**

The 25th edition of the **Race of the Classics** will take place from April 1 to April 7, 2013. The ships sail from Rotterdam Veerhaven towards the coast of England, only to finish in Amsterdam



The race control has long pondered about the sailing route for the Lustrum Rees. This is because every sailor should always take into account the weather, and which are simply hard to predict. Therefore, in addition to the fixed route also possible failure ports found, we can use if we do not bother me!

That said, it is intended that this year we go to the coast of the United Kingdom will sail through Belgium and then back to the Netherlands.

The planned route for the 25th Race of the Classics is as follows:

Rotterdam (NL) - Ipswich (UK) - Brugge (BEL) - IJmuiden (NL) - Amsterdam (NL).



LARSK MAERSK outbound passing the armada off Maassluis Photo : Sander Jongeneel ©

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The 151 mtr **WES GESA** outbound from Rotterdam, the 13.200 DWT fully cellular container vessel is delivered 01—2012 by **Jiangdong Shipyard** in Wuhu under /hull No.: JD1000TEU-07 and is operated by **Wessels reederei**
Photo : Paul Gerdes ©

Fighting multibillion-dollar piracy

The extent of the problem they were dispatched to address was detailed in a report last year by United States-based One Earth Future Foundation. It found Somali piracy in the Indian Ocean costs the global economy about US\$7 billion (Dh25.7bn) a year. For the past five years, a few hundred pirates sailing from a handful of towns on the Somali coast

have pushed ever deeper into the Indian Ocean, forcing governments to spend at least \$1.3bn trying to control the problem, a figure dwarfed by shipping industry costs estimated at up to \$5.5bn.

The biggest single item was the \$2.7bn it costs for ships to transit the waters at higher, uneconomic, speeds.

Shippers also spent more than \$1bn on private security guards, often armed, often earning much more than the pirates themselves.

The report estimated the total paid in ransoms at \$160 million and the re-routing of ships to hug the Indian coast to avoid pirate waters costing \$486 to \$680m. However, current protective measures are proving effective, the study said. Pirates have never seized a ship travelling faster than 18 knots. Armed private security guards also had a 100 per cent success rate in protecting ships.

Shippers have added barbed wire and an array of other measures to vessels, including "citadels" - armoured safe rooms in which crews can shelter from attack. That has helped to bring down insurance premiums, although shippers are still paying \$635m in extra premiums because of the piracy threat. "A major risk is that complacency sets in if we think piracy is now under control," said Jens Vestergaard Madsen, a senior researcher on the project. "The piracy problem is still not resolved. Ninety nine per cent of these costs are spent mitigating the problem, not resolving it."

A former commander of one of the naval forces to operate in the region, retired Rear Admiral Terence McKnight, the US commander of Task Force 151, agrees.

"Piracy is a moneymaking business and they are going to try their hardest to stay ahead of us," he is quoted as saying on the US Naval Institute website. "They are always looking for tactics to overcome those of ours." Stepping into the security gap are private navies such as Typhon and the Convoy Escort Programme.

"To date the only effective commercially available countermeasure has been provided by ride-on guards," Typhon says in its mission statement. "This protection model provides a quantity of armed personnel to live aboard the client ship for the duration of the transit. However, the client vessels have to detour for their embarkation and disembarkation often at significant cost. The range of protection from pirates is narrow: 400 metres from the 'target' ship."

Typhon says its protection begins by "detecting any threats of piracy at long range. It enables Typhon to conduct their transit safely through the network of pirate action groups, advising [ships] of necessary course adjustments to avoid known trouble hot spots." Typhon's concept involves each convoy being supported by the new Regional Anti-Piracy Prosecution & Intelligence Coordination Centre established in the Seychelles this year. Largely funded by the United Kingdom government, the centre targets the piracy groups. Its opening comes as concerns grow about potentially inadequate protection from maritime crime after the withdrawal of the European Union naval force from the region next year.

Convoys will be able to call on satellite surveillance and detection and early warning to identify and assess any suspected threats, and to avoid or deter a pirate threat before it becomes a danger. "The convoys travel in a protected 'envelope' which make it extremely difficult for the pirates to enter the protection zone to launch an attack. Typhon's policy is always to seek to diffuse and de-escalate any violence," says the Typhon statement.

