



Number 078 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 19-03-2011**

News reports received from readers and Internet News articles copied from various news sites.



Rotor®tug (KST bv.)
Boompjeskade 123 3011 XE Rotterdam
The Netherlands
+31 (0)10 201 0040
www.rotortug.com email: info@rotortug.com

**ROTOR
TUG**
ALL-ROUND PULLING & PUSHING



The NOR TIGERFISH seen anchored off Singapore Photo : Piet Sinke ©

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

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



OFFSHORE SUPPORT (OIL & GAS)

OCEAN TOWAGE • MARINE SALVAGE / WRECK REMOVAL
OFFSHORE SUPPORT (DREDGING & WIND FARMS) • HEAVY LIFT TRANSPORTATION

itc

a company within the
Tschudi Group

sales@itctowage.com
www.itctowage.com



The 2010 built **EEMS SERVANT** seen moored at the All Weather Terminal of **Tata Steel** in Velsen (The Netherlands)
Photo : H. Blomvliet ©

Rostransnadzor advises shipowners to suspend visits to Japan

Federal Service for Supervision of Transport of the Russian Federation (Rostransnadzor) in connection with the aftermath of devastating earthquake in Japan recommended that owners refrain from directing their ships to Japan through the areas of possible radioactive fallout contamination, Rostransnadzor head Vladimir Popov says in his newsletters to the Russian Shipowners Union (SOROSS), Association of Shipping Companies (ASC) and other organizations. The said that the shipping companies' vessels heading towards the region must be equipped with devices for radioactive detection, the ship crews – with dosimeters and personal protective equipment. "Owners of vessels bound to the specified area should ensure training of masters and crew members and their actions in case of

contact with the zone of radioactive contamination," PortNews quotes the letter as saying. Russian shipping companies have already announced the introduction of heightened safety measures due to the threat of radioactive fallout contamination. **Source : PortNews**



The 1991 built **KERG I** (Ex **ADMIRAAL**) seen leaving the IJmuiden locks outward bound - **Photo : Marcel Coster ©**

TUNISIAN SHIP RELEASED FROM SOMALIA

The Tunisian tanker MT **HANNIBAL II** was finally released and is now proceeding to Djibouti with a navy escort. All the crew are in good health after a detention of 127 days, the owners of the vessel confirmed. Last minute problems with the vessel having no more fuel for the voyage could be solved and the hostage ordeal for the crew is now over, returning to a new Tunisia, where during the long absence of the crew, a new dawn has come for the people of Tunisia. A family member stated: "Très heureuse après ce long cauchemar. Merci pour votre soutien et réconfort." Gabes Marine Tankers, the owners of the vessel, told ECOTERRA Intl. that they are happy that the saga ended and "We do not forget the other crews still detained by the pirates and we wish for them a prompt release, they are really living an ordeal." **Source : ECOP Marine**

T&T BISSO RESPONSE

EMERGENCY RESPONSE - OPA30 - SALVAGE - DIVING - CASUALTY MANAGEMENT
POLLUTION RESPONSE - FIREFIGHTING - RESCUE TOWING - LIGHTERING

24 HOUR WORLDWIDE RESPONSE

WWW.TTBISSEO.COM
INFO@TTBISSEO.COM
HOUSTON: + 1 713 534 0700
SINGAPORE: + 65 6591 5288

Boskalis seeks salvage work in post-quake Japan

Royal Boskalis Westminster, the world's largest dredger which reported bumper profits for 2010 on Thursday, said it is talking to partners in Japan about possible salvage work following the massive quake.

The Dutch dredging firm warned that given current market conditions and its project-based business, it did not expect to match last year's record result in 2011, although it was more optimistic about prospects for the next two years as several big infrastructure projects were expected to come to the market. Boskalis, which relied on infrastructure and land reclamation projects in the Middle East for about a third of its revenue in 2009, said it expected business to shift to Latin America, West Africa and Australia in future, and that it was too soon to predict any possible projects in Japan.

Chief Executive Peter Berdowski said Boskalis had been in contact with its partners in Japan about possible salvage and heavy lifting work in the aftermath of the devastating quake and tsunami, but that prospects for dredging work were "very limited" because of the type of harbours in Japan. Boskalis has already seen a decrease in turnover in the Middle East, with the region accounting for just 13.8 percent of revenue in 2010, down from 30.4 percent in 2009.

"It's extremely hard to make predictions about what is going to happen in the Middle East ... The impact so far has been a bit limited," Berdowski said, adding that the firm had recently mothballed a project in Libya because of the civil unrest there. Boskalis, which had won a contract to extend and refurbish the breakwater in Tripoli's harbour, pulled out of the country in the past two weeks and is waiting to return, Berdowski said. Earlier on Thursday, Boskalis said 2010 core profit rose 40 percent after last year's acquisition of Dutch peer Smit helped rake in harbour towage, terminals and salvage revenue, driving the share price up more than 4 percent in early trading.

It overcame fleet overcapacity issues and increased its profit margins on the back of improved world trade, strong demand for energy and raw materials, and as oil and gas firms spent more on exploration and production. "Market prospects for the medium term are favorable, mainly due to large-scale investment plans in the oil and gas industry and global developments in the ports sector," Berdowski said in a statement.

Annual earnings before interest, tax, depreciation and amortisation (EBITDA) came in at 621.5 million euros (\$867 million) on revenues that were up 23 percent to 2.674 billion euros. Analysts in a Reuters poll had expected EBITDA of 596 million euros on revenues of 2.655 billion euros.

