

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 049



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**Above seen the beautiful painting of Wagenborg's managed Skagenbank and Steenbank under construction at the Ferrus Smit Shipyard
Painting by Marine Artist Robert G. Lloyd
Website: www.robertlloyd.co.uk**

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Heavy Transport/ Heavy Lift



Above seen Intertug's **RAN** during the refloating operation of a car carrier in the port of Cartagena (Colombia) carried out jointly by **T&T Bisso Salvage** (www.tbisso.com) and **Intertug** (www.intertug.com)

Photo : Kees van den Borne – Intertug ©

Historic Transport



mv **"Happy Buccaneer"** loaded world's strongest Mast Crane, built by **Huisman Equipment** in Xiamen.

BigLift **"Happy Buccaneer"** is fitted with the first mast crane built by Huisman in 1983. Now it will transport the latest and biggest version to Singapore to be installed on the new Acergy offshore crane vessel **"Borealis"**.

Forwarding was done by **LPL Projects + Logistics** and warranty survey made by **Ha-Ce Marine Pte Ltd.**

The Mast Base is the heaviest piece with a weight of 1160T. All loading of this complicated transport was done in 5 days without any delay nor a scratch.

ETA Singapore February 22nd

A very good job of the whole BigLift team.

Photos : LPL and Ha-Ce ©

Rates wobble as robust forecasts clash with low utilisation

CARRIERS plan to launch new transpacific services charging higher rates from April based on optimistic growth forecasts for 2011, reports maritime analyst Alphaliner. But at the same time, utilisation has dropped to below 90 per cent since October to an overall 89 per cent in January against 96 per cent in the same month of 2010. Shippers say extra capacity afloat should keep rates down.

Big Transpacific Stabilisation Agreement (TSA) carriers report reduced load factors of 88 per cent to the US west coast and 95 per cent to the east coast. Alphaliner attributes this slack utilisation to a 25 per cent year-on-year increase in capacity deployed on the transpacific in January and February.

The situation will continue to worsen with an estimated 14 per cent annual capacity increase expected, said Alphaliner in line with more than 140 newbuildings to be delivered this year. While shippers question the need for higher rates, transpacific carriers claim that rate hikes planned for this year are justified by growing cargo demand. "Advance bookings and market data suggest a return to robust trade flows by late spring and early summer, with a possibility that vessel space and equipment will be tight at times leading into the peak season," said the TSA.

Representing leading carriers operating on Asia-US trades, the TSA is confident cargo demand will improve in 2011 as the US economy recovers and this growth would absorb new capacity entering the market, reports London's Containerisation International. TSA says the Far East-US cargo volume increased 15.8 per cent year on year in January due to earlier Chinese New Year in the first week of February. This led to a positive transpacific trade volume forecast with a growth of seven to eight per cent this year, following the increase of more than 15 per cent in 2010. This optimism is supported by London shipping consultants, Clarkson, whose analysts expect a 9.7 per cent increase in container demand in 2011. **Source : Schednet**



The **QAMUTIK** (ex **EDISONGRACHT**) seen enroute Rotterdam
Photo : Ruud Zegwaard - <http://tugfoto.blogspot.com/>

DUTCH SV MIR FROM PCRFB ARRIVES IN SINGAPORE

In 1910 the sailing vessel **Mir** was built by the Dutch Gusto Shipyard in Schiedam. In 2006 **Mir** was chartered by the **Planetary Coral Reef Foundation (PCRFB)** in order to conduct reef monitoring, education-outreach and 'Studio at the Sea' film programs. PCRFB organizes community-based marine conservation programs in Southeast Asia. In order to become the ideal ship for PCRFB, **Mir's** reconstruction started in Malta on September 1st, 2009. In June of this

year **Mir's** crew started her maiden voyage from Malta to Sri Lanka, which took three months. For her crew it was a long and exciting journey, which was not without a risk.



The **MIR** seen moored in Singapore at the Raffles Marina – **Photo's : Piet Sinke ©**

The start towards the Red Sea

The Mediterranean and Suez Canal passages were easy, but on arrival into the Red Sea **Mir's** crew met high seas as they went into the port of Hurghada, Egypt. **Mir** was pounded and the swells highlighted all the items that still needed repair, such as a broken Mizzen boom attachment, hatches that were not sealed as waves rolled across the deck and deck leaks that dripped salty water into every room. Whenever possible, the **Mir** stopped, so that the crew could dive on remote reefs, like the island reef 'Mother of all sharks' and Cousteau's 'Conshelf' project.

The Gulf of Aden

Mir turned east across the Red Sea to Saudi Arabia and then south to Yemen and the Gulf of Aden. They had to go through this infamous Gulf of Aden, as this was the only way to get the vessel to Southeast Asia. Along the way they met armed patrolmen at each stop. Each patrolman had a machine gun and asked the crew why they were there and



where they were going. The 100-year-old sailboat was unusual amongst the convoys of enormous tankers being escorted by navy ships. For five days **Mir** moved cautiously amidst pirate alerts and calls. Many helping hands tracked their progress, like several helicopters, Chinese & US warships.