If there's a real threat, the escort ship's fast patrol boats will "intercept a potential target, engage direct fire weapons or mount a key defence of the client vessel. The use of force is a last resort and is always reasonable and proportionate using the minimum amount of force necessary", Typhon adds.

Typhon's chief executive, Anthony Sharp, believes concerns in the insurance industry over the use of on-board security guards will encourage ship owners to opt for the escort option.

International insurance brokers, Marsh, has amended its insurance cover for private maritime security companies to address fears that the use of floating armouries may invalidate current insurance policies.

The armouries are used by on-board guards to offload their weapons before entering port where the possession of firearms by civilians is illegal. The Marsh global marine practice managing director, Nick Roscoe, recently told the shipping journal Lloyd's List that unlawful use of third-party armouries could impact insurance policies because a clause in them stipulates a client must carry out business lawfully and a common law principle states that companies cannot profit from their own illegalities.

"Any of these issues could have an impact on using floating armouries and could invalidate its insurance," Mr Roscoe said. However, not all agree that Typhon's escort model is viable.

John Cartner, a maritime lawyer and the author of The International Law of the Shipmaster, has blogged: "It seems that Typhon is doing nothing more than displacing armed guards away from the vessels that pay for the protection. The only economic rationale one can see in this kind of arrangement is the marginal ability to protect several vessels with a slightly larger armed guard detachment in a convoy system. To the extent that can be done, these are merely armed guards on waterborne pogo sticks hopping around to where the threat may be. "Would you rather be on a crew boat [fast patrol boat] with armed guards being chased by an angry pirate or on a real ship with an armed guard detachment being chased by angry pirates? I'll take the large one, thank you."

"The vulnerability in the scheme is that without spot on intelligence, and a lot more surveillance power than Typhon is likely to have, [there is] no demonstrated betterment to the armed guard system." A piracy expert and US navy reserve officer, Lt Cmdr Claude Berube, writing on the US Naval Institute website, observed: "It isn't clear if the current level of piracy will support [these escort] vessels."

He says the downwards trend in pirate attacks around the Gulf of Aden "can be attributed to the increased use of private embarked armed security, improved Best Management Practices by the shipping industry, and the creation of international maritime operations in the region." He also questions the possible high costs potential clients face as they likely spend long hours waiting to join Typhon convoys, whose timetables might not be convenient to all shipping.

Source: The National

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The **SUZUKA EXPRESS** moored in Malta – Photo : Maritime Pilot Anthony Chetcuti ©

Princess Cruises Celebrates Float Out of Regal Princess



"Cruise Critic" Editor in Chief, **Carolyn Spencer Brown**, Serves as "Madrina" as Ship Meets Ocean for First Time

Regal Princess met the water for the first time in a traditional shipyard ceremony featuring "Madrina" Carolyn Spencer Brown with Princess Executive Vice President Rai Caluori

Regal Princess reached a significant construction milestone today when the Princess Cruises vessel was "floated out" at its building dock at the **Fincantieri shipyard** in Italy. A traditional ceremony marked the occasion as the ship met the ocean for the first time.

Following the Italian shipyard's custom, the float out of a ship begins when a "madrina," or godmother, cuts the cord that begins the flow of water into the ship's building dock. Carolyn Spencer Brown, editor in chief of the popular online community Cruise Critic, served in this role to begin the two-day process of setting the ship afloat.

"To mark this important milestone we selected a woman who lives and breathes the cruise industry," said Alan Buckelew, president and CEO of Princess Cruises. "Carolyn has been the editor-in-chief for Cruise Critic for 10 years and not only is she a champion of cruising, she's helped to build an avid community of cruisers. Her passion for cruising made her the perfect choice to serve as madrina for our new **Regal Princess**."


A video of the float-out ceremony is available on [YouTube](https://www.youtube.com/watch?v=...).

Once afloat, the ship will be moved to the outfitting dock where final construction and interior outfitting will take place. **Regal Princess**, a sister ship to the soon-to-debut **Royal Princess**, will debut in June 2014 with a season of Mediterranean cruises.

