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The APL DUBAI (IMO 9409182) seen anchored at Singapore Eastern Anchorage last Saturday, the container vessel was named CMA CGM KESSEL during the construction in 2009 and renamed MIRAMARIN in 2010 when she started trading, earlier this month the vessel was renamed APL DUBAI in Singapore as can be seen - Photo : Piet Sinke ©

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EVENTS, INCIDENTS & OPERATIONS



Tug **Svitzer Myall** and Swire's **Papuan Chief** entering Newcastle Harbour - Photo : Garry Luxton ©

PM rules out clash among institutions

Prime Minister Syed Yousuf Raza Gilani has said the Pakistan Navy apart from defending sea frontiers of the country is fully committed to peace and stability of the entire region.

The prime minister arrived on Pakistan Navy Ship Nasr on Saturday to witness the naval exercises AMAN-11 at deep Indian Ocean. Naval Staff Admiral Noman Bashir hosted the occasion. Chief of Army Staff Gen Ashfaq Pervaz Kayani, Chairman Joint Chiefs of Staff Committee Gen Khalid Shamim Wynne, and Air Chief Rao Qaimar Suleman, Sindh Chief Minister Qaim Ali Shah and other high-ups were present. Speaking on the occasion, the prime minister said holding of such mega exercise is manifestation of Pakistan's resolve to serve for regional stability.

He said that it was also invigorating that Pakistan Navy efforts are being acknowledged by the world community. Commenting on the maritime threat, PM Gilani said that the vastness and interconnectivity of high seas makes it possible for the non-state actors to engage in transport crime and it must be thwarted at all costs. To achieve this, the seafaring nations need to collaborate and assist each other to safeguard the common interests. Therefore, he added the navies always played a pivotal role in bringing harmony and prosperity to respective regions. Talking to the media, he reiterated the importance of deep-rooted friendship with China.

The Sino-Pak cooperation exists in all sectors and Pakistan values this partnership. Responding to a question, the prime minister said that Pakistan being on an important strategic location has an important role to play in the region and continuous participation in war against terrorism bears testimony to this reality. "Despite all the resource constraints, the government is making all endeavours to meet the essential requirements of the security forces."

Source : The Nation

At sea during a tsunami

At 11 p.m. last Thursday, while **Hoku-Loa** was crossing Penguin Bank toward Honolulu Harbor, engineer Keoni Bulawan announced there was a tsunami warning. The first wave was expected on Oahu around 3:30 a.m., well before the tugboat's scheduled arrival at 5 a.m. Friday.



On the bridge, Capt. Lance Laybourn pointed to the radar screen. The harbors were being evacuated, and there were so many small craft swarming around Diamond Head, the radar was swamped. A different screen, with AIS (automatic identification system) showed the locations, and in some cases the

names, of big ships escaping Honolulu Harbor. The Matson container ship Mahimahi was there, along with the yacht **Audacious II**, a couple of Coast Guard vessels, tugs and commercial fishing boats.

The 1998 built 4724 GRT **ASIA SYMPHONY** seen washed aground in Kamaishi City, Iwate, by the tsunami which followed the Japanese earthquake

Photo : Reuters



Laybourn decided to tow barge **Ho'omaka Hou** toward Ewa to loiter away from the crowd. The crew meeting called for 4 a.m. was still on, although it was clear **Hoku-Loa** would not

be allowed to enter on schedule. At midnight, second mate Bill Wilson came on for the lobster watch. He said that the tsunami warning last year also had caught him off Honolulu Harbor. "We were doing doughnuts for eight, nine hours," he said.

Before he left the bridge, Laybourn received a call from Young Brothers dispatch ashore telling him the harbor was closed and he should stand by. Laybourn attempted to ask a question, but the dispatcher said he was busy and hung up. "What's more important than a Young Brothers tug?" the captain wondered.

The following afternoon, company Vice President and General Manager Matt Humphrey explained. Young Brothers employees and longshoremen from the stevedoring contractor were rushing to evacuate the yard.

The most valuable containers were put on barges, but there wasn't time to move everything. Other containers were moved as far from the water as possible, near Nimitz Highway, and equipment was raised if possible. The most valuable pieces of equipment, the high-lifters, were moved onto an empty barge that had just arrived from Nawiliwili. In a tsunami, being on something that floats is about the safest place. Preserving the lift equipment was crucial,

Humphrey said. If damaged, it would take a long time to replace. But if needed at a Neighbor Island port, it could be moved there the next day, as Young Brothers had done when Hurricane Iniki ravaged Kauai.

"Even in the worst-case scenario, we could start operations immediately," he said. The crews had moved everything that could be moved and went home at 1 a.m. The emergency operations center was closed at 2, and everyone left for a while. On Friday, Tony Hernandez, who manages the Young Brothers shore-side operation at Honolulu Harbor, said: "People dump on harbor workers, but they did everything that needed to be done. They showed a real spirit of aloha."

On [Hoku-Loa](#), none of this was known in detail. After 4 a.m., Laybourn approached the harbor entrance, hoping to get in among the first. The officers recalled that the year before, there had been line-cutting and irresponsible maneuvers by the recreational boaters. From radio calls, it was clear that some of the amateur skippers were not willingly going to wait, even though entering a harbor closed by the Coast Guard captain of the port would open them to a big fine or even seizure of the boat.