The final destination: Sri Lanka

Mir butted into the winds and swells as the ship began to turn southeast towards Sri Lanka and the port running back stay of the main mast broke, followed soon after by the starboard one as well. In

these high seas her crew became powerless to help the vessel. With swinging cables they headed north to Nishtun, a protected harbour in northern Yemen to effect repairs. Further on they went to the port of Salalah in Oman before sailing ahead into an Indian Ocean tumble with 20'+ swells and winds peaking to force 8. Finally the seas calmed down and the ship passed the Laccadive (India) and Maldives Islands to arrive at last in Sri Lanka.

Future plans

The headquarters of the **Planetary Coral Reef Foundation** is located at Raffles Marina in Singapore, where the **Mir** will be berthed and further reconstructed. The aim is to get **Mir** ready for various reef research projects in 2011. The crew is currently taking a break, but in February they will be going 'full swing' again to complete the project.

Source : Holland Shipbuilding - via Yves de Leeneer (Singapore)

Marine Conservation Programs in Indonesia

BF has recently initiated two marine conservation projects in Indonesia; a country with more than 17,000 islands and unchartered biodiversity. One is a long-term program to protect endangered sea turtles in the Anambas Islands and the other is a project to monitor and protect the Menjangan Island coral reef that lies within Bali's Barat National Park. BF's coral reef ecology advisors, Dr. Tundi Agardy and Dr. Phil Dustan, as well as sea turtle specialist and BF Board Member, Dr. J Nichols, are making plans to use the vessel to establish long-term conservation programs at these locations.

Biosphere Foundation's Presence in Southeast Asia

In support of these initiatives, Biosphere Foundation is collaborating with colleagues in both Singapore and Indonesia to set up non-profit organizations named Biosphere Society Singapore and Yayasan Biosfir Indonesia.

www.biospherefoundation.org



Now it's your turn to surprise pirates

P-Trap is a very simple and cost-effective defence against pirates. It creates a safety zone around the ship where it is vulnerable and keeps unwanted guests at a safe distance (**watch the demo on www.p-trap.eu**). The Royal Dutch Navy, the Netherlands Coastguard and the Royal Netherlands Sea Rescue Institution successfully tested the system. Contact us for more information.

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www.P-TRAP.eu

Rates for shipping Mid-East crude to Asia up 4.9%

Stronger Chinese demand gives freight rates a boost

The cost of delivering Middle East crude oil to Asia, the world's busiest route for supertankers shipping two million-barrel cargoes of oil, gained for a 12th consecutive session on Monday as Chinese demand strengthened. Charter rates for very large crude carriers (VLCCs) on the industry's benchmark Saudi Arabia- to-Japan route gained 4.9 per cent to 79.74 Worldscale points, according to the Baltic Exchange in London. Returns from the route added 9.4 per cent to US\$46,260 a day. Chinese demand before the Lunar New Year holidays that ran from Feb 2 to Feb 8 cut the supply of ships, allowing owners to secure better freight rates now, Per Mansson, managing director of shipbroker Nor Ocean Stockholm AB, said on Monday. Frontline Ltd, the world's biggest operator of VLCCs, said on Nov 24 that it needed US\$31,300 a day to break even on the vessels. Returns from the spot market have been above that level for three sessions, ending a run that stretched back to November when they were lower. Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in US dollars a tonne, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and

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exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch. Source : Bloomberg



Painting of Cunard's Three Queens, **Queen Mary 2**, **Queen Victoria** and **Queen Elizabeth 2** at Southampton. A large **5 metre by 2 metre** mural produced for the **Queen Elizabeth** by Marine Artist **Robert G. Lloyd** www.robertlloyd.co.uk



Last week Friday morning, the Danish warship **HDMS Esbern Snare**, part of NATO's counter piracy mission, **OPERATION OCEAN SHIELD**, freed a hijacked fishing vessel in the Somali basin. **HDMS Esbern Snare** came across a suspicious vessel with two skiffs on deck. She launched her helicopter in order to investigate and to stop the vessel. After firing warning shots the vessel did stop and the crew surrendered. **HDMS Esbern Snare** then sent a boarding party to investigate. After boarding the vessel it became clear that those on the vessel were 16 suspected pirates and 2 Yemeni hostages. The original fishing crew of 9 people had been held for a year but most of them had been released. During the search weapons, including AK-47's and rocket propelled grenade launchers and ammunition were found. The Yemeni hostages are currently on board **HDMS Esbern Snare**. The weapons and ammunition will be taken from the pirates and the pirates will be dealt with in accordance with instructions from national authorities
Source : aco.nato.int

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100ft drug submarine seized in Colombia



Soldiers stand on a semi-submersible vessel in Timbiqui, southwestern of Colombia Monday, Feb. 14, 2011. The vessel was seized from drug traffickers during an operation Monday, authorities said.

Japan suspends whale hunt after chase by protesters

Japan has suspended its annual whale hunt in the Antarctic for now after a hardline anti-whaling group gave chase to its mother ship and it may call the fleet back home, a government official said. Regular attempts by Sea Shepherd Conservation Society to interrupt hunts have caused irritation in Japan, one of only three countries that now hunt whales and where the government says it is an important cultural tradition. "Putting safety as a priority, the fleet has halted scientific whaling for now. We are currently considering what to do hereafter," said Tatsuya Nakaoku, an official at the Fisheries Agency.