Regal Princess and **Royal Princess** are new-generation ships for Princess Cruises. Among the special features found on board the 3,600-passenger vessels will be a greatly expanded atrium, the social hub of the ship; a dramatic over-water SeaWalk, a top-deck glass-bottomed walkway extending more than 28 feet beyond the edge of the vessel; plush private poolside cabanas that appear to be floating on the water; the new Princess Live! television studio; a pastry shop; a special Chef's Table Lumiere, a private dining experience that surrounds diners in a curtain of light; and balconies on all outside staterooms. www.princess.com



The 2001 built 99.5 mtr long LPG Tanker **MIYAKE** in Otago harbour – Photo : Ross Walker ©



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Norway and Russia prepare for Arctic route cargo shipping demand

ADVANCED icebreaking and ice-strengthened hulls as well as the high price of commodities opening Arctic shipping channels over Eurasia and North America.

Container trade through this route is forecast to grow between five and 14 per cent by 2020, with 10 per cent of projected trade to create US\$683 billion, according to Norway's Department of Transport.

The growth in icebreaker vessels coupled with ice cap melting opens up the Northern Sea Route (NSR) to Europe as early as year-end. Russian and Norwegian ports on the routes, such as Narvik, are being developed to meet demand from rising traffic which they expect from Chinese and Korean shipping companies. Trade will be traditional but

industrial raw materials shipments to and from Europe is forecast to increase, said Norwegian parliament's transport deputy chairman Bard Hoksurd.

In a report from Lloyd's Loading List, Mr Hoksurd said the NSR is a "win-win situation" allowing carriers to make huge savings in fuel and travel time between major trading areas such as the Europe/US east and west coast and East Asia or NW Europe/EastAsia trades. "Both China and Korea are expected to become leading miners of iron, nickel, copper and uranium ore in Greenland over coming years," he said. "China's offer to invest an initial EUR3 billion (US\$3.8 billion) into new mining openings in Greenland by 2016 speaks for itself."

Last year's Arctic voyage led by the Polar Research Institute of China using the icebreaker **Xuelong** (Snowdragon) to Iceland has "greatly encouraged" Chinese shipping in time and money savings to Europe and also to North America.

Its director Huigeng Yang said that the journey will reduce the distance of a roundtrip from Shanghai to Hamburg by 5,185 kilometres compared to via the Suez Canal. The doubling of traffic figures on the NSR from 2011 to 2012 from 2010 when it saw just four vessels is testament to the route's potential. The route saw an increase in tonnage of 53 per cent to 820,789 tonnes from 2011. **Source : Asian Shipper**

Strikers barred from port

The High Court granted an injunction last Monday night barring hundreds of strikers and protesters from entering the Kwai Tsing container terminals. Hong Kong International Terminals, which operates five of the nine terminals at the port, sought the injunction on the fifth day of an industrial action over a pay dispute.

The strikers vacated the property but continued their protest near the entrances.

The company - a subsidiary of tycoon Li Ka-shing's Hutchison Whampoa - argued that the increasing size of the crowd posed a danger at the port and added urgency to the matter.

About 1,000 strikers earlier kept up their protest at the terminals while 60 others staged a rally from Wan Chai to Government House. The marchers urged the administration to help settle the row. The injunction is effective for only five days as the operator will have to appear before the court on Friday.

HIT also asked that 15 people - including Labour Party lawmaker Lee Cheuk-yan, unionist Stanley Ho Wai-hung and 12 docker representatives - be refused access to the port as well as be prohibited from damaging property and intervening in the operations at the terminals.

The hearing was originally scheduled to begin at 3pm yesterday but was delayed for two hours as HIT prepared its documents.

HIT argued that, under the law, any strike has to be peaceful but that the dockers were harassing those still at work and occupied the terminals. But Lee, who has been assisting the workers, said the demonstration has been peaceful and an injunction would only make matters worse.

Ho, from the Union of Hong Kong Dockers, which is under the Confederation of Trade Unions, said they plan to continue the strike indefinitely. He said it is "completely wrong" to solve the dispute through an injunction.

But HIT said an injunction is necessary for safety reasons because protesters had allegedly stormed one of the contractor's offices. Earlier, the operator issued a notice to hundreds of strikers, telling them to leave the port before noon or face legal consequences. But no action was taken after the deadline passed.

Chan Hoi-ping, a crane operator, said he received a phone call from a contractor asking all those on strike to register by 10am if they wanted to keep their jobs.