Belgian holding company Ackermans & van Haaren said earlier this month that the fleet of dredging contractor DEME, in which it has a 50 percent stake, was almost fully used and that it expected similar activity levels in 2011 because of strong and sustained demand. **Source : Reuters**

INDONESIAN CARGO VESSEL SEAJACKED IN ARABIAN SEA

At 16h42 UTC (13h42 LT) on 16. March 2011 the merchant vessel MV **SINAR KUDUS** (IMO: 9172507) was reported pirated en route from Singapore to Suez (Egypt) in position 14 21N and 059 25E while travelling 005 degrees at 6 kts. The attack happened around 300 nm northeast of Socotra Island and 250 nm South east of the Juzur al Hallaniyat (Kuria Muria) Islands of Oman at the region where the Arabian Sea of the Indian Ocean become the Gulf of Aden. NATO confirmed the seajacking. The Indonesian-flagged general cargo vessel of 8,911 dwt is listed to belong to SAMUDERA INDONESIA TBK PT as registered owner and is managed by SAMUDERA INDONESIA TBK PT, while SAMUDERA INDONESIA SHIP MANAGEMENT is the ISM manager - all residing at the same location in Jakarta, Indonesia. EU NAVFOR reported that details of the attack are not known at this time but initial reports from the crew stated that 30 to 50 pirates had boarded and taken control of the vessel. However, the European naval forces also stated that within 24 hours of the attack, the MV **SINAR KUDUS** was used to launch a further attack on the Liberian flagged Bulk Carrier MV **EMPEROR**. A skiff with 5 pirates on board was launched from the **SINAR KUDUS** and attacked the **EMPEROR** but was repelled by the armed force on the merchant vessel. The **EMPEROR** was subsequently reported to be safe. The MV **SINAR KUDUS** and the MV **EMPEROR** were registered with MSC(HOA), and were reporting to UKMTO. MV **SINAR KUDUS** remains in the hands of presumed Somali pirates. **Source : ECOP Marine**



The Netherlands Antilles Coast Guard cutter **P 811 PANTER** seen arriving in the port of Willemstad (Curacao), but during the retrieval of her fast support craft in the port entrance the support craft encountered engine problems as can be seen, (left) the crew can be seen looking at the fast approaching **DONA LUISA I** which was also inbound close behind the **PANTER**, the vessel just missed the fast rescue boat as can be seen below .



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

Baltic index dips for second straight day

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, fell for a second day on Tuesday in slower activity with the market still assessing Japan's earthquake. The index fell by 0.71 per cent or 11 points to 1,548 points. Prior to the move lower it had risen for 11 consecutive sessions.

Japan faced a potential catastrophe after a quake-crippled nuclear power plant exploded and sent low levels of radiation floating toward Tokyo, prompting some people to flee the capital and others to stock up on essential supplies. 'Overall, it's mostly a wait and see attitude in the market (due to the Japan quake),' said Sverre Svenning, director of research at broker Fearnleys.

'The grains shipment season from South America is putting a floor to panamax and supramax rates which is why they are performing better than capesizes.' Japan is a major importer of dry bulk commodities including iron ore and coal. Several ports, handling as much as 7 per cent of the country's industrial output, have sustained major damage from the quake, disrupting global supply chains and causing billions of dollars in losses. 'While the Japanese earthquake will likely have a longer term positive effect on the dry bulk market, the short-term effect will likely be negative as ports remain closed,' said Arctic Securities analyst Erik Nikolai Stavseth.

Dry bulk rates are likely to rise as Japanese power plants restock coal inventories and steel companies import more iron ore to rebuild damaged output, ship brokers and analysts said. 'In the longer term, reconstruction should boost demand for steel with potential for significant increases in raw material imports,' said Peter Norfolk, research director at freight broker FIS. The Baltic's capesize index fell 2.9 per cent on Tuesday, with average daily earnings dropping to US\$10,386 in a second session of modest falls. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. Before the rally in late February, the Baltic's main index - which tracks the cost of shipping key commodities such as iron ore, cement, grain, coal, and fertiliser - had fallen for four previous sessions, and in February, it reached its lowest in two years.

The Baltic's panamax index fell 0.47 per cent, with average daily earnings inching lower to US\$16,994. Panamax vessels usually transport 60,000-70,000 tonne cargoes of coal or grains. The Baltic's supramax index rose 0.39 per cent. Brokers said a pick-up in grain cargo activity due to South America's export season was still supporting panamaxes. While there are indications of some vessel cancellations and delays, analysts expect deliveries to gather pace between 2011 and 2012. 'We believe the dry bulk shipping market is likely to remain challenging for the foreseeable future, given the significant number of new shipyard deliveries,' Jefferies said. **Source : Reuters**

stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>	
SHORECRANES UP TO 208 M / TONS			
rhb	E-MAIL office@rhb.nl		TELEPHONE +31(0)10 429 94 33
	WEB www.rhb.nl		Rotterdam Portnumber 2157

Shipspotting Events 2011

18/06/2011 - Rotterdam Port Trip

Stevo is planning a boat trip around the Port of Rotterdam, to date the largest port in Europe. The trip will last for 3 hours for as little as €36,00 per person (unless we can hire another boat), for which we need a minimum of 12 people to be able to sail. As from 24 people we take 2 boats, which will give us some nice group photographs. As it is impossible to see the whole port, we need to limit this trip for which we give you the opportunity to give your preference.

- a) Cruise in the Waalhaven, where we sail in and out of docks and are able to see different types of ships.
- b) Cruise on the Maasvlakte where the Rotterdam giants call.

Kindly let us know your choice when registering, so that we can take your preference into account. [>> 7 spots open](#)

19/06/2011 - Flushing Roads Trip

We leave from Terneuzen to Flushing Roads, where we will drop anchors alongside the busy river. All ships to and from ports such as Flushing, Terneuzen, Ghent and Antwerp will pass us by within a few meters and also the deep-sea and the river pilots changeover will be observed close-by. Hopefully, we will be able to enjoy a pleasant day with a lot of vessel activity. People, not that keen on shipspotting are also welcome for this excursion. Enjoying a glass in the sun, good conversation on board of casting a line, in an attempt to catch a wonderful evening meal. >> [20 spots open](#)



The 62.395 grt [KALUGA](#) seen moored at the the buoy from Boca St. Michiel on Curacao with steering gear problems.