When asked if Japan was considering bringing back the fleet earlier than planned, he said this remained an option and added that Japan's whaling plans were not going smoothly. Representatives for Sea Shepherd were not immediately available for comment. Japan introduced scientific whaling to skirt the commercial whaling ban under a 1986 moratorium, arguing it had a right to watch the whales' impact on its fishing industry. The fleet, consisting of some 180 people on four vessels, is aiming to cull about 850 minke whales in Antarctic waters this season, which is scheduled to end around March. In the same period last year, Japan killed 506 minke whales, well below its planned catch of around 850. Last year, Australia filed a complaint against Japan at the world court in The Hague to stop Southern Ocean scientific whaling. The decision is expected to come in 2013 or later. A Sea Shepherd activist was given a two-year suspended jail term by a Japanese court in July for boarding a whaling ship, while one of the group's ships sank last year after a collision with a Japanese whaling ship.

50 migrants drown in Mozambique ship wreck

At least 50 Somali and Ethiopian migrants died when a ship carrying 129 people sank off the northern coast of Mozambique last week, media reports said. Survivors, thought to be illegal migrants, have been taken to refugee camps, Mozambique news agency AIM said late on Tuesday.

The Tanzanian captain of the ship was drowned, it said. Mozambique authorities were not immediately available for comment. Mozambique, with its vast coastline and lax legal system, has been increasingly used as a destination for illegal activities including drug trafficking, analysts and US government officials have said.

The country also provides an easy entry point for illegal immigrants to neighbouring South Africa, Africa's richest economy. **Source : Khaleej Times**

CASUALTY REPORTING



Frans binnenvaartschip in brand bij Heel

Door nog onbekende oorzaak is dinsdagmiddag bij de sluis in Heel (Limburg) brand uitgebroken aan boord van het Franse binnenvaartschip **Montana**. De brandweer blust de brand op het vrachtschip op het Lateraalkanaal met een schuimvoertuig. Dat maakte de brandweer dinsdag bekend.

De brand brak vlak voor één uur uit in de machinekamer en sloeg snel over naar het bovengedeelte. De drie opvarenden wisten tijdig van boord te gaan. Niemand raakte gewond. Het vrachtschip is niet geladen. Het schip is zo heet dat de spuitgasten niet aan boord kunnen en moeite hebben met het blussen. De brandweer heeft een drukluchtschuimvoertuig erbij gehaald dat het vuur van grotere afstand kan bestrijden.

Het vuur wordt aangewakkerd doordat er voortdurend brandstof uit de brandstoftank vrijkomt en vlam vat. Dat maakt het voor de brandweer erg lastig om de brand te blussen, liet de brandweer rond 17.00 uur weten. Omdat het woongedeelte van het vrachtschip in de vuurzee verloren is gegaan, heeft de gemeente Maasgouw de opvarenden tijdelijk ondergebracht in een naburig hotel.

De oorzaak van de brand is niet bekend. Het overige scheepvaartverkeer ondervindt geen hinder van de brand. Wel is er een geringe hoeveelheid oliehoudende vloeistof in het water terechtgekomen. Die is door Rijkswaterstaat opgeruimd. Het blussen kan volgens de brandweer nog geruime tijd in beslag nemen.

Vietnam tour boat sinks, 10 tourists missing

Vietnam's cruise ship named Truong Hai 06 QN 5198 carrying 21 tourists and six crew sank in the region of Vietnam's northeast province of Quang Ninh on Thursday, Vietnam News Agency reported. Nine foreigners, two Vietnamese and six crew were rescued, the other ten foreign tourists were still missing, said the report. According to the report, of the

total 21 tourists on board, there were two Vietnamese, 19 foreigners including two Russian, one English, two Denmarks, one German, two Italians, three Americans, one Japanese, one Australian, two French, two Swedish and two Switzerland.

According to the initial information, the problem of the ship's engine parts was the main reason that caused the sinking. The rescuers are urgently searching for the missing tourists and salvaging the ship Source : chinadaily

NAVY NEWS

Team of experts to plan way forward on Amphibious Ships Fleet

The Australian Government will appoint an independent team of experts to develop a plan to address problems in the repair and management of the amphibious and support ship fleet. Mr Paul Rizzo, a Director of a number of major Australian corporations including the National Australia Bank and Malleson Stephen Jacques and the Independent Chair of the Defence Audit and Risk Committee, will lead the team. He will be supported by Air Vice Marshal Neil Smith (rtd) and Rear Admiral Brian Adams (rtd) who have relevant experience in defence administration, engineering,

maintenance, logistics, systems engineering, safety certification and the operation and support of amphibious ships.

The Terms of Reference for their work is released today

Left : **HMAS KANIMBLA**
the sister of the **HMAS MANOORA**



On 1 February, the Government announced that **HMAS Manoora** was to be decommissioned on the

advice of the Chief of Navy. The **Manoora** was placed on operational pause by the Chief of Navy after the Seaworthiness Board in September last year, and an examination of the 40 year old ship has revealed it requires remediation of significant hull corrosion and the replacement of both gear boxes. As this work would cost over \$20 million and take until April 2012 to complete, it is not considered value for money when **Manoora** was scheduled to be decommissioned at the end of next year. On receiving that advice the Minister for Defence asked Defence for further advice outlining the reasons for the early decommissioning of **HMAS Manoora** and the extended unavailability of **HMAS Kanimbla**. This advice, was released, identifies systemic and cultural problems in the maintenance of the amphibious ship fleet.