Some were anxious because they had left without food or water. On [Hoku-Loa](#), we were feasting. Cook Nick Mortimer laid out a breakfast of omelets, rice, Spam, bacon, muffins, oatmeal and orange juice. We ate and watched coverage of the earthquake in Japan on CNN over Dish Network, although reception was repeatedly interrupted.

As it turned out, we were still waiting at lunchtime, when we enjoyed egg salad and tuna salad sandwiches, coffee, soda, crackers and chocolate chip cookies.

In the intervening hours, we waited. Overnight, the cruise ship [Rotterdam](#) had arrived, and Laybourn predicted that the [Rotterdam](#) and [Mahimahi](#) would be the first ships allowed to return. He hoped the tug-barge tows would be next, which was about how it worked, although tug Malulani, with two barges from Kawaihae, was given priority over [Hoku-Loa](#). Somewhere in there, a brand-new tug with Canal de Panama markings, probably

being delivered from an Asian shipyard, beat us. We passed it at the fuel dock. Or perhaps its crew had not been rounded up in time to evacuate.

In the meantime, recreational boats and local fishing boats kept worrying Laybourn. "I guess we should raise the threat assessment a little, because of all these boats," he said. While it was still dark, a sailboat kept coming and coming toward [Hoku-Loa](#), which was well-lit. "That little sailboat just won't go away," Laybourn told first mate Mike Nellis. "Let's see what I can do about that." Q He shined a searchlight on the boat to get its attention, then had Nellis at the rear control station shine a searchlight on the barge, which was following about a thousand feet back.

The sailboat came even closer but eventually came about on a port tack and moved away, under sail power, which was evident because its masthead light showed that the mast was pushed over.

A Navy submarine rushed through, too close and too fast for the tugboatmen to admire its captain.

"Where's he going?" someone wanted to know. Since the [USS Greenville](#) submarine sank the [Ehime Maru](#) fishing vessel off the coast of Oahu in February 2001, the Young Brothers crews have been nervous about the Navy in waters around Honolulu Harbor. Otherwise, we waited. The water was gentle, and the big tug was rocking like an overgrown baby's cradle. Men off watch napped. At last, the captain of the port - who oversees all commercial ports in the islands - began to open them, but only after making a personal inspection by helicopter. This irritated the tugboatmen,

who were of the opinion that the Coast Guard should have had people at each port competent to advise whether it was OK to resume operations.

Since the Coast Guard started at Kauai, it was some time before the biggest, busiest harbor got a look-see, but shortly after 11 a.m., all the harbors on Oahu were reopened except Keehi Lagoon, where, from what we could learn from local newscasts, there had been serious damage and "fistfights."



The tug **HOKU-LOA** – Photo : TugMike

But it took awhile even for a high-priority boat like **Hoku-Loa** to get in. The big ships, but not **Hoku-Loa**, had to take on harbor pilots. During the wait, sailboats kept hanging around the entrance to Honolulu Harbor, irritating and puzzling Laybourn, who couldn't understand what they were doing there.

A couple of sailboats had broken down and one was drifting out of control not too far from the tug. "How did these boats get out of the harbor to become disabled out here?" the captain asked the crew members, most of whom were hanging around the bridge, waiting to begin the long process of entering, "breaking tow," and then moving the tug to her own pier before finishing a very long day.

We had started about five miles from Hotel buoy at the harbor's mouth and moved in at less than one and a half knots, so it took hours to enter the channel. From Hotel buoy to dropping off a kibitzing reporter took nearly another hour and a half, because sliding a big barge into a slot only a few feet wider than the barge-tug combination takes care.

As **Ho'omaka Hou** edged into its berth at Pier 39, the tsunami still wasn't quite through. During the last five minutes, the water quickly rose a foot, then dropped 2 feet, making the docking a little more ticklish than usual. Once ashore, Dale Hazlehurst, general manager of Young Brothers' marine craft, said it was probably the result of "ripples bouncing between the islands." So at 2:30 p.m. Friday, we stepped ashore to try to learn about the tsunami, because until then we had been too isolated or too busy to know much about what the landlubbers had experienced. **Source : The Maui News**

Rescue vessel off to Japan to evacuate Russian sailors

The rescue tug "Griffon" sailed from Vladivostok Sunday, bound for Japan. The vessel is on a rescue mission to evacuate Russian sailors, shipwrecked on a refrigerator ship cast ashore by a powerful, earthquake-generated tsunami wave. Of the 15 sailors, 13 people were taken aboard a Japanese fishing vessel, they have no means of getting ashore. Two have been hospitalized. The "Griffon" will take on board the crew members and possibly tow the shipwrecked vessel to Vladivostok. **Source : The Voice of Russia**



Sunday, March 13, 2011 inbound mv " **MSC BANU** " for Rotterdam Europoort - **Photo : Daniella Vermeer (c)**

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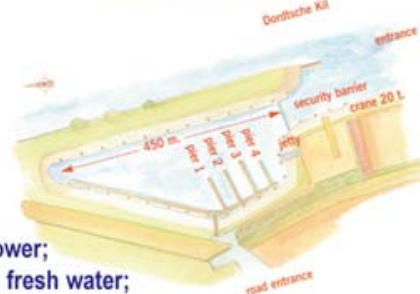
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Oversupply issues to plague dry bulk trade for 2011 as well

According to John Pachoulis, the President of the Hellenic Shipbrokers Association, current, as well as future oversupply problems will most likely hamper the dry bulk sector's recovery this year as well, with freights rates deteriorating again by the second half of 2011. Still, in the short term and at least until May, things could look a bit rosier, as this period of the year is traditionally, the strongest one of each year. As for the latest devastation in Japan, Mr. Pachoulis says that it won't affect dry bulk trade that much.