Photo : John Smit ©

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

Libya admits rebels seized oil tanker

Libyan authorities acknowledged on Wednesday that rebels have captured a state-owned oil tanker and forced it to dock in the eastern port of Tobruk. The [Anouar Ifrikia](#) (Lights of Africa) tanker was seized by "Al-Qaeda terrorists... who forced the crew to head for Al-Hrika port in Tobruk under the threat of arms," a source at the National Oil Corporation told AFP.

The vessel -- owned by a maritime company run by Libyan leader Moamer Kadhafi's son Hannibal -- is carrying 2,800 tonnes of fuel and was on its way from Greece to western Libya when it was hijacked off the coast of Derna, the source said.

Libyan opposition websites reported late Tuesday that an oil tanker had been seized by the rebels fighting to unseat Libyan strongman Moamer Kadhafi. Al-Jazeera television also broadcast pictures of the vessel docked at Tobruk.

"Bad use could turn this ship into a bomb," the Libyan oil source warned. **Source: AFP**

HELP TO JAPAN FROM US NAVY



Top : Sailors prepare supplies to be loaded onto helicopters aboard the aircraft carrier **USS Ronald Reagan (CVN 76)**. **Ronald Reagan** is off the coast of Japan providing humanitarian assistance to Japan



Left : **HH-60H Sea Hawk** helicopters from the **Black Knights** of **Helicopter Anti-Submarine Squadron (HS) 4** prepare to lift off after resupplying on the flight deck of the aircraft carrier **USS Ronald Reagan (CVN 76)**. Ships and aircraft from the **Ronald Reagan Carrier Strike Group** are conducting search and rescue operations and resupply missions throughout northern Japan. **Ronald Reagan** is underway off the coast of Japan to provide humanitarian assistance as directed in support of **Operation Tomodachi**.



supplies. **Photo's : US Navy**

Knights of **Helicopter Anti-Submarine Squadron (HS) 4** embarked aboard the aircraft carrier **USS Ronald Reagan (CVN 76)**, is embraced by a Japanese citizen after delivering humanitarian

Right : Chief Naval Air Crewman **Steven Sinclair**, assigned to the **Black**



Ships refuse to take cargo from India ports to Japan

India's trade with Japan has ground to a halt with ships refusing to pick up cargo bound for the far-eastern nation from Indian ports, Cargonewsasia reports. The Federation of Indian Export Organisations president Ramu Deora told Mail Today that ships were not accepting containers at Indian ports for Japan as a result of which no exports were taking place at present. A senior shipping industry official, said, "We all feel very sad over the tragedy that has struck Japan. Unfortunately, it is not the best place on earth to be in right now as they are still grappling with the nuclear crisis and aftershocks of the earthquake."

"This disruption can only be "temporary" and once the uncertainty over the nuclear radiation gets over normal ship movement to Japan would resume," he added. Deora said at the moment business is not uppermost on the minds of Indian exporters and they are more keen to donate blankets and medicines to help those affected by the earthquake-triggered tsunami and now face the danger of nuclear radiation. Deora said several exporters had got in touch with him to donate consignments of blankets to Japan as thousands of people were stranded in the freezing cold after the havoc wreaked by the killer waves. He said finance minister Pranab Mukherjee should waive excise duty on consignments of blankets and medicines, such as potassium iodide meant for Japan as this would facilitate the movement of these goods. These consignments should be treated on the same footing as donations to the Red Cross, he added. India-Japan trade was valued at US\$10.36 billion during 2009-10, out of which imports from Japan comprising goods, such as machinery, automobiles, steel and electronic goods accounted for \$6.73 billion. India's exports to Japan were valued at \$3.63 billion and consisted of goods, such as iron ore, fruits and others. India also signed a comprehensive economic partnership agreement (CEPA) with Japan last month to further boost trade and investment between the two countries. **Source : PortNews**

SWAN DISCHARGED JB-115



Early February Dockwise **SWAN** departed with the **JB-115** from Melbourne bound for Rotterdam where the vessel arrived last Tuesday, last Thursday the **SWAN** discharged the cargo as can be seen at the photo, observed by several DYP (Dockwise Young Professionals) - **Photo : Lisette Brussé ©**

MV HANNIBAL II released from pirate control

The Panama-flagged chemical tanker MV **HANNIBAL II**, hijacked on Nov. 11, 2010 some 860nm east of the Horn of Africa, was released from pirate control on 17 March 2011, EU Navfor press release said. The vessel and her crew of 30 are believed to be making for a safe port. The crew members are from Tunisia, Philippines, Croatia, Georgia, Russia and Morocco. The vessel had 31 crew members on board when she was taken but, as previously reported by the EU on the 17 December, EU NAVFOR joined the Combined Maritime Force (CMF) to evacuate a crew member after reports were received that he had a possible appendicitis. According to the owner all the crew members are safe and in good health. **Source : PortNews**

Beluga files for bankruptcy

Beluga Chartering, a core part of the Beluga Group, has formally filed for insolvency protection as Germany's KG houses and shipowners withdraw their tonnage from the troubled firm, Breakbulk reports. In a statement, Beluga Group GmbH said the management board of Beluga Chartering GmbH today announced that they were advised to petition for the opening of insolvency proceedings and have done so at the local court in Bremen earlier today. "The isolated insolvency filing of Chartering follows the discovery of material irregularities relating to revenues and liquidity, details of which have been notified to the relevant authorities," the statement read. Chartering's parent company, Beluga Group Gmb and certain other key subsidiary companies continue to operate outside insolvency.