Today we also outline ongoing maintenance activity with respect to **HMAS Tobruk**. On 28 January, we were advised that with the decommissioning of **HMAS Manoora**, and the extended unavailability of **HMAS Kanimbla**, Navy was maintaining **HMAS Tobruk** at 48 hours notice for sea to ensure an amphibious lift capability was available. On 2 February, we were advised that **HMAS Tobruk** was to commence maintenance work in order to be fully prepared to provide any assistance in the days following Cyclone Yasi, in the event not required. On 4 February, we were advised that **HMAS Tobruk** had left its dock and was being prepared to return to 48 hours notice for sea. This has however not yet occurred as further maintenance issues and problems have been identified. This work includes efforts to survey, verify, certify and replace a number of safety critical flexible hoses necessary to ensure the safe operation of **HMAS Tobruk**. (Below)



The advice about the amphibious fleet provided by the Secretary of Defence and the Chief of the Defence Force makes it clear that problems with the amphibious fleet have built up over the past decade or more. It states that many of the seeds of the problems we now face were sown long ago, and insufficient resources have been allocated to address materiel and personnel shortfalls since the ships were brought into service many years ago. It also states that the establishment of the Seaworthiness Board in 2009 was a long overdue means of providing Chief of Navy with an independent review of maritime

systems and its review of the amphibious ships provided a focus on the situation that was not previously available. It is essential that the problems outlined in the advice are addressed as a matter of priority ahead of the transition to the new Landing Helicopter Dock Ships. That is why we have asked Mr Rizzo to develop a plan to address the problems identified by the Secretary and the Chief of the Defence Force, to reform these practices, and oversee early stage implementation of those reforms. Their work will be additional to the new comprehensive transition plan we have asked Defence to prepare to ensure a smooth transition to the introduction of the LHD ships in the middle of the decade. Source : Garry Luxton



T/S "Gorch Fock" three-masted ship of the German navy, sailing from Valparaiso to its home base in Kiel. In the background are seen vessels and portal cranes Terminal Pacifico Sur. Photo : Jose I. Ramirez ©

Indian Navy planning to induct four Landing Platform Docks

In order to add more teeth to its amphibious warfare capabilities, the Indian Navy is planning to induct four Landing Platform Docks (LPD) to join the fleet alongside **INS Jalashwa**. "We are looking to add four more LPDs in our fleet to operate alongside **INS Jalashwa**, the only LPD currently in service," Navy officials told the news agency. The procurement procedure has already begun with the release of the Request for Information (RFI) by the Defence Ministry, they said.

The four warships would be procured under the Buy and make (Indian) category of the Defence procurement procedure under which the Indian shipyards, both private and public, would be required to form a partnership with foreign shipyards for the contract. The navy wants the ships to be produced within the country itself and has sought response only from Indian shipyards, having their own infrastructure and capability of building LPD class of ships, they said. On the procurement of warships, officials said the LPDs provide the Navy strategic reach to operate far away from Indian shores and support amphibious warfare.

The Navy wants the ships to be 200 metres long and to be able to transport Main Battle tanks (MBTs), heavy trucks, Armoured Personnel Vehicles and other heavy machinery. It should also be able to carry out operations of heavy-lift helicopters of the Navy, the officials said.

The four LPDs will also have a point missile defence system and a close-in weapon system to protect itself from enemy firing and aircraft. In 2007, India had inducted the **INS Jalashwa** - a Sanskrit name for Hippopotamus, which is a replenishment and amphibious warfare ship with capacity to embark, transport and land a 1,000-men battalion along with equipment and tanks to support operations on enemy shores.

Being the second largest ship in the Navy inventory after aircraft carrier **INS Viraat**, **Jalashwa** is also capable of undertaking maritime surveillance, special operations, search and rescue, medical support as well as humanitarian aid. **Jalashwa** was originally commissioned in the US Navy as **USS Trenton** and had served for 36 years when India bought it for USD 48.4 million in 2007. It is based under the Eastern Naval Command in Visakhapatnam.

Source : defpro.com

SHIPYARD NEWS



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Vigor Industrial LLC Completes Acquisition of Todd Shipyards Corporation

TODD SHIPYARDS CORPORATION and VIGOR INDUSTRIAL LLC announced the completion of the acquisition of Todd by Vigor's wholly owned subsidiary, Nautical Miles, Inc. The acquisition was made based on an offer to purchase and a merger agreement in December 2010 and a subsequent tender offer in January 2011 through which over 88% of the outstanding shares were tendered, satisfying one of the key conditions of the merger agreement. "We are excited

about the opportunities for growth added to the Vigor family by Todd's talents and capabilities," said Frank Foti, the President of Vigor. Foti expressed confidence that the combined companies will be able to offer customers a broader array of repair and construction services, and do so while also improving the efficiency of its delivery.

"This creates a strengthened presence for the company and the industry in the Puget Sound region and the Northwest, which is great for our customers, our employees, our communities and our economy," said Steve Welch, who served as Chief Executive Officer of Todd. With the completion of this transaction, Todd Pacific Shipyards Corporation becomes a wholly owned subsidiary of Vigor Industrial and will become Vigor Shipyards, Inc., with Foti as its Chief Executive Officer and Welch as its President.