Do you see any serious impact to the dry bulk market from the latest catastrophic events in Japan?

First of all, let me say, that our hearts and minds are with our Japanese friends who are tried by this huge devastation and loss of human lives. It's a disaster of near biblical proportions, which no country in the world should have to face. Regarding, its impact on shipping and dry bulk trade in particular, I believe that there will be some kind of negative effect, but it most likely will be brief and short-lived. On the other hand, tanker trades and more importantly LNG trade will be affected even more, but it could be on the positive side, as Japan is hugely reliant on oil and LNG imports to

sustain its huge industry. Therefore, we could see an increase of demand for those types of cargoes in the following days.

The dry bulk market has rebounded these past few days. What was the trigger factor to cause this development?

Traditionally, from the start of February and until May, when there's the usual peak, the dry bulk market experiences its strongest months of each year. This recovery is fuelled by the beginning of the New Year in China and other Asian nations. It's the time of year, when earlier contracts for cargoes are being fulfilled and agreements are being materialized. As a result, capesizes are always seeing a boost in demand and freight rates are heading upwards. This is what we've been witnessing in the market these past few days, with Capesizes loaded with iron ore for China are receiving the lion's share of this recovery. Panamaxs are also benefiting from China's "shopping spree" during the months of spring, with things peaking by May, when rates could be quite higher than today's levels.

Where do you think the market will be during the second half of the year?

Well, this year, things won't be as positive as they were for the most part of 2010. In my view, the Baltic Dry Index is very unlikely to reach last year's highs of over 4,000 points. During the course of 2010, a total of 80 million tons of tonnage were accumulatively added to the global dry bulk fleet, with a large chunk of this extra tonnage being delivered by the end of the year. This is probably going to occur during this year as well, especially after August, when shipyards are speeding up the new buildings delivery process. Given that a very small portion of older vessels is expected to be sold for scrap, I don't see how the market could climb to higher levels.

Do you think that this volatility of the market will continue in 2011 or will things be more stable going forward?

For sure, volatility in the market is expected to be the norm this year as well. Of course, as has been the case in recent years, it all depends on the Chinese, it's not a secret. Global economic recovery in other important for dry bulk trade countries, hasn't yet reached levels enough to offset the current high levels of tonnage oversupply. During this year, we're expecting more Supramaxes to be delivered as well. These ships are of a capacity of 61,000 tons, which used to be the Panamax's territory. So, as you see, it takes two older and smaller vessels, to make up for one modern one. So, as ships sizes have grown, the number of cargoes needed to be transported by a single vessel has been reduced.

Oversupply issues have plagued the dry bulk market since mid-2010. Will this be the case as well as we inch forward?

Last year, this oversupply was in a large part covered, either by newbuilding orders' being cancelled, from China's healthy growth and coal demand, as well as demolition activity. This was the case until October. Since then, newbuilding deliveries were multiplied, leading the market down, without any hope of recovery, as each day more and more vessels were hitting the water. So, this scenario is highly probable to occur during this year as well, as the global dry bulk orderbook is still at very high levels.

During 2010 we witnessed a strong rebound of newbuilding orders which are difficult to justify given the already huge orderbook. Are valuations really that low? What's your opinion on the matter?

It's true that many ship owners opted to reduce the average cost of their fleet, by taking advantage of today's lower prices, as compared to the prices paid during the 2003-2008 boom years. Of course, at that time, ship owners earned a lot of money, a part of which were invested last year in new buildings. On the other hand, a lot of owners have undertaken big shipping loans, but it's a positive development that banks are much more lenient and in many cases open to refinancing, because the majority of them don't want to become ship owners. Of course, there've been reports of foreign banks seizing vessels and reselling them based on the debt assigned to each ship. As a result, a ship owner with enough credit and liquidity can easily build up a big fleet for a reasonable price.

New building cancellations and scrapping of older bulkers seem to be the best chance that shipping has to improve freight rates. How is each of these solutions progressing?

In order for scrapping activity to pick up, ship owners must make a strategic decision towards this direction. But, one problem lies within the fact that many of the older ships have been acquired by Chinese owners, who are still using them, due to their low operational costs, although part of those ships are being used for inland China river transportation, so they aren't weighing that much in the ocean-going trade. Nevertheless, it will all come down to how many deliveries of new buildings will be made this year. As far as orders' cancellations, we'll be better informed by the end of the year, as it's pretty difficult to make such an assessment at the moment. Some analysts are debating about cancellation of 10% - 15% of the total orderbook, but it's pretty difficult to estimate.

How would you characterize the current market for second hand vessels? Are asset values corresponding to current freight rates?