HCI Capital alone had taken 20 vessels out of the Beluga fleet and these are in the process of being transferred to Hammonia Reederei, which is jointly owned by HCI, Peter Döhle and GE Transport Finance. Christina Hoke, HCI spokeswoman, said the company had cancelled its contracts with Beluga with immediate effect. The decision was not directly related to the allegations of fraud and false accounting made against the Beluga directors and management, particularly founder and owner Niels Stolberg, she said. "The situation at Beluga is not sounding very healthy and we have to safeguard our investors. It is more a calculation based on economic reasons."

There were still talks going on between the KG houses about the possibility of a pool of vessels created from the Beluga ships, she added. "We are looking at what is best for the future." HCI is not the only one to withdraw tonnage; Blue Water Capital and Oltmann are also believed to be transferring their vessels. Reports suggest that around 40 vessels are already being withdrawn. Meanwhile, Stolberg was reported to have appeared before the Public Prosecutor's office in Bremen. Oaktree Capital Management, the US investment firm which has taken control of Beluga, is believed to have asked the owners to take significant cuts in charter rates. An earlier Oaktree statement said it had been informed that Beluga would need additional funding in February 2011, which had been given by Oaktree "after a brief period of diligence". But when it wanted to know more details about where the new money would be needed, "significant financial irregularities" came to light. **Source : PortNews**

Amsterdamse Coentunnel door Rotterdamse haven

Vanmiddag (19 maart) verlaat het eerste gedeelte van de **Tweede Coentunnel** het Bouwdok in Barendrecht voor een transport door de haven van Rotterdam, over de Noordzee naar het Noordzeekanaal. Het gaat om een betonnen tunnelelement van 178 meter lengte en 30 meter breedte. Transportleider is **Mammoet Maritiem**.

De **RT Magic** sleept het element door de Oude Maas. De sleepboot van Kotug wordt achter bijgestaan door twee stuurboten en een duwboot. Op de Nieuwe Waterweg komt de **RT Adriaan** naast de **RT Magic** en haakt de duwboot af.

Het transport is om 17.15 uur besteld voor de Spijkenissebrug en om 18.15 uur voor de Botlekbrug.

In totaal gaat het om vier tunnelelementen. De andere delen worden de komende drie weekenden naar Amsterdam vervoerd.

CASUALTY REPORTING



MULTRASHIP
TOWAGE & SALVAGE

www.multraship.com +31 (0) 115 645 000

Bulker goes aground off Tristan da Cunha

A 75,000 tonne bulk carrier, **OLIVA** (75,208-dwt, built 2009), has gone aground off Spinner's Point on the northern



end of Nightingale Island, one of the Tristan da Cunha group of islands. Tristan da Cunha media is reporting that all 22 crew are safe and ten of these have been transferred across to the Cape Town fishing vessel **EDINBURGH**, which is standing by to assist further if required. At midday today (Thursday) the Cape Town-based salvage tug **SMIT AMANDLA** is leaving for

the island to attempt a full salvage. The tug is due at the island on Monday, 21 March and in addition to the salvage team is carrying a naval architect and an environmental adviser. **Oliva** was on a voyage from Brazil to Singapore carrying a cargo of soya beans. The ship is Greek owned and is registered in Malta. At this stage there are no reports of pollution from the grounded vessel, which has been described as 'well and truly' fixed on the rocks. Four of the ship's ballast tanks, which were empty at the time, have been damaged. The **Smit Amandla** is carrying an environmental adviser who will be able to assist the Tristan authorities with advice should pollution from the ship become a problem. Of interest here is that the Tristan government has expressed concern over the possibility that rats from the ship may get ashore, but has have been assured by the vessel that none are aboard. **Oliva** ran aground at 04h30am on Wednesday morning. Thursday the weather over the island was reported to be worsening and plans were being made to take the balance of the crew off the ship. – acknowledgement to own source in SA and www.tristandc.com Source : ports.co.za

SHIPYARD NEWS



TOS 
Transport & Offshore Services

Global Ship Delivery & Crewing Solutions

www.tos.nl

Japan's shipyards remain intact after quake

Japan's major shipyards escaped the full impact of the March 11 earthquake and tsunami that struck the northeastern coast of the country with full force. An official at the Japan Ship Exporters' Association said the devastating natural disaster "will have no impact on future export ship orders at all."

Although several small shipyards in the quake-hit areas were affected, major Japanese shipyards that build large vessels for exports are concentrated in western Japan and remain intact, the official said. Mitsui Engineering & Shipbuilding sustained "slight material damages" in the company's Kasai Center and Chiba Works but did not consider such slight damages would cause serious impact on operations.

"The rotational schedule of interruption of power supply due to the earthquake may affect our operation at our works and subsidiaries. However, the degree of the impact is not known now," the company said in a statement. Japanese export ship orders rose for the 15th consecutive month in February on a year-on-year basis, increasing 35.4 percent to 519,670 gross tons, according to figures released this week by JSEA.

The year-on-year pace of growth slowed for the first time in three months and was significantly slower than 218.5 percent in January, which was in comparison with a very slow month a year earlier, still affected by the global recession. In February, Japanese shipbuilders received orders for 12 export ships -- all bulk carriers. The 12 ships total 221,496 compensated gross tons. In the first 11 months of fiscal 2010, which started in April 2010, Japanese export ship orders totaled 11,392,260 gross tons, up 110.5 percent from the same period of the previous fiscal year.

Japanese shipbuilders received orders for 277 export vessels -- 259 bulk carriers, 10 oil tankers and eight general cargo vessels -- in the April-February period. The 277 ships total 5,078,510 compensated gross tons. **Source : PortNews**



Above seen the accommodation vessel **EDDA FIDES** fitting out at Vigo, Spain, on 12 March 2011.