"As far as I know all the dockers received the call. It is a threat," Chan said. "Of course I am afraid of retribution, but I will not give in." **Source : The Standard**

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Russian Warship Gets Holy Water Blessing

Russia's newest Baltic Fleet warship was sprinkled with holy water during a blessing over the weekend, a Navy spokesman said on Monday. The **Project 20380 Boiky corvette**, which is currently undergoing sea trials, was blessed by a priest in a ceremony attended by the corvette's crew, said Baltic Fleet spokesman Capt. 2nd Rank Vladimir Matveyev. The priest blessed the corvette's hull, weapons systems and superstructures, as well as the ship's interior. The trials are due to end by mid-April, Matveyev said. The 20380 class, designed by the Almaz naval design bureau and built at St. Petersburg's **Severnaya Verf** shipyard, is optimized for antisubmarine and surface warfare and support for land operations. The class incorporates stealth technology, which has considerably reduced its radar and infrared signatures.

The 20380 class can be equipped with Kh-35 anti-ship missiles and 3M-54 Klub cruise missiles, Kashtan anti-aircraft gun/missile systems, a main 100-mm gun and two 30-mm close-range air defense guns, as well as torpedo tubes, according to naval-technology.com. It also has a hangar and deck for operating a Kamov Ka-27 anti-submarine warfare helicopter, and is fitted with a Vinyetka-EM towed-array sonar **Source : RiaNovosti**



30-03-2013 : The Chinese Navy Jiangkai II Class (NATO codename – Type 054 Frigate) **PLAN HUANGSHAN 570** leaving Grand Harbour, Malta

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

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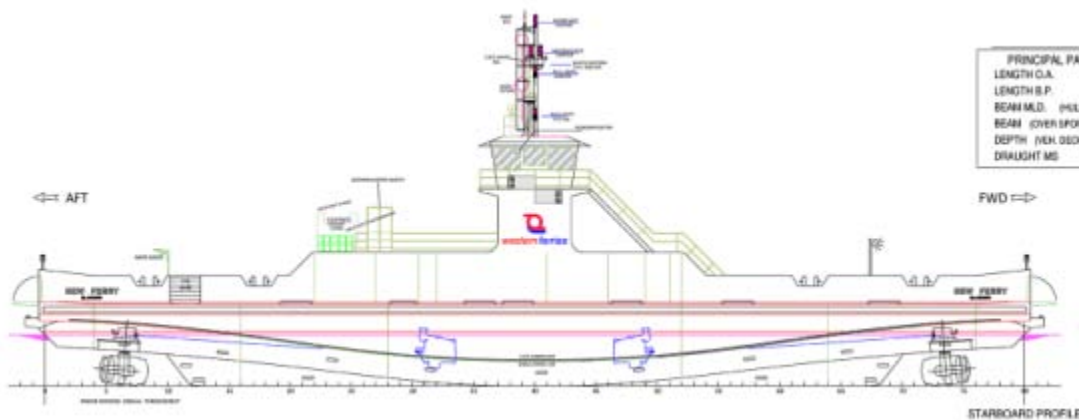




The **LEONORA KOSAN** arrived in Harlingen for a maintenance period at **Damen Shipyards**
Photo : Foto Wytze . v.d. Witte www.janvandewitte.nl ©

UK Shipyard Returns to New Ship Construction

The return of United Kingdom shipbuilding tradition and quality is currently being demonstrated in the construction of two ro-ro car ferries at the yard of **Cammell Laird Shiprepairers & Shipbuilders Ltd.** at Birkenhead, Merseyside. Building to the account of Western Ferries (Clyde) Ltd. the new ferries will replace two



aging ferries in a four-vessel fleet that Western operates on a 2.2-nautical mile crossing of the Firth of Clyde.

The new ferries will be based on an already successful design of the two newer ferries built in 2001 and 2003. The two existing ferries were recognized as being of optimum capacity, speed, fuel consumption, sea-keeping capabilities and ease of operation. A spokesperson for the owners has said, "We have therefore concluded that an ideal new vessel design would logically be a reproduction of these existing craft with a few enhancements to reflect changes in applicable rules, new technology and operator experience."

The hulls of the new ferries will be 48.6 metres with beak extensions taking them to 49.95 metres overall. Similarly the moulded breadth will be 13.5 metres but the additional sponsons will bring the beam to just over 15 metres. The moulded depth to the main deck will be 4 metres.