Although, second hand prices have come down, they are still higher than current freight rates, so they are still holding their ground. Of course, compared to 2010, prices have already gone down this year, by an average of 10% - 20% depending on the vessel's type and age. In general, ship types like Supramaxes and smaller bulkers of up to 20,000 tons are holding their values better, because of the lower orderbook compared to other ship classes. After all, Supramaxes have only been around for the past 5-6 years, so it's difficult to face oversupply issues so soon in their lifespan. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

COOK JAN EDELENBOS RETIRED



Above seen Capt **Kees de Jonge** presenting a gift to cook **Jan Edelenbos** onboard Smit's sheerlegs **TAKLIFT 4**, after feeding the sheerlegs crew (too much) for a long time **Jan** is making his last week onboard the sheerlegs before his retirement, **Jan** also the extra kilo's on me are partly due to your cooking ☺ many thanks for your caretaking of the crews onboard the Smit units and on behalf of all the readers I wish you many healthy years to come, and be careful when driving your motorbike ☺ Photo : **Leon van Leeuwen - Captain Taklift 4** ©



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SALVAGE CHAMPION ARRIVED IN ROTTERDAM



Photo : Jan Oosterboer



At the end of last week the tug **SALVAGE CHAMPION** arrived with the barge **DISCOVERY II** loaded with newbuildings hulls from China via Cape Town in Rotterdam, the barge was delivered at the Waalhaven and the **SALVAGE CHAMPION** shifted upon delivery of the barge to the IJsselhaven in Rotterdam.

Photo left : Nico Ouwehand (c)

Above and below is seen the **MAERSK CATHERINE** (ex **BRO CATHERINE**) passing the transport whilst passing the Maeslant keering

Photo below : Kees Torn (c)



See the video made by **Fred Vloo** of the arrival of the transport at :
<http://www.youtube.com/watch?v=uXIOcPyEGio>



The **ATHIRI** seen enroute Amsterdam – Photo : H. Blomvliet ©

Panamax rates seen rising on grain demand

Rates for panamax dry bulk carriers on key Asian freight routes are expected to rise to fresh three-month highs on strong regional demand for South American grain shipments. For the capesize market, rates are also seen rising as shipowners look to pass on the rising cost of fuel to their customers, brokers said. The Baltic Exchange's rate for panamax vessels travelling via the transpacific route rose to a three-month high of US\$16,078 a day from US\$13,626 a day last week on strong Asian demand for South American grain shipments. 'A number of vessels were reported fixed at around US\$18,000 level, quite a few of them by grain houses for their east coast South American requirements,' said broker firm ICAP. 'We noticed more tonnage today, which was willing to do single trips.' Rates on key grain routes are expected to rise further in the second quarter, driven by soaring fuel costs and a jump in seasonal demand for grains, sugar and cotton. Average earnings for panamax vessels on the transpacific route soared as much as 48 per cent from February to May last year, and 186 per cent during the same period in 2009. Traders, however, do not expect this year's rally to be as strong, nor last as long, as in previous years due to a flood of new vessels that has kept the broader market near two-year lows.

For the supramax market, rates for shipments from the east coast of India to China fell to a one-month low of US\$16,950 a day from US\$17,646 last week on weak Chinese iron ore demand. Chinese steel producers remained on the sidelines, confounding expectations for a surge in business ahead of India's iron ore export duty increase on April 1st. 'Iron ore from India has been quiet, supramaxes from west coast India are close to US\$18,000 for trips to China and close to US\$16,000 from the east coast of India,' said broker firm Fearnleys. Rates for shipments from Australia to Japan and South Korea, two major coal importers, surged to a four-month high of US\$15,609 a day from US\$14,127 last week, due to tight supplies as seaborne traffic has yet to return to normal levels in the aftermath of Australia's floods and cyclones. Benchmark capesize fixture rates from Australia to China climbed to a two-month high of US\$7.754 from US\$6.679 a tonne last week due to rising bunker fuel prices following oil's surge above US\$116 a barrel. Source: Reuters

Bid to rescue Danish hostages from Somali pirates fails

An attempt to free a Danish family recently taken hostage by Somali pirates has failed, officials say. Jan Quist Johansen, his wife, their three children, and two other adults were taken hostage on 24 February. Soldiers from the semi-autonomous region of Puntland tried to rescue the hostages but were ambushed on their way to the pirates' mountain hide-out.

A number of soldiers were killed but the hostages were some distance away and are all reported to be safe. The pirates had earlier warned that the Danish family would be killed if any rescue attempt was made. The BBC's East Africa correspondent Will Ross says it is not clear why the Puntland soldiers chose to intervene, given the risk involved. The Johansens had been sailing in the Indian Ocean apparently aware of the danger of piracy. Their yacht was seized just two days after four Americans aboard another hijacked vessel were shot dead during an effort by the US military to free them.

It is not known whether the pirates have made a ransom demand yet. Our correspondent says although hostages are generally reasonably well looked after, the recent use of military force by some naval forces has led to the pirates threatening more violence. Somalia has had no functioning central government since 1991, allowing piracy to flourish off its coast. Source : foreign.peacefmonline.com



The UAL TRANSPORTER – Photo : Harry Stott ©



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Navy can change SoP to go after pirates

With Somali pirates fast emerging as trouble-makers for the country, the Indian Navy may soon be allowed to change its "standard operating procedure" with legal cushioning so that it can have more authority in neutralising the pirates in the high seas. Currently, the Navy and Coast Guard can launch offensive actions against the pirates only if they attack a naval or CG vessel first. But the new SOP allows the Navy to chase and attack the pirates whenever they witness piracy attempts in the seas, sources said.