The **TSHD VLAANDEREN XVIII** seen arriving at the CDM in Willemstad – Curacao
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Mitsubishi gets Ramform orders

Norwegian-based Petroleum Geo-Services ASA (PGS) has signed a 'letter of award' with Mitsubishi Heavy Industries for the delivery of two Ramform W-class vessels, with the option for another two ships.

The 104.2m long, 70m wide vessels are the first in the new, fifth generation Ramform series. Planned deliveries of the two first vessels are in 2013 and the two optional vessels in 2015.

PGS President and CEO, Jon Erik Reinhardsen states in a comment: "The new generation Ramforms will strengthen PGS' unique position in the seismic industry. Our decision to renew and expand our fleet comes at a time when we expect growth in seismic demand." The 'letter of award' is a part of the program to renew and expand PGS' industry leading fleet of seismic vessels by building two fifth generation Ramform vessels, with an option for another two vessels. The new generation Ramforms' total cost will be approximately \$250 million each, including construction follow-up, commissioning and a comprehensive seismic package. The agreement with Mitsubishi Heavy Industries Ltd includes the option for delivery of further two identical vessels."

The options must be declared within one year from signing of the final contract for the two first vessels.

PGS claims these fifth generation Ramform vessels will further enhance its position as a leader in 3D seismic acquisition productivity and efficiency. The vessels are designed to utilize and extract the full potential from the flagship GeoStreamer technology and PGS expects that all of its 3D fleet will be equipped with GeoStreamer by end 2013.

The vessel design is based on the demonstrated strengths of the current Ramform fleet, while improving capabilities along a number of key parameters. The new vessels will include a significantly upgraded GeoStreamer based seismic package and are designed to take the full benefits of the GeoStreamer towing efficiency. The vessels will further

strengthen PGS' leading position in the fast growing 'high density' segment of the market, where large spreads, long streamers and towing efficiency are the key success factors. The 'high density' segments are driven by deep water exploration and production in geologically complex areas such as Brazil, West Africa and the Gulf of Mexico. GPS' GeoStreamer technology is also opening up new markets in mature basins, such as the North Sea, where the higher fidelity data can reveal new geological plays.

The diesel electric power plant will comprise six 3,840kW gensets delivering power to the three CP propellers with nozzles giving the vessels a transit speed of 16 knots. The agreement is conditional of final approval of the final specifications, and other conditions. **Source : The Motorship**

US shipyard secures car truck carrier contract



Singapore-based ST Engineering announced that its US shipyard, VT Halter Marine, has been awarded a shipbuilding contract worth about \$144 million from Honolulu-based Pasha Hawaii (Pasha).

The ship, which will be plying the Hawaii and US West Coast trade, is expected to be delivered in the second half of 2013. Work on the newbuild commences immediately and, when completed, will allow the company to provide weekly service between the West Coast and Hawaii. VT Halter Marine also signed an option agreement for

the construction of a second vessel, with some scope variation, for a base price of about \$137 million.

The newbuilding will be the second ro-ro car truck carrier built by VT Halter Marine for Pasha Hawaii based on a proven design by the Uljanik Shipyard in Croatia. The Uljanik and VT Halter Marine engineering teams are collaborating with Pasha to finalise the new ship's design and engineering specifications to meet the highest level of operating efficiencies standard with reduced environmental impact.

The **Jean Anne**, Pasha's first vessel, was awarded to VT Halter Marine in 2003 and put into service in March 2005. George Pasha, CEO Pasha Hawaii commented: "Building a second ship has always been part of our organisation's plan. The level of enthusiasm and customer support we received when we deployed our first vessel was well beyond our expectations. Our second vessel will both better serve the Hawaii/Mainland market and also provide increased frequency and superior reliability. A weekly sailing will also allow us to present even more tailored transportation solutions to our clients." **Source : The Motorship**

CORRECTION

In yesterday's newscippings a photo of the T-30 during trials was used, the photo was made by Alain Doms – www.tugspotters.com and NOT as mentioned in the captioning by Ludo van Hooydonck

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No Maersk assurances but port dredging backed

Shipping giant Maersk is backing Port Otago's more than \$100 million proposal to widen and deepen shipping lanes into Port Chalmers for larger ships, but has reiterated it can give no assurances on future services. Maersk is the world's largest container shipping line, operating 578 ships, and is Port Otago's largest customer, providing the lion's share of a record 219,000 containers handled last financial year.

Port Otago has applied for numerous resource consents to dredge and dump more than 7 million cu m of sand and silts over several years, with the submission date extended and a hearing expected to be in early April. There are expected to be searching submissions from environmentalists and recreational harbour and beach users on impact assessments.

Port Otago management met Maersk New Zealand managing director Julian Bevis yesterday, who later said the "main focus" for Port Otago at present is its channel dredging application. "It [widening and deepening] is definitely the right thing for Port Chalmers to be doing . . . and it is sensible to be doing it in a series of moves," Mr Bevis said.

Most container ships at present visiting Port Chalmers are a 4100 Teu [twenty-foot equivalents] class, with Mr Bevis saying the next size would be 5000 to 5500 classes, and eventually 8000 Teu class vessels. Mr Bevis acknowledged Port Otago would get "no assurances" of Maersk patronage in the future and but said if Port Otago "continues to perform the way it has, then it's more likely we will stay". There were "no changes planned" for schedules and vessels for Port Otago in the foreseeable future, Mr Bevis said. He defended Maersk's position, and said the perception shipping line patronage defined the status of any given port was "overstated".