Photo : Capt. Jose Luis Diaz Campa ©

Sinopacific Shipbuilding kicks off construction of two lead ships

Yangzhou Dayang Shipyard, an affiliated yard of Sinopacific Shipbuilding Group, started building two lead ships in March. One of them is the bulk carrier Crown 63 (63,500DWT), classified under BV register and self designed by Sinopacific; Another is the LPG vessel Tiger 12000 (12000m3) built for an Iranian ship owner, which is classified under Norway's DNV register and China's CCS register.

A new generation Supramax bulk carrier, fully developed by Sinopacific with independent intellectual property and the most advanced ship design, Crown 63 boasts an overall length of 199.99 meters, breadth of 32.26 meters, depth of 18.50 meters, scantling draft of 13.30 meters, deadweight capacity of 63,500 tons and service speed of 14.5 knots. Compared with existing commercially available 58,000-DWT Supramax bulk carriers, Crown 63 delivers a 9% increase in load capacity and 13% saving in fuel consumption without sacrificing speed. Crown 63 has received BV's Green Passport, meeting the ship owner's demand for fuel efficiency and environment friendliness. During the international financial crisis of 2009, these advantages allowed Crown 63 to win an order of 16 ships, the largest order among international ship owners. With overall length of 138 meters, breadth of 21.60 meters, depth of 11.90 meters, scantling draft of 9.30 meters and service speed of 15.5 knots, LPG vessel Tiger 12000 can be used to transfer toxic, combustible and hazardous goods like propylene, propane, butane, acetaldehyde, poly-oxygen propylene aether and ether. The LPG vessel is widely recognized as a high-end ship, characterized by high technology, high value-added and with high construction difficulties. Sinopacific Dayang Shipyard has accumulated abundant experience in building this type of ship, to-date having built three 16,500 m3 Semi-refrigerated Semi-pressurized **Source: Oil Online**

ROUTE, PORTS & SERVICES



The **WG TASMAR** seen in the port of Cape Town – **Photo : Aad Noorland ©**

DP World to invest US\$50mln in Dominican port

President Leonel Fernandez headed the ribbon cutting for the second stage of the Caucedo Multimodal Port, built at a cost of more than US\$50 million, Dominican today reports . The port's second phase adds an additional linear 300 meters of pier, which its managers say will increase its capacity to handle containers by 25 percent. It features a depth of 41 feet, two additional broad yield mobile cranes in addition to yard 6 cranes and other auxiliary equipment.

The facility's operator Dubai World Ports, which manages 49 terminals around the world and increased its operations 23 percent in 2009, compared to 2008. In terminal received more than 1,300 cargo ships in 2010, handling more than one million containers The First lady Margarita Cedeño Daisy and DP World Ports Council president Amhed bin Sulayem accompanied Fernandez. **Source : PortNews**



Seamanship

Whatever the ship. Wherever delivered.

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.



www.redwise.com info@redwise.nl

James Fisher may sell some of its marine vessels

British marine services provider James Fisher and Sons might look to sell some of its larger vessels from its marine oil business, due to reduced demand and low freight rates. 'We may well sell some more assets. (The marine oil unit) is not a major part of the business anymore. We've been shrinking it,' chairman Tim Harris said in an interview on Tuesday.



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

The unit, which runs tankers, used to contribute more than half of the company's total profit, but posted a loss in 2009 after the global economic crisis hit cargo volumes and freight rates. It returned to profit this year as demand for its smaller vessels recovered to pre-recession levels. However, freight rates are expected to remain pressured in 2011 as fleet supply gathers pace.

James Fisher, which spent about UKpounds 21 million (\$43 million) on acquisitions in 2010, plans to focus on expanding its specialist technical business that helps in ship-to- ship oil transfers, its offshore oil unit, and submarine rescue service. The company, whose clients include BP , Total, and Technip, is also looking to expand further into emerging markets through bolt-on acquisitions. 'Our business - why it has been growing - is because we are less

focused on the United Kingdom and more focused on the emerging markets and those markets in our view are still producing well,' said Mr Harris. **Source : Reuters**



The Antigua & Barbuda registered General Cargo Ship " **LILLY MITCHELL** " of 5401 d.w.t, Built in 1993 at Germany, **ex BCL.Joanna**, seen entering Valletta, Malta, after Sea Trials, on the 15-03-2011 - **Photo : Gejtu Spiteri ©**

SMIT Marine Projects installs first Westside caisson for Bacalan Bridge

SMIT Marine Projects is proud to announce the successful completion of the installation of the first of three caissons for this year's Marine works for the construction of the prestigious Bacalan-Bastide Bridge in Bordeaux, France. The tow-out and installation of caisson "**Ilot Aval**" on the West river bed went very smoothly, despite difficult conditions on the Garonne River – with strong currents, rapid tidal changes and the hazards of floating debris. Therefore the project team selected two highly manoeuvrable ASD tugs "**Union Wrestler**" and "**Fairplay 31**" assisted by B Class multi-purpose vessel "**SMIT Bison**" for this work programme.



The installation of each caisson is divided in four distinct phases: tow-out of the caissons from the dry-dock, a 4 km tow to the bridge site, mooring on location and, finally, the positioning and installation of each caisson. Due to the presence of a number of areas of relatively shallow water, the 4 km tow is divided into two stages. The entire spread is moored for a period in a special, pre-laid mooring system, to await a favourable tidal direction and sufficient time to

complete the tow to location. Upon arrival at site, both towing tugs are connected to another pre-laid mooring system, with Smit Bison providing assistance. Each caisson is then connected to the shore by means of an independent winch arrangement, for accurate positioning against pre-installed guidance poles. At this moment preparations are underway for the installation of the remaining two caissons, which will be installed in the coming days.