At the same time, the Indian Penal Code will be amended to incorporate piracy as a crime so that pirates can be brought to book. Currently, the IPC does not recognise piracy as a crime. Together, the changes are expected to make Indian anti-piracy measures more stringent and effective. The Cabinet Committee on Security here approved the crucial changes after it took stock of the piracy situation. "The committee approved a series of measures, which will be taken by the government to address the legal, administrative and operational aspects of combating piracy," External Affairs Minister S M Krishna said in the Lok Sabha. The CCS approved setting up an inter-ministerial group under the chairmanship of the Cabinet Secretary to monitor and facilitate early release of Indian ships or cargo or crew from the clutches of pirates. As many as 53 Indians are still detained by pirates in five different ships even though 11 were released three days ago. **Source : deccanherald**

Pirates inflict \$12-billion toll on global economy

Norway, concerned about growing the growing economic costs of piracy to its third-largest industry, has proposed arming its merchant ships for the first time since the Second World War. The comments by Trond Giske, Norway's Minister of Commerce, come on the heels of a report by the International Chamber of Shipping (ICS) that said oceangoing pirates inflicted between \$7-billion (U.S.) and \$12-billion in damage on the global economy in 2010.

They also followed a recent attack on a slow-moving Danish cargo carrier in the Arabian Sea's Gulf of Aden, which was beaten off by hired guns. The ship's registry state, Singapore, permits the arming of ships in pirate-infested waters.

"There might be alternatives like going in convoy," Mr. Giske said. "Everyone wishes for the least weapons use, but this is a dramatic state of emergency." About 80 per cent of ships running pirate gauntlets around the world have no means of self-defence, the ICS says. It is estimated that up to 300 attacks go unreported each year. When attacked, the Danish vessel was about 40 kilometres off the coast of Yemen. Yet, it's the lawlessness along Somalia's 5,000-km "pirate paradise" coastline which is responsible for half of pirate attacks worldwide.

A larger armed naval presence has cut the number of attacks in the Gulf of Aden, but economic losses in the area continue to dwarf all former hotspots. In Malaysia's once dreaded Malacca Strait, neighbour nations have joined forces to stop pirates. In the ship-owner supported report, Costs of Piracy by the One Earth Future Foundation, economic hits include \$31-million to prosecute pirates (750 of them in 11 countries); \$2-billion borne by ship owners who hire security services, and the purchase of passive defences like barbed wire, flood lights, piracy mapping software and other protective kit. Ransoms worth \$240-million were quietly paid out in 2010 for safe crew returns and ships that spent an average of 150 days in captivity.

Lloyds Market Association puts excess insurance costs due to Somali piracy at up to \$3.2-billion per year, while re-routing "slow and low" ships costs upwards of \$3-billion. Cargoes stolen and diverted from Kenya and Yemen, Suez Canal fees lost by Egypt as vessels reroute, lost fishing and tourism to Mauritius, The Maldives and Seychelles add up to \$1.25-billion a year, the report says.

Somali pirates now hold 700 hostages and 30 vessels. Haakon Svane, head of contingency planning for the Norwegian Ship Owners' Association, says his members log 1,000 voyages through the hair-raising Gulf every year. The crews of three Norwegian-owned ships brave pirates every day. "It's a huge burden," Mr. Svane said, adding that the types of ships attacked range from petro-product carriers to those carrying raw materials or cars. Apart from shoot-outs and arrests at sea, 55 states are funding projects in Somali separatist regions Somaliland and Puntland, where leaders aim to set themselves apart from "lawless" Somalia proper. Denmark is building two "pirate jails" in Somaliland with \$30-million in aid, according to news wire NTB. Nearly one 100 convicted pirates are locked up in the first of two unfinished buildings that opens at the end of March.

Source : theglobeandmail

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No to Lofoten, yes to Barents Sea

The Norwegian government has decided to put on halt the exploration of the Lofoten area, but instead heightens its focus on the petroleum resources in the Barents Sea. The Norwegian government has decided not to elaborate any consequence study for the Lofoten waters in this election period. With the decision, the government coalition might have overcome one of its most controversial issues. As previously reported, the Lofoten issue is believed to have had the potential to make the three-party left-green coalitions collapse.

Environmentalists cheer over the decision. -This is a grand victory, Gaute Wahl, leader of the Movement for an Oil-Free Lofoten, Vesterålen and Senja, says to NRK. Also the Bellona Foundation welcomes the decision, describing it as a “historical victory” and a “huge defeat” for the oil industry.

However, the environmentalists’ victory in Lofoten might not be long-lived. The compromise only covers this election period. After 2013, the government might eventually change position and choose to let in the oilmen. In addition, the compromise deal reportedly also includes the collection of certain additional information in the area already now, something which can be efficiently used in a later consequence study, newspaper VG reports. This collection of information is to be conducted primarily by the Ministry of the Environment.

Experts also note that the most promising field in the Lofoten area – the **Nordland VI field** – already has been consequence studied, thus making a quick opening of the field possible at a later stage.