Maersk "followed the cargo and adjusted [export schedules] accordingly" and was otherwise "service provider" for exporters "We build bigger ships with no [supply] guarantees. Yes, it is going to be a risk [for Port Otago] but businesses have to reinvest in themselves," Mr Bevis said after the meeting with Port Otago.

During the informal talks with Port Otago yesterday, Mr Bevis said all New Zealand ports, including Port Chalmers, had to improve container turnaround times, but he also acknowledged ports' criticism Maersk itself had first to "provide better vessel planning" systems, to have ships in port on scheduled times. While Maersk is putting on up to seven extra vessels to offset the peak period of seasonal agricultural exports out of New Zealand, Mr Bevis said the only expected "squeeze on space" will be when there are increased trans-tasman cargoes contributing to rebuilding in Australia; ranging from construction through to retail supplies.

Mr Bevis said following a "frightful" financial year in 2009, when Maersk globally ran at a loss of around \$US2 billion (\$NZ2.64 billion), each of the first three quarters of the present financial year had rebounded into profit. He expected operations in general to be up in profit by 10%-15%, largely driven by company cost reductions, including reviews of

processes and systems and large fuel savings made through slower ship speeds around the globe. Aside from minor disruptions of coastal "hubbing" of Middle Eastern cargoes, neither the geopolitical events in Egypt and subsequent concerns over the Suez Canal operations nor the recent Queensland floods affected Maersk's New Zealand customer base, he said. **Source : Otago Daily News**



HAL's **ZUIDERDAM** seen arriving in Willemstad (Curacao)

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

Queiroz Galvao Oleo e Gas Names New Ultra-Deepwater Rig

Queiroz Galvao Oleo e Gas, the largest privately-held drilling contractor and provider of drilling and production services in Brazil, today announced that it has named its newly-built, ultra-deepwater dynamically positioned ("DP") semisubmersible rig, The "**Alpha Star**". The rig is scheduled to be delivered by Keppel FELS in Singapore in March 2011, four months ahead of schedule. The unit has been leased to Petrobras for a six-year period with a renewal option for an additional six years.

The **Alpha Star** is a sixth generation, ultra-deepwater, state-of-the-art semisubmersible drilling rig. Its Gusto DSS-38 design has been enhanced based on operating experience from the similar semisubmersible rig, our QGOG **Gold Star**. **Alpha Star** is rated for water depth of 9,000 feet and drilling depth of 30,000 feet. Operating specifications include ten diesel-generator sets and eight thrusters, four 2,200-hp mud pumps, and a leading-edge drilling package built to perform in high seas, with a one million pound capacity motion compensator. The unit accommodates up to 130 personnel.

"We are pleased to welcome the **Alpha Star** to our fleet, which is currently fully deployed in the most promising and prolific offshore and onshore exploration areas of Brazil," said Antonio Augusto de Queiroz Galvao, Chairman of the Board of Directors of Queiroz Galvao Oleo e Gas. "With over 30 years of continuous operating experience in this market, we have developed a diversified asset portfolio that enables us to efficiently serve the fast-growing oil and gas exploration industry in Brazil. We added our first ultra-deepwater rig, the **Gold Star** in 2010, and it is currently operating in the Iracema Sul field. The **Alpha Star** will be delivered four months ahead of schedule as a result of our close collaboration with Keppel FELS, a globally renowned builder," said Leduvy Gouvea, Chief Executive Officer of Queiroz Galvao Oleo e Gas. QGOG has two additional drillships, one FPSO and three onshore rigs under construction, all of which are already contracted. Today, QGOG operates six onshore and five offshore drilling rigs in Brazil, one of which, the "**Lone Star**", was recently delivered to Petrobras

St. Lawrence Seaway - Opening of the 2011 navigation season

The opening of the 2011 navigation season is scheduled to take place on the following dates and times:

- Montreal / Lake Ontario March 22, 2011 - 0800 hours (D.S.T.)
- Welland Canal March 22, 2011 - 0800 hours (D.S.T.)

Vessel transits will be subject to weather and ice conditions. Restrictions may apply in some areas until lighted navigation aids have been installed.

Sault Ste. Marie Locks and Canals United States Soo Locks will open March 25. Allowable Draft In the Montreal / Lake Ontario Section, the draft will be 80.0 dm (26' 3") until the South Shore Canal is ice-free or April 15th, whichever occurs first, at which time, if water levels are favorable, the draft will be increased to 80.8 dm (26' 6") for all vessels. In addition, there will be zero tolerance for ship's draft in excess of 80.8 dm (26' 6").

Mariners are reminded that for ships loaded to a draft greater than 80.0 dm (26' 3"), speeds will be monitored carefully between St. Lambert Lock and St. Nicolas Island.

In the Welland Canal, a maximum allowable draft of 80.8 dm (26' 6") will be in effect from the start of the navigation season for all vessels. In addition, there will be zero tolerance for vessel drafts in excess of 80.8 dm (26' 6"). Please note that, for vessels loaded to a draft greater than 80.0 dm (26' 3"), speeds will be monitored carefully between the upper entrance to Lock 7 and former Bridge 12 in order to reduce bank erosion in this area. **Source: BIMCO**

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Tanger Med Port's throughput rises 70pc in 2010

MOROCCO's Tangier Med Port handled 2.06 million TEU in 2010, representing an increase of more than 70 per cent compared to the previous year.