In June 2010 three identical caissons were successfully installed by **SMIT Marine Projects** but then on the opposite side of the Garonne river. After fabrication of the remaining 3 caissons was finalised around year end of 2010 the installation campaign unfortunately had to be postponed due to local strikes in the port of Bordeaux prohibiting the caissons from being towed out from the dry dock. Installation completion of the remaining two caissons is scheduled for end of March 2011. **Photo's : Van Nispen fotografie - www.fotograaf.org ©**

MSC to increase Asia-Oz rates US\$250/TEU on April 15

THE Mediterranean Shipping Co (MSC), the world's second container carrier, has announced it will increase its Far East-Australia freight rates by US\$250 per TEU from April 15.

The increase will apply to all trades from China, Korea, Taiwan and Hong Kong to Australia, reported American Shipper. MSC currently runs two Far East-Australia services. The first is the Wallaby loop, jointly operated with Maersk. The second one is Panda loop, which MSC acts as a slot buyer on the CAS/AAS string run by APL, Evergreen, Hapag-Lloyd and Hyundai Merchant Marine. **Source : Schednet**

Shippers see Japan ports able to keep cargo flowing

Shipping companies are confident of keeping goods moving through Japan's ports, using spare capacity at the largest ones to deal with cargo displaced from those devastated in last week's earthquake and tsunami. The automotive and technology industries have been spooked by fears that supplies of key components such as semiconductors will be disrupted by the closure of plants and power shortages. Japanese ports handled some 19 million units -- measured in twenty foot boxes -- of container shipments last year. As much as 7 percent of that had been shut off after the 9.0 magnitude quake and tsunami hit northern Japan. At this point, it looks like any problems in the supply chain will be at the factories themselves, and with the infrastructure for getting goods to the ports for shipping, as the ports worst hit handled less cargo. Trade to the West is driven by consumer goods and manufactured items like car parts. Eastbound container trade includes paper and plastics exports from Europe as well as electrical component items from other places in Asia. "I don't think the earthquake or tsunami will have a serious impact on the overall container market in Japan," Truong Bui, a Japan container expert at Drewry Shipping Consultants said.

There is sufficient capacity in Tokyo to handle containers from the affected regions of Japan and although there have been some electricity shortages, the capital's container terminals are back in operation, Truong said. "There was no major damage on the cranes, yards or ports because they were built to sustain an earthquake. In terms of operations, they are back to normal," he added. Reconstruction at some of the 13 ports severely damaged by the quake is already underway, with some operations due to resume soon, a government official said. Container freight consultancy group Alphaliner said at least six medium-sized container ports were reported to be badly damaged and would be out of operation for the next few months. The ports of Hachinohe, Ofunato, Sendai, Onahama, Hitachinaka and Kashima were all affected, although they handled less than 2 percent of Japan's total container volumes, Alphaliner said.

BACK TO NORMAL

Singapore-based shipping group Neptune Orient reported some early disruption in Yokohama due to power outages and a brief closure of its Tokyo office, but said business was now back to normal. "We operate marine terminals in Kobe and Yokohama where our ships call. They are fully functional and cargo operations are ongoing," Neptune Orient spokesman Mike Zampa said on Thursday, adding it was too early to say if volumes were below normal. Maersk Line, a unit of Danish shipping and oil group A.P. Moller-Maersk and the world's biggest container shipping company, suspended service to the ports of Sendai, Onahama and Hachinohe which were hit by the tsunami. But it said that the ports in Tokyo, Yokohama, Nagoya, Kobe, Osaka and Hakata were safe with no damage reported to its equipment there and it was operating as normal from these. "It is still possible to book cargoes from Japan. In the north, ports and terminals have been hit. There is some industry up there, and that is obviously impacted, roads have been hit so cargoes are not moving," Maersk spokesman Michael Storgaard said. Korea's Hanjin Shipping told a similar story. It said it had seen little impact on its container traffic to Japan through its terminals in Tokyo and Osaka. Hanjin's shipping between South Korea and Japan accounts for only 1 percent of its total business and its trans-Pacific shipping that passes through Japan was unlikely to be affected, a spokeswoman for the group said. Korea's other large shipping group STX Pan Ocean said it did not operate to Japan. **Source: Reuters**

Boskalis reports record result for 2010



The BOSKALIS TSHD **SHOREWAY** seen passing several SMIT tugs which are transporting the **JB-115** from the Caland canal towards the Botlek as seen last Thursday – **Photo : Kees Torn ©**

Royal Boskalis Westminster N.V. achieved a record result in 2010, with net profit rising 36% to an all-time high of € 310.5 million (2009: € 227.9 million). Revenue growth of 23% to € 2.7 billion represented another new record (2009: € 2.2 billion). This exceptional performance was partly attributable to a very strong operational year as well as the contribution from SMIT Internationale N.V. following the acquisition. The operating result (EBIT) rose by 61% to € 401.9 million (2009: € 249.3 million). Our core Dredging & Earthmoving activities achieved an exceptionally strong result, partly due to the good quality of the projects in the order book, a successful operational year and the settlement of a number of projects. The result also included a pre-tax gain of € 33.6 million in connection with the settlement of a number of long-running insurance and other equipment-related claims. In addition, the operating result (EBIT) included a contribution from the SMIT business units of € 72.1 million, net of one-off acquisition-related expenses. The result from the SMIT activities was lower compared to the same period of last year.

The total order book, including the SMIT order book, stood at € 3,248 million at the end of 2010 (end-2009: 2,875 million).

Peter Berdowski, CEO:

"It is with some pride that we look back on a historic year. 2010 marked the Boskalis centenary and it was also the year in which we successfully joined up with SMIT. On top of that, 2010 was an exceptionally good year from a financial perspective.

Last year our dredging activities clearly reaped the benefits of our selective project-contracting policy that we pursued over the past few years, which enabled us to realize the highest ever margins on work from both the order book and from older projects that we settled. All this was achieved in deteriorated market conditions - the volume of work in the market stagnated whilst capacity increased. Nevertheless, market prospects for the medium term are favorable, mainly due to large-scale investment plans in the oil and gas industry and global developments in the ports sector.