The new 220-passenger ferries will accommodate approximately 40 average size cars. Capable of also carrying heavy trucks, the ferries will have a clear deck height of 5.2 metres and a deadweight of about 220 tonnes with a mean moulded draft of 2.5 metres. They have been designed, built and classed to Lloyd's Register of Shipping requirements, with emphasis on truly 'green' credentials that supports minimal use of hazardous materials, diminishing the potential for environmental harm and to meet recycling concerns as defined by the IMO. These objectives will be achieved throughout the service life of the vessels by the efficient matching of the hull design to the propulsion package

Propulsion will be by two Rolls Royce Aquamaster azimuthing thrusters, with one forward and one aft. Each independent thruster will be powered by an IMO and EU emission compliant **Cummins QSK19-M** diesel engine generating 600 HP or 447 Kw at 1800 RPM. This power will, optimize the efficiency of the proven hull design to give the ferries a service speed, under normal conditions, of 11.5 knots at 85% of MCR.

The modern ferry is a fitting addition to **Cammell Laird's** long history of shipbuilding. Established in 1824, the yard has built over 1300 ships and lays claim to the first use of iron and steel in shipbuilding, first screw driven vessel, first all welded ship, first ship with double bottom for ballast, and first rolled armour plates for warships. When delivered by the Cammell Laird yard in the summer of 2013 the ferries will be the first new vessels from the historic yard in many years. At the same time they will demonstrate that the UK still has a strong and a proud presence in marine engineering. GA courtesy of Cammell Laird - Source : Alan Haig-Brown A. Haig-Brown & Assoc. Ltd. - web: www.haigbrown.com

Great Lakes Shipyard Launches First Tug of Seacor's Aura Class



Great Lakes Shipyard continues to make progress on the construction of two tugboats for **SEACOR Holdings, Inc.'s** new **Aura Class**. **Hull 9201** was the first of the tugs to be launched using the Shipyard's 770-ton Travelift. The tugs will undergo various testing over the upcoming weeks.

Great Lakes Shipyard was awarded contracts by Caribbean Tugz, LLC, an affiliate of **SEACOR Holdings, Inc.**, to simultaneously build the new state-of-the-art 50-ton bollard pull tugboats. Designed by Jensen Maritime Consultant, Inc., Seattle, Washington, the new tugs are built to the highest standards of the American Bureau of Shipping, the U.S. vessel classification society. Tugs **AURA** and **ATLAS** are to be completed May 2013.

Source : Marex

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The **DAMEN** shipyards built **ESNAAD 713** and **ESNAAD 714** passing Maassluis outbound from Rotterdam for the delivery to the Middle East owner - **Photo : Monique Davis-Mulder (c)**

APM Terminals Tangier proud to be the best employer in Morocco

APM Terminal Tangier has been awarded the title of '2012 Morocco Best Employer' at an event in Casablanca recently. The award came from the Best Employers Morocco programme. **APM Terminals Tangier** was selected from a host of other participating companies after a study and a survey was carried out on company culture, work environment, HR management, development opportunities, and compensation.

The award accredits the companies offering the best work environment based on employee engagement.

The programme is organized by the cabinet Lycom in collaboration with the Ministry of education and professional training, the CGEM (Global Confederation of the Moroccan Companies), and the American chamber of commerce in Morocco (AmCham). Hartmut Goeritz, Managing Director of APM Terminals Tangier commented, "We are very proud to receive this award, only a few days after receiving the national quality award." Assid Houbane, General Manager of Human resources added, "This award is a recognition of all the efforts done to make the Terminal a good place to work" With these two awards under our belt, we can definitively say that 2013 is starting very well for APM Terminal Tangier! **Source: APM Terminals**



The **WESTWOOD PACIFIC** in Vancouver harbour, the 183 mtr long Fully Cellular container ship is built in 1998 as the **P&O NEDLLOYD SANTIAGO** for **Claus Peter Offen Rederei**, renamed in 2002 in **SANTA FREDERICA** followed by **WESTWOOD PACIFIC** in September 2009 – **Photo : Robert Etchell ©**

Zim takes slots on three of G6's new six FE-US east coast services

ISRAEL's Zim will take slots on three of the six new Far East-US east coast services from the G6 alliance services in May and is considering providing tonnage for the Suez Canal US east coast loop offered by the Grand Alliance, reports Alphaliner.