London's Containerisation International attributed the surge to "the continual build-up of the port's two terminals and its growing popularity among ocean carriers to use its facilities as a drop-off/pick-up point for West Africa."

It said Maersk Line, CMA CGM, including group company Delmas, and Mitsui OSK Lines, all routed more cargo through the port last year than in 2009, with Maersk Lines switching a number of its services from the Spanish Port of Algeciras to Tanger Med because the latter offered comparatively lower operating costs. The report said this was a main factor behind the facility operated by APM Terminal at the port handling an estimated 1.4 million TEU out of the total throughput for 2010.

Eurogate operates the port's other terminal whose shareholders are Comanav, CMA CGM and MSC. It saw its throughput rise 56 per cent year on year to more than 680,000 TEU. According to figures provided Tangier Mediterranean Special Agency (TMSA), local gateway cargo was up by 18 per cent compared to a year earlier to 54,397 TEU, the report added. **Source : Schednet**

World's biggest dredger to do heavy lifting in Panama Canal

THE **D'ARTAGNAN**, the world's most powerful self-propelled, heavy duty, cutter suction dredger, has arrived at the Panama Canal to join the expansion of the waterway linking the Pacific with the Atlantic.

The **D'Artagnan**, able to dredge hard rock locations that previously required drilling and blasting, will complete the dredging of the waterway's Pacific entrance that will ultimately link the new Pacific locks with the canal's existing Gaillard Cut, the narrowest stretch of the Panama Canal, a statement issued by the Panama Canal Authority (ACP) said.



Photo : Crew Alpha B ©

The 124-metre long dredger will widen the existing Pacific entrance from 192 metres to 255 metres and deepen it to 15.5 metres below the mean water springs. The **D'Artagnan** is owned by Belgian company **Dredging International**, a member of the **DEME Group**.

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Sovcomflot takes delivery of new Aframax tanker from HHI

Sovcomflot Group on 15 February 2011 took delivery of Aframax-class tanker **Suvorovsky Prospect**, built at Hyundai Heavy Industries (HHI, South Korea), the Group's press service reported. The 114,000dwt tanker of 1B ice class (International Classification) has length of 250 m, breadth - 44,0 m, maximum draft - 15 m. The vessel was designed for operations in the Baltic and Far East regions of Russia, for shipping crude oil from the ports of Primorsk, Ust-Luga and Kozmino. The tanker meets all national and international safety requirements of the Classification society DNV.

Sovcomflot Group (SCF), founded in 1995, is one of the largest Russian shipping companies. Sovcomflot operates a fleet of 149 ships of aggregated deadweight of more than 11 million tons. The company's newbuilds program includes 18 ships of total 2 million DWT. The average Sovcomflot's tankers fleet age is about 7 years (world's average - 12 years).

The Group ranks first global company in the segment of commodities carriers, and second in the segment of Aframax tankers. The company has the world's largest ice-class vessels fleet. It is also the top global operator of Arctic shuttle tankers and LNG carriers with Ice Class.

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Port of Cebu implements \$13.2 million dredging project

The Philippine's Cebu Port Authority (CPA) will be implementing a \$13.2 million dredging project that will stretch from Cebu's International Port (CIP) to Pier 1 in Cebu City. According to media reports, the project is intended to accommodate large ships like post Panamax cargo vessels and international cruise ships.

CPA commissioner Carlos Co, said the port's draft will increase from 8.5 metres to 12.5 metres once dredging is completed. In previous years, large vessels from other countries could not enter the port due to its low draft. Dredging will allow post Panamax ships to unload imported shipments and load export goods.

Co said the project will benefit both importers and exporters as larger vessels can make direct calls to the port. Originally, the dredging was to cover only the vicinity within the port, but has extended to Pier 1 because cargo vessels and international cruise ships passed Pier 1 before reaching the port. Dredging was approved by Cebu Port Commission in 2010, but was put on hold because of changes in administration.

CPA borrowed money from the Land Bank of the Philippines to finance the project. A public bidding will be held to choose a contractor. **Source : PortWorld**

Maersk starts South/East India and Sri Lanka - North Europe service

Maersk Line launches brand new ICON service covering South/East India and Sri Lanka to and from North Europe.

South Asia is one of the world's fastest growing sourcing areas, and the ICON service will provide a unique and dedicated link to North Europe. Globally, Maersk Line has consistently captured top spots for schedule reliability and this will also be a trade mark for the ICON service.

"Being in close dialogue with our customers helps us spot trends in sourcing and anticipate future needs. That is how we came up with the ICON service. It is a milestone in the development of our coverage of the Indian Sub continent and shows Maersk Lines dedication to supporting growth in this region", says Vincent Clerc, Vice President for Europe Services in Maersk Line"

The ICON service will deploy 7x3400 teu vessels and operate with the following port rotation:

Chennai - Colombo - Salalah - Zeebrugge - Felixstowe - Rotterdam -Bremerhaven -Salalah - Colombo

ICON service highlights

- * Unique direct and dedicated service between Chennai and N. Europe
- * Fast transit time from South/East India and Sri Lanka to North Europe
- * Efficient and fast feeder link via Colombo to/from Bangladesh
- * Unmatched on time delivery in a complex and infrastructural challenged market

First vessel from Chennai is **Maersk Miami** - ETD 14th of March 2011

First vessel from Zeebrugge is **Jervis Bay** - ETD 7th of March 2011

Source : PortNews

CKYH to offer sixth Far East-N Europe service

CKYH Alliance members, Cosco, "K" Line, Yang Ming and Hanjin, plan to introduce a sixth Far East-North Europe loop (NE-6) from April 2, raising the group's weekly capacity to North Europe by 25 per cent.