The government compromise also includes a higher focus on the Barents Sea, and especially the areas recently delineated waters in the eastern part of the region. According to the newspaper, Norwegian authorities will be ready to start collecting information about the area as soon as the Russian State Duma ratifies the delimitation deal. As BarentsObserver reported, the Norwegian-Russian treaty is expected to be ratified by the Russian legislators in the course of March. **Source : The BarentsObserver**



PRISCO's 2008 built **ZALIV AMERIKA** seen anchored off Singapore last Saturday – **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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3 boats gutted

An accidental fire that started on board a trawl boat pulled ashore for repairs at Kasba Bengre area of the city damaged three mercantile ships parked alongside and the trawl boat here on Sunday. Two of these mercantile ships (**Abbas** and **Mustafa**) operated towards Lakshadweep and the third (**Hashmi Madath**) towards Kolkata. The trawl boat used for local fishing operations off the coast of Mangalore, too, was gutted in the incident.

Regional fire officer C Basavanna told TOI that the fire control room at Pandeshwar received a call about the fire accident at 3.13 pm and immediately three fire tenders from Kadri fire station were rushed to the spot. Our initial information was that one boat was on fire, he said, adding that two more fire tenders from Pandeshwar fire station were summoned as the fire fanned by strong winds has by then spread to the larger boats parked alongside.

The fire and emergency services department also requisitioned the services of a fire tender from New Mangalore Port Trust. The locals too assisted the personnel of department in putting out the fire. Basavanna said the personnel were able to control the fire in around 40 minutes and the fire was completely put out in an operation that lasted nearly for an hour. One fire tender was kept back to spray water on the smouldering frame of the boat.

The boats are usually covered using a mat made out of leaves of coconut frond to give workers shade while carrying out repairs. It is this coconut mat covering on the larger boats that caught fire, Basavanna said. The compactly arranged boats on the shore allowed the fire to quickly spread to the next boat, he said, adding that there was no loss of life. The exact loss due to the incident would be known only after the owners come up with proper assessment.

Source : Indiatimes

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Newcastle Australia - Forgacs patrol play

Newcastle shipbuilder Forgacs will submit its final offer to Australian Customs and Border Protection tomorrow for the \$400million contract to build eight Cape Class patrol boats. The Carrington-based company and West Australian company Austal are the last two in the race. Forgacs group general manager Tony Lobb expects a decision by the end of the month. Minister for the Hunter Jodi McKay backed the Forgacs bid by announcing multimillion-dollar funding for the Carrington site if it's successful. "We're putting our best and final offer into Customs [tomorrow] and fingers crossed we can get it," Mr Lobb said. "By the end of the month Customs will enter into negotiations with either us or the mob from Western Australia, and work should start by October." Forgacs is expected to double its \$150million contract to build 29 blocks of the Hobart Class Air Warfare Destroyer for the Australian Defence Force.

Mr Lobb was tight-lipped about the company's chances of securing additional work that would inject millions of dollars into the Hunter economy and create secure employment for up to 100 employees. "We are meeting with people regarding our role in the construction of the Air Warfare Destroyer this week," Mr Lobb said.

"We should know a bit more after that," Mr Lobb denied rumours the Forgacs floating dock had been sold and said it was still "in class" and ready to tackle any maintenance jobs the company could secure. The first Svitzer tugboat moved onto the slipway at Forgacs' new Fitzroy Street site for repairs, where administration is also based. **Source :** Garry : Luxton ©

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Nigeria approves national shipping carrier

The Nigerian Maritime Administration and Safety Agency (NIMASA) has been given approval to establish a national carrier, a top government official has said.

Minister of Transport Yusuf Suleiman told a news conference in Abuja on Friday that a national carrier would redress the problem of low indigenous participation in international shipping business. The minister said the agency had contributed 13 billion naira to the take off of the cabotage Vessel Financing Fund and that modalities for the disbursement of the fund were being worked out. He said the cabotage regime would facilitate more indigenous participation in shipping. Suleiman said the Cabotage Act was enacted to develop the local capacity and grow the indigenous shipping industry. He said the fund would help to increase indigenous participation in the domestic water transportation services and to assist the growth of local ship building and repairs. Suleiman said the scheme would be under a public-private sector partnership. "The modalities for the successful take-off of this scheme are being finalized with the constitution of an inter-agency committee, " the minister told reporters. He said 1,371 vessels had been registered by the Nigerian Ship Register Office with a gross registered tonnage of 1.9 million tones as at December, 2010.

Suleiman said intervention projects like Maritime Policy Advisory Group and the Nigerian Maritime Data Bank were being implemented. The minister said the maritime data bank would serve the data needs of the maritime industry in West and Central Africa. The ministry had directed that more maritime academies be established under public-private sector partnership, he added. The minister expressed optimism that the seafarers training program of NIMASA would produce robust pool of Nigerian seafarers to serve domestic and international shipping services. **Source: Xinhua**

4 icebreakers operate at Primorsk port

The [Captain Dranitsyn](#) joined today, March 11, the fleet of icebreakers providing assistance to oil tankers at the port of Primorsk (Leningrad region, the Gulf of Finland), first deputy to harbormaster of Big Port St. Petersburg port Mikhail Kharyuzov said in an interview with PortNews. The [Vaigach](#) has been deployed in Primorsk harbor to provide icebreaker assistance, two more icebreakers the [Ermak](#) and the [Moscow](#) are escorting crude oil tankers bound for the port of Primorsk.

Storm wind (20mps) has contributed to severe ice conditions in the Russian Gulf of Finland, Mr. Kharyuzov said. "This morning we changed our plans for icebreakers and the situation has stabilized," the deputy harbormaster said. "Two tankers are expected to arrive this late evening and dock at Primorsk port for loading. There is one more SBT oil tanker at the Primorsk port's entrance buoy # 4 awaiting icebreaker assistance and 4 tankers are beyond the Russian territorial waters. "If necessary, we will be able to deploy the St. Petersburg icebreaker at Primorsk port, which is now en route to Vysotsk Oil Terminal to be refueled there. We can also add the Captain Sorokin," Mr. Kharyuzov said.