The addition of SMIT is delivering a good contribution to the result. The enthusiasm and speed with which both organizations are now working together is also important. To provide the group with focus in its new composition and to set priorities with regard to our growth ambitions, we have drafted a new three-year business plan which we will be presenting in the near future. This plan lays the foundation for the further expansion of our great company."

Arabs invest in Argentina's port of Buenos Aires

Argentine President Cristina Fernandez announced that the United Arab Emirates (UAE) will invest US\$300 million on works to further enlarge the port of Buenos Aires. She said this at the official ceremony for the opening of the the new cruise ship terminal of the Buenos Aires City port and highlighted "the importance of boosting tourism, which contributes to Argentina's growth and creates jobs."

The terminal was built as a docking station for large cruise ships and increases the amount of tourists that visit the city. The improvement works cost US\$90 million, port sources said. "The City port will be the most important one in South America. This is to show everybody how beautiful Buenos Aires is. It is very important that we support tourism. Every tourist that arrives in Buenos Aires creates seven new jobs", she said. **Source: Nam News Network**

Hamburg Süd expands North America West Coast service to include Hamburg

At the end of a one-month journey, the **CAP PALMERSTON** was the first ship in the expanded North America West Coast (WAMS) service operated by Hamburg Süd to reach the Port of Hamburg yesterday. The vessel was handled and cleared at the HHLA Container Terminal Burchardkai. The journey through the Panama Canal and on to Europe covered a distance of about 10,000 nautical miles.



The WAMS service has been linking the North American west coast and Central American west coast, including Mexico, with Cartagena in Colombia since the beginning of the year 2010. The expanded service now also includes Hamburg and some other ports in northern Europe. In 2010, Hamburg's container traffic with North and Central America increased by almost 16 per cent compared with the previous year. On the occasion of the inaugural arrival of the new service in Hamburg, Jörg Pollmann, Port Captain of the Port of Hamburg, presented the captain of the **CAP PALMERSTON**, Mario Pamute, with the Admiralty coat of arms of the Port of Hamburg. Representatives of Hamburg Süd and Port of Hamburg Marketing were also on board to welcome the new

service.

"By including Hamburg in the expanded WAMS service, Hamburg Süd can now offer a fast, direct connection with comprehensive port coverage between northern Europe and the U.S. west coast. Moreover, the inclusion of the two

hub ports of Tangier and Cartagena provides outstanding connections to the Caribbean Basin, the east and west coasts of South America and the eastern Mediterranean, the Middle East and the Indian subcontinent," explains Uwe Gaede, Director Area Germany, Marketing and Sales for Hamburg Süd. The expanded service will use ten ships with a capacity of 1,700 TEU each. Hamburg Süd will contribute eight units, and CCNI two. The complete rotation of the service takes 70 days and includes the following ports: Hamburg, Le Havre, Cartagena, Long Beach, Oakland, Seattle, Vancouver, Oakland, Long Beach, Manzanillo, Lazaro Cardenas, Puerto Quetzal, Cartagena, Tangier, Rotterdam, Tilbury and back to Hamburg.

TS Lines offers box shipping service to Myanmar

HONG KONG's TS Lines (TSL) has added Myanmar to its container shipping network by starting a new loop that links Singapore and Port Kelang to Yangon. The service is operated by a 954-TEU vessel sublet from Far Shipping, called the West Scent.

In order to offer several weekly sailings to Myanmar, TSL has also purchased slots on Samudera's YGX service, the PDZ Singapore-Malaysia-Myanmar feeder service, and on the Straits-Yangon service operated by state-run Myanmar Five Star Line, reports Alphaliner.

It added that TSL's port network coverage serves ports in Asia, Australia and the US. **Source : Schednet**



The **TAHIR KIRAN** seen outbound from Rotterdam passing Maassluis – **Photo : Rik van Marle ©**

Maersk Ships to Avoid Japanese Radiation Zone

Ships will not enter offshore area close to overheating nuclear plant

Maersk Line ships will not enter or pass through an offshore area close to an overheating nuclear plant in Japan, the Danish carrier said Thursday. "We have defined an exclusion zone -- off shore from the Fukushima nuclear power plant -- where vessels are not to enter or transit," said Maersk spokesman Michael Christian Storgaard.

"As long as it is considered safe, Maersk vessels will continue to call Japan." He told Reuters that the exclusion zone was a minimum of 18 miles. "We are monitoring the situation and it might change." Japan's Fukushima nuclear

complex has been torn apart by four explosions since an earthquake and tsunami hit on March 11 and has been emitting radiation.

Maersk is not monitoring radiation levels aboard its ships as of now, but is heeding the bulletins issued by the various Japanese port authorities on the levels of radiation at their ports, said Mary Ann Kotlarich, a spokesperson for Maersk Line in the U.S. Last week's earthquake and tsunami hit Japanese ports, although shipping companies expect to use other terminals not disrupted by the disaster.

Maersk's main liner services to Tokyo and other larger container ports have not been directly affected by the radiation, but feeder lines serving smaller ports in Northern Japan are likely to be affected, Kotlarich said. "Number one, can they call the ports? And number two, can they get the cargo if they can get into those ports?" she said.