The new NE-6 will be operated with nine ships in the 10,000-TEU range, the first being the new 9,954-TEU **Hanjin Netherlands**, said Alphaliner. Three more same-sized Hanjin ships will also be deployed, the **Hanjin China**, the **Hanjin Spain** and the **Hanjin United Kingdom**.

The port rotation for the NE-6 will be Kwangyang, Busan, Shanghai, Ningbo, Shenzhen-Yantian, Singapore, Hamburg, Rotterdam, Antwerp, Singapore, returning to Kwangyang.

The NE-6 launch comes with changes to CKYH Far East to Europe services, offering five weekly to north Europe and three a week to the Mediterranean. The changes are expected to take place in April, with further details of the revised services to be announced by the CKYH shortly, said Alphaliner.

The NE-5, NE-5, deploying nine 6,600-TEU ships on an "extra slow steaming" regime, will drop its Kwangyang and Busan calls, as they will be served by the new NE-6 string. Thus, the NE-5 rotation will be Shanghai, Kaohsiung, Shenzhen-Yantian, Cai Mep, Singapore, Le Havre, Hamburg, Rotterdam, Algeciras, Singapore and back to Shanghai.

Source : PortNews

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SBM Offshore and Mitsubishi Corporation sign Long-Term Cooperation Agreement

SBM Offshore is pleased to announce it has signed a long-term cooperation agreement with Mitsubishi Corporation (Mitsubishi) to jointly pursue FPSO lease and operate projects worldwide, subject to pre-existing agreements of each of the companies.

Mitsubishi will be an equity partner with SBM Offshore for the ownership and operation of FPSOs. SBM Offshore will be responsible for the EPCI supply of these units and act as the operator on behalf of the partnership.

SBM Offshore and Mitsubishi have already formed partnerships in the past for the Yetagun FSO and Rang Dong FPSO lease contracts. The new cooperation with Mitsubishi will provide SBM Offshore with substantial equity capability for new lease projects, enable the partnership to attract competitive financing from a wide range of sources and also provide access to Mitsubishi Corporation's global business network with more than 200 bases of operations in 80 countries around the world.

The partnership will in particular support SBM Offshore in its ambitions to grow the portfolio in major markets such as Brazil where several large FPSO projects are expected to be developed in the coming years. The SBM Offshore/Mitsubishi combination also has strong local knowledge and expertise in several other countries identified by SBM Offshore and Mitsubishi as potential growth areas. **Source: SBM Offshore.**



The **REPUBLICA DI VENEZIA** seen in IJmuiden - **Photo : Erwin Willemse ©**

NEW CHAIRMAN APPOINTED AT ABERDEEN HARBOUR

Aberdeen Harbour Board has appointed Chris Lloyd as chairman.

A chartered accountant, Mr Lloyd is currently chairman of MSIS Group, which provides industrial cleaning and environmental services to the oil and gas, industrial, utilities and distilling sectors in the UK and international markets. Prior to buying into MSIS in 2006, he spent ten years at ASCO Group, latterly as managing director responsible for European operations.

Mr Lloyd, who has been on the board since 2009, has also served in the recent past as Vice President of Aberdeen and Grampian Chamber of Commerce and was previously a member of the UK Oil and Gas Supply Chain Committee.

He replaces Keith Allan, who stepped down at the end of December after 20 years on the board serving 12 years in the role of vice chairman and the final two years as chairman.

Mr Lloyd said: "Keith made a huge contribution to the development and governance of the port and I hope to build on his success as chairman. It is a great honour to be involved in such an integral part of the North-east's economy. I look forward to the opportunities that the future will bring, as we continue to invest in the harbour to maintain and build on the world-class facilities we provide for our customers making us one of the busiest ports in the UK."

Handling more than 24.2 million gross tonnes of shipping last year, Aberdeen Harbour reached its highest ever level of overall vessel tonnage. The port, which is one of the most modern in Europe, also continues to grow its foreign traffic links, which not only highlights the harbour's importance within the North-east, but its significance internationally.

Aberdeen Harbour Board's chief executive, Colin Parker, said: "I am delighted to welcome Chris into his new role during what are exciting times for the port. We hope to build on increasing activity levels through the delivery of our five-year strategic plan. Chris' wealth of knowledge and experience will be fundamental throughout this process, ensuring the future success and prosperity of the port."

OLDIE – FROM THE SHOEBOX



Above seen Wilh. Wilhelmsen's 6.798 tons **TALABOT** which was built in 1936, the vessel was bombed in 1942 and set on fire by German aircraft at Valetta, Malta she was scuttled to prevent ammunition cargo exploding, she was raised in 1949 and towed to sea and scuttled again.

Photo : The late **Allan Green - Victoria Australia** ©

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.... PHOTO OF THE DAY



Dredging International's TSHD **MARIEKE** seen in Antwerp – Photo : Stan Muller ©