An earlier report said Transneft had ceased crude oil supplies through the pipeline to Primorsk port due to heavy ice conditions. Leningrad region-based Port of Primorsk (Primorsk Trade Port, PTP) is the premier port in the Russian North-West region for exports of crude oil and petroleum products and the terminus of the Baltic Pipeline System (BPS). In 2010, crude exports via the port totaled 71,7 million tons. **Source : PortNews**



After more than 9 months stay in Caracas Bay (Curacao) and several seatrials off Curacao during the last weeks, finally last week the accommodation platform [SAFE CONCORDIA](#) departed under tow of the [UOS CHALLENGER](#) bound for Brazilian waters. **Photo : Els Kroon ©**

Hutchison, Carlyle final bidders for 75-year Galveston terminal

HONG KONG terminal operator Hutchison - the world's biggest - and global investment firm, Carlyle Group, are the surviving bidders of 80 companies for a 75-year lease on a Port of Galveston terminal.

The deal under review by the Galveston Wharves' Board of Trustees will be the first US port to lease its total port operations to private operators in a lease term much exceeding single terminal leases such as Oakland and Baltimore by Port America that run for 50 years. Of the 17 firms that signed confidentiality agreements "only one bidder was determined to be sufficiently qualified and willing to offer a sufficient return to the trustees in exchange for the 75 year master lease," said the port's financial advisor BMO Capital Markets, an affiliate of BMO Bank of Montreal. The port

authority will retain only the tariff collection and security functions, said port director Steven Cernak, reported the Houston Chronicle.

In exchange for the lease, Carlyle and Hutchison agreed to pay off the port's estimated debt of US\$60 million, ongoing payments that includes revenue/profit sharing from cruise and freight operations. The 75-year lease, set out by BMO, covers land on Pelican Island, adjacent to the port, for a potential container terminal reviewed by AECOM which looked at three possible locations on the island. The Los Angeles-based AECOM costed the building of a five-berth terminal capable of handling 3.4 million TEU annually at US\$1.34 billion to \$1.63 billion depending on location, and excluding handling equipment such as rubber tyre gantry cranes and reach stackers.

It also includes a 100-acre terminal to be developed on the western end of the south side of the Galveston Ship Channel, the development of a 20-acre roll-on/roll-off terminal on the eastern end of the south side of the Galveston Ship Channel and continuing cruise terminals, associated assets and port operations. **Source : Schednet**



The **CHYRA** seen approaching the IJmuiden locks – **Photo : Simon Wolf ©**

MOL springs into action to help earthquake rescue

Japan's Mitsui O.S.K. Lines has sprung into action to help in the aftermath of Friday's devastating earthquake and subsequent tsunami. The largest shipowner in Japan by fleet size has deployed a total of four ships from its MOL Ferry division to help move members of the Japan Self-Defense Forces (JSDF) who were assigned to rescue operations in northeast Japan. MOL reported that none of its owned vessels appeared to be damaged from the tsunami. However, the MOL-chartered **C.S. Victory**, was carried toward the breakwater by the tsunami and now rests on the bottom of the shallow harbour at Ishinomaki in Miyagi prefecture). All the crew members left the vessel on orders of the harbour master, and none were injured. None of the cargo or fuel oil has spilled from the vessel. **Source : Seatrade Asia**

NYK halts Japan-China Express service

Japan's NYK Group has temporarily halted its Japan-China Express (JCX) service, where the ports of call include the tsunami hit Sendai port. The Tokyo-based shipping firm announced the suspension on its website. It did not say when the suspension will be lifted. The JCX 22-day port rotation calls start and end at China's Shanghai port, passing by four

Japanese ports and two US ports. Sendai port has been shut since last Friday when a 8.9 magnitude earthquake triggered a tsunami that devastated the northeastern part of Japan. **Source : Seatrade Asia**

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The **VOS PREVAIL** arriving in Malta with in de background seen Swire's **PACIFIC VICTORY**
Photo : Anthony Vella ©

Expanded Panama Canal to Face Tough Competition

Container volumes moving through the Panama Canal will certainly increase when the canal is enlarged in 2014, but that does not necessarily mean West Coast ports will lose market share simply because larger vessels from Asia will be able to call at East and Gulf Coast ports.

The all-water container trade from Asia to the East Coast is already one of the largest generators of cargo volume for the Panama Canal, according to Onesimo Sanchez, leader of economic research and intelligence at the canal authority. Sanchez told a meeting Thursday of the Transportation Research Forum in Long Beach that enlarging the canal so it can accommodate vessels of up to 12,000 20-foot equivalent units capacity is necessary to promote growth because by 2014 post-Panamax vessels will comprise 48 percent of the global container fleet. The enlarged canal will also result in shorter vessel queues, improved service and more reliable routing of cargo for all-water services from Asia.

Despite offering this value proposition, the canal is not the only player in this game. Cargo interests, shipping lines, ports and railroads will all be part of the process of deciding how U.S. trade with Asia will evolve beginning in 2014.