Zim will contribute five of the 10 ships, up from four 5,000-TEU panamaxers on the Suez-US loop with a revised rotation that now drops Busan, New York and Norfolk while adding Shenzhen-Dachan Bay.

Zim will also take slots on two other loops operated by the G6, the China east coast loop, that is Hong Kong, Shenzhen-Shekou, Shenzhen-Yantian, Singapore, New York, Norfolk, Charleston, Jeddah, Singapore, Cai Mep and return to Hong Kong, deploying ten 8,000- to 9,000-TEU vessels.

On the AZX loops, the rotation will be Laem Chabang, Singapore, Colombo, Damietta, Cagliari, Halifax, New York, Savannah, Norfolk, Cagliari, Damietta, Jebel Ali, Singapore, and return to Laem Chabang, deploying ten 4,500- to 5,100-TEU ships. **Source : Asian Shipper**



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The 2011 built 168 mtr long **HHL LAGOS** (ex **Beluga Progression**) overtaking the **VALE RIO DE JANEIRO** outbound from the port of Sohar

Photo : Rik van Marle ©

China Shipping Industry prepares for 10000-TEU container ship building project

On March 22, Mr. Ding Nong, Vice General Manager of **China Shipping (Group) Company** and President of China Shipping Industry Co., Ltd (abbr. CIC), visited CIC to survey and investigate the preparation for building 10000-TEU container ships, said in the company's press release.

After debriefing the CIC management, Mr. Ding Nong expressed his expectation upon CIC by bringing forward 3 requirements and 1 emphasis regarding enterprise development. He pointed out CIC should take no hesitation to prepare herself well for the 10000-TEU project, enhance competence, expand technology reservation and talent pool, as well as ensure high-standard quality and on-time delivery, thus to accomplish her part in the transformation and upgrading of industrial and manufacturing section of China Shipping and contribute to China Shipping's stepping into FORTUNE 500.



Splithoff's **FAGELGRACHT** loaded with the **SVITZER BISON** and **SVITZER BUFFEL** departed from IJmuiden –
Photo : Simon Wolf ©

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Dockers continue strike despite sacking threat

By : Lai Ying-kit

Striking dock workers on Tuesday morning rejected an ultimatum sent by their employers demanding that they return to work and end their protest outside the Kwai Chung Container Terminal. The strike by the dock workers for higher pay has entered its sixth day with no signs of it easing.

Last night, port operators won an injunction against 14 unionists and other unauthorised demonstrators from entering or occupying the port site.

The strikers and their supporters complied with the court injunction, left the site and this morning set up their new camp, including tents, just outside the port site.

The contractors who employ the dock workers on behalf of the port operators earlier threatened to sack them if they did not return to work by Tuesday noon. But up to 100 workers opted to continue the strike.

One worker said he would continue the protest until the contractors agreed to give them a 17 per cent pay rise.

He said he was prepared for the worst case scenario – sacking. “We will stand firm and will not return to work because they [the contractors] have paid no attention to our feelings,” he said.

The workers say they have seen a pay rise only once over the past 15 years, and nothing over the past 10 years, and as a consequence their wages have fallen well below rises in inflation over this period.

However, port operator Hongkong International Terminals (HIT), a subsidiary of billionaire Li Ka-shing’s Hutchison Whampoa, refuted the claim on Tuesday.

Managing director Gerry Yim Lui-fai said he had inspected the pay records of the dock workers and found there had been some pay rises over the past 10 years.

“The claim that there has been no pay rise over the past 10 years is incorrect because there were both rises and cuts in wages,” Yim said. “[The claim] that wages are lower than the 1997 and 2003 levels is also incorrect,” he said.

Source : South China Morning Post

OLDIE – FROM THE SHOEBOX



The 7179 gross ton 142.9 mtr long **PUERTO PRINCESA** was built at **Harland & Wolff Govan Yard** under hull No.: 1482G in 1954 as the **PORT MONTREAL** for Port line Ltd. She was bought by Maritime Co. Overseas Inc. in 1972 and renamed in **PUERTO PRINCESA** under the Philippine flag **Photo: Robert Pabst ©**

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.... PHOTO OF THE DAY



29-03-2013 : The **SMIT SHARK** in Vancouver harbour **Photo Robert Etchell** ©

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