Source : [The Journal of Commerce Online](#)

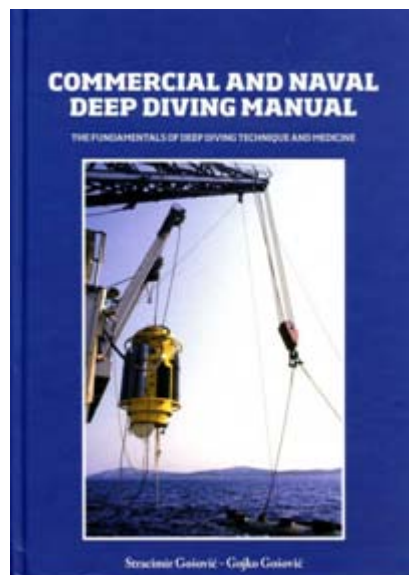
China Shipping shows strong 2010 profit

China Shipping Development posted a 61.2% jump in net profit for 2010 over the previous year from higher shipment volumes. Net profit rose to RMB1.72bn (\$261.76m) last year compared to RMB1.06bn in 2009. Revenue also improved to RMB11.28bn as against RMB8.73bn the previous year. The Hong Kong-listed firm's coal shipments, oil shipments and other bulk shipments all witnessed higher volumes at 269.72bn tonne-nautical miles, an increase of 21.7% year-on-year. China Shipping Development is anticipating growth due to rising demand for oil from China, though a lot of uncertainties still remain. "Despite demand from domestic and international shipping market which will continue to grow, over capacity of global fleet will still be grim and international oil price will continue to remain high," it said in a statement. The company is slated to take in 26 new vessels including four tankers and 22 bulk carriers with a total tonnage of 3.19m dwt. As at 31 December 2010, the company owned 176 vessels with a total tonnage of 11.37m dwt.

Source : [Seatrade Asia](#)

COMMERCIAL AND NAVAL DEEP DIVING MANUAL

At the end of 2010 Dr Stracimir and his son Dr Gojko Gosovic published their in English translated book **COMMERCIAL AND NAVAL DEEP DIVING MANUAL**, in which the fundamentals of Deep Diving Technique and Medicine are described.



The content of the book directs itself on modern deep diving with a Deep Diving System (DDS) at a depth of over 50 meter (165 feet). During deep diving, divers utilize two-or three-component oxygen depleted gas mixtures. In relation to depth, diving between 60 and 200 meter is considered as a standard deep dive; dives over 200 meter are categorized as dives at exceptional depth. Deep diving can be divided into short-term (bounce) diving and saturation diving.

The hardbound book contains 485 pages (dimensions 25 x 18 cm / 10"x 7,5") and describes on a very comprehensive way the techniques, the operational and medical aspects of modern deep diving and is provided with many drawings, pictures tables and schemes.

The book is comprised of three parts. The first deals with the general principals of contemporary deep diving, related to both bounce- as well as deep diving. The second part systematically examines the technique and technology of bounce diving; the third part is dedicated to saturation diving.

The intention of the authors is to bring deep diving closer to its readership, primarily to the present and future generation of deep divers. In their approach, the authors placed key emphasis on the acquisition of general and specific knowledge in the fields of medicine, deep diving techniques, the application of safety measures, the provision of specific and general medical aid and the mandatory application of diving discipline, without which safe and efficient diving is impossible. The attitudes, expressed in this book are based on concrete research and recommendations issued by authorized national and international institutions, like the US Navy, the Russian Federation Navy, the

International Marine Contractors Association (IMCA) and the Diving Medical Advisory Committee (DMAC). References to and quotes of relevant IMCA publications form an integrated part of the extensive information in this book.

The book (ISBN Number 978-953-7354-09-1) can be ordered at;
NAUTIEK, Van Polanenpark 182; 2241 RW Wassenaar, The Netherlands
Phone +31 (0) 7051 14740; Fax +31 (0) 5051 78396
Email: nautiekvof@planet.nl
Web : www.nautiekdiving.nl

The price is Euro 82,50, excl. V.A.T., -packing and -postage by mail.

Order form.

Undersigned(name), on behalf of(company)
Orders herewith (amount) of copies of the book COMMERCIAL AND NAVAL DEEP DIVING MANUAL
Address Date
Postcode and City
Country
Phone number Signature
Email address
V.A.T. identification number (if applicable)

Professor Stracimir Gosovic, Md, PhD (born on December 25th 1927), is the founder and was for many years the director of the Department for Underwater and Hyperbaric Medicine of the Navy Medical Institute in Split, Croatia. He was founder of contemporary underwater and hyperbaric medicine on the area of ex Yugoslavia. He started with hyperbaric medicine as a scientific and medico-clinical discipline in 1969 and with contemporary deep diving activities, including open sea saturation diving in 1977. In the time between, modern navies before the Yugoslav Navy accepted saturation diving technology that was until then practised only by the US Navy and the Marine Nationale Francaise. Gosovic also organized the modern Submarine Rescue Service and Training Centre in Divulje (Split).

During his very long career he wrote and published 120 professional and scientific papers and nearly ten book as single author and participated in writing more books, manuals and university textbooks. Amongst others he wrote "Ronjenje u Sigurnosti" . This book went through five updated and expanded editions in the Croatian language during the period 1971 – 1991. This book was translated in English under the name "Safe Diving" and published in 1993 by Best Publishing Company. Gosovic published in 1997 the "Croatian Military and Professional Diving Manual", in which the fundamentals of Naval and Underwater Medicine are described. In 2000 he wrote the book "Protection of the Respiratory System"

At the end of 2010 Dr Stracimir Gosovic and his son Dr Gojko Gosovic published their – in English – translated book "Commercial and Naval Deep Diving Manual".

OLDIE – FROM THE SHOEBOX



Received the above photo of the **WORLD CHARITY** from **Harry Stott**. Since we couldn't find her details in the databases we turned to **Auke Visser's** website for the information.

A must for any "Tankerman".

Have a look at: <http://www.aukevisser.nl/t2tanker/id252.htm> for the history of the vessel

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>

.... PHOTO OF THE DAY



The **SEVEN ATLANTIC** visited last Wednesday for a short stop the port of Den Helder, on the left is seen Vroon's **BASE EXPRESS** a regular visitor to Den Helder
Photo : Tom van Oossanen ©