East and Gulf Coast ports should already be deepening their harbors and expanding landside facilities to prepare for 2014. Importers may be able to negotiate more favorable freight rates as the per-unit cost of shipping a container through the canal drops, but the longer transit time of all-water services compared to intermodal services from West Coast ports may not appeal to importers of high-value, time sensitive shipments.

The Class I railroads will also have a say in how cargo is routed, said Paul Bingham, economics practice leader at the planning and research firm Wilbur Smith Associates. Eastern railroads are developing double-stack corridors linking the Virginia ports with distribution hubs in Chicago and the Ohio Valley. However, the western railroads do not intend to relinquish market share to eastern railroads, so they are also expanding their capacity and adding efficiencies to their networks, Bingham noted. The West Coast's market share of the U.S.-Asia trade fell to 70 percent in 2009 from 80 percent in 2002 due to a devastating longshore labor lockout in 2002, the development of import distribution hubs on the East Coast and a spike in intermodal rail rates from the West Coast in recent years.

However, West Coast ports the past year regained about 2 percent market share as niche carriers started new services to Los Angeles-Long Beach and established carriers deployed increasingly larger ships in their West Coast services. Also, the BNSF and Union Pacific railroads appear determined to retain market share. The western railroads continue to invest heavily in their networks from the West Coast, and they do not appear to be overly concerned about competition from the Panama Canal, said Sean Strawbridge, managing director of trade relations at the Port of Long Beach. "That indicates to me they have pricing flexibility," he said. The canal authority itself can influence cargo routing by the level of tolls it imposes at the new facility, Bingham said. If the canal authority prices the tolls to maximize revenue as opposed to maximizing container volume, a shift of market share to the East Coast may not occur, he said. **Source: Journal of Commerce**



ISKES **GINGER** departed with the **AMT DISCOVERER** from Amsterdam bound for Sunderland (UK)

Photo : Mettie de Graaff ©

Yangtze cargo tops the world for sixth straight year

BY the end of 2010, Yangtze River's navigation capacity has been raised by more than 50 per cent, while cargo movement of the river has stayed as the world's largest for the six consecutive years, Xinhua reports.

Last year, the river recorded a cargo movement of over 1.5 billion tonnes. Ports along the river handled 1.4 billion tonnes of cargo. Deadweight tonnes of the ships on the river increased to 850 tonnes from 600 tonnes in year 2000.

Director of Yangtze River Waterway Bureau Xiong Xuebin said the lower part of the river has been deepened to 10.5 metres at the Nanjing-Taicang section and 12.5 metres at the section from Taicang to the river's estuary, allowing 30,000-tonne ships to sail to Nanjing and 50,000-tonne ships to sail to Taicang at all time round the year. The middle reaches have been deepened to 3.2 metres from 2.9 metres, while the upper reaches have been deepened to 2.7 metres from 1.8 metres. Now 2,688 kilometres of the river's trunk stream is navigable.

The lower reaches are the busiest. Cargo movement of this section accounts for more than half of the whole. In 2010, ship movement below Nanjing was as high as 3,000 ships, generating a cargo volume equal to eight Shanghai-Ningbo railways and six Shanghai-Ningbo expressways.

During the period from 2006 to 2010, the navigable capacity of the Yangtze increased by 41.7 million tonnes on the upper reaches, 23.6 million tonnes at the middle reaches and 135.5 million tonnes at the lower reaches, generating CNY4.7 billion (US\$715.1 million) to the economy, and contributing CNY53.6 billion in GDP growth along the river.

According to Yangtze River Shipping Administration Bureau director Tang Guanjun, China spent CNY7.9 billion on river development from 2006 to 2010, three times of the sum in the earlier five-year period from 2000 to 2005. **Source :** Schednet



THE WORLD seen arriving in the Port of Willemstad (Curacao)

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

OLDIE – FROM THE SHOEBOX



m.s. **DAGMAR** was calling Rotterdam on the 21st of May 1965. A typical freightliner still under her original flag of registration. The **DAGMAR** was originally the **NAGARA** of AB Svenska Ostasiatiska Kompaniet (Dan Axel Broström) of Gothenburg, Sweden. Built in 1929 by Gotaverken AB, Gothenburg as yard number 416 and designed for service from Western Europe to the Far East. She had 3 sisters: **SHANTUNG**, **TAMARA** and **PEIPING**. Only **NAGARA** and

TAMARA reached the breakers. The **SHANTUNG** and **PEIPING** were lost during the last war.

The **NAGARA** served in 1944 as a hospitalship in the Mediterranean Sea for the Red Cross. In 1961 sold to Rederi AD Timex of Gothenburg and renamed **BRORIVER**. But shortly after renamed again into **DAGMAR** for Rederiet för ms Dagmar (Tage Berglund, Gothenburg in which condition she is on this photo) Later in the same year sold to Panama as the **RICARDO** and sailed again to the Far East. In 1966 changed to Liberian registration as **BALI MARINER** and grounded in Manila on 17 January 1966, but refloated on 4 February 1966. Her fate was coming soon, the vessel was delivered on 14 August 1967 to the breakers in Kaohsiung, Taiwan, where she was scrapped,

Photo : Capt. Frank Haalmeijer ©

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.... PHOTO OF THE DAY



Spotted in Singapore waters the **KINGFISHER** (ex DMS KINGFISHER) as can be seen now in full **van Oord** colors
Photo : Piet Sinke (c)

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)