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



**The Singaporean flagged HOEGH CHIBA seen moored last Saturday at the Pasir Panjang Car terminal in Singapore - Photo : Piet Sinke ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **THOR LEADER** seen anchored off Santos – Photo : Marcelo Vieira ©

## UN Blocks Formation Of Local Coast Guard

March 26, 2011: Over the last week, the AU (African Union peacekeeper)/TNG (Transitional National Government) offensive has cleared Islamic radical fighters from over a third of the city. Al Shabaab, and its smaller allies, have lost the ability to stand up to these advances. At most, the Islamic radicals can delay the advance with snipers and the occasional ambush. The civilian population is largely hostile to the Islamic radical groups, and are more likely to provide accurate information to AU/TNG forces.

On the Kenyan border, heavy fighting in the town of Doble. For the last year, Hizbul Islam fighters have fought with their al Shabaab rivals over control of the road that goes through the town. The two groups argued over who should control the road, which carries much of the foreign aid and trade goods coming into the country. The fighting weakened both groups, and allowed TNG forces to move in and clear out all the Islamic radical fighters. The government forces now control most of the town, and the road. This has allowed more drought relief aid to get into the country.

India has increased coast guard patrols off its west coast, and more navy ships are patrolling out into the Arabian Sea (that part of the Indian Ocean between India and the Arabian Peninsula.) In the last six months, the Indians have arrested over a hundred pirates and taken several mother ships. Al Shabaab has banned the use of money transfers via cell phones, saying this results in unIslamic banking practices. The use of cell phone accounts to store and transfer

money has been a boon to undeveloped areas that lacked banks. Al Shabaab leaders seem, like their 1990s Taliban counterparts in Afghanistan, to compete in coming up with new bans that will make the Islamic radicals more unpopular.

March 23, 2011: In Mogadishu, several mortar shells fell in the largest market (Bakara), killing seven and wounding over twenty. This huge market has come to be considered neutral territory, although various clans and political groups have fought to control it in the past. Al Shabaab used to set their mortars up among the market crowds, to discourage peacekeepers from firing back when fire was detected coming from the market. The peacekeepers would fire back anyway, much to the annoyance of al Shabaab. Many civilians have been killed or injured in these actions.

March 18, 2011: In Mozambique, large fishing ships are refusing to go to sea unless the government does something about the Somali pirate threat. There are not believed to be a lot of Somali pirates operating that far south. In fact, it may be only one pirate gang, operating one mother ship. But the pirates like to go after large fishing ships, as they make good mother ships for attacks on even larger merchant ships.

March 16, 2011: The United States and UN has persuaded Puntland to withdraw backing for a thousand man coast guard force, trained and led by foreign mercenaries hired by shipping companies. The UN feared that the mercenary trained force would violate the arms embargo against Somalia, and that a more effective combat force in Somalia might fall under the control of a warlord seeking to become the new dictator of Somalia (the last one was driven from power two decades ago). Actually, the training contract in Puntland is only "suspended", as local officials want the mercenary trained coast guard force, as it appears to be the only way to control the thousands of gunmen working for pirate gangs and warlords. The UN is unable to get many countries to supply peacekeepers for Somalia either.

Pirates hijacked a 7,700 ton bulk carrier (**MV Sinar Kudus**) off the Somali coast. Instead of heading for an anchorage off the Somali coast, the pirates have forced the crew to head out to sea. Apparently up to fifty pirates are going to use this small merchant vessel as a mother ship. The anti-piracy patrol is now searching for this ship, apparently with the intention of sending commandos aboard to regain control. In the meantime, the pirates on the **Sinar Kudus** tried to take a larger merchant vessel, but were repelled by armed guards on board. **Source : [strategypage.com](http://strategypage.com)**



The 3<sup>rd</sup> Element (out of series of 4) for the new to built 2<sup>nd</sup> Coentunnel was transported from Barendrecht to Amsterdam, above seen Handling the mooring wires before start transport, with assistance of the multipurpose vessel Mammoet **JUMBO**. The transport was executed by the **RT MAGIC** as the leading tug, **RT CLAIRE** stern tug, **RT STEPHANY** stern tug and pusher tug Mammoet "**DIENI**", **RT ADRIAAN** was connect just before start Nordsea trip Hook of Holland – IJmuiden. **Photo : Jos Leentvaar ©**

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# NEXUM

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Allseas **SOLITAIRE** departed from Rotterdam-Caland canal – Photo's : Rik van Marle ©



## STATUS OF SEIZED VESSELS AND CREWS IN SOMALIA, THE GULF OF ADEN AND THE INDIAN OCEAN

As per 27. March 2011, 21h30 UTC, at least 43 foreign vessels plus two barges are kept in Somali hands against the will of their owners, while at least 674 hostages or captives - including a South-African yachting couple as well as a Danish yacht-family with three children and two friends - suffer to be released. But even EU NAVFOR, who mostly only counts high-value, often British insured vessels, admitted now that many dozens of vessels were sea-jacked despite their multi-million Euro efforts to protect shipping.

Having come under pressure, EU NAVFOR's operation ATALANTA felt now compelled to publish their updated piracy facts for those vessels, which EU NAVFOR admits had not been protected from pirates and were abducted. EU NAVFOR also admitted in February 2011 for the first time that actually a larger number of vessels and crews is held hostage than those listed on their file. Since EU NAVFOR's inception at the end of 2008 the piracy off Somalia started in earnest and it has now completely escalated. Only knowledgeable analysts recognized the link. **Source : Ecoterra**



This view of one of Lyttelton's main streets shows earthquake damage to three historical buildings. On the left the well known British Hotel ([an old haunt of seafarers worldwide](#)) on the right hand side of this is the [Lyttelton Times Newspaper](#) building now converted to a coffee shop and on the extreme right the damaged [Lyttelton Maritime Museum](#). Engineers are currently inspecting the buildings to decide their fate. **Photo : Alan Calvert ©**

## Qatar denies seizing Iran arms ships

Qatar on Sunday denied press reports that it had seized two Iranian boats carrying weapons in the Gulf amid mounting tensions in the strategic region. "The reports about the seizure in territorial waters of two Iranian boats loaded with weapons are inaccurate," the official QNA news agency quoted an interior ministry spokesman as saying.

The Kuwaiti electronic newspaper Al-Aan had reported that the two Iranian boats were intercepted off the Al-Zubara coast, in the northeast of Qatar, and close to the country's territorial waters with Bahrain. The newspaper's sources provided no details on the crew, the date of the operation or the destination of the boats. Sunni-ruled Bahrain, where Shiite-led protests broke out on February 14, accuses Shiite-led Iran of meddling in its affairs and elements of the Bahraini opposition of links with foreign powers. **Source : Google / AFP**

## Tug boat Marina 26 & Barge Marine Power 3301 Hijacked



Tresya of **Primarina Trading Pte Ltd** of Singapore is having a devastating story on piracy to share with the newscippings readers on the contrarily note. A few days ago, they received a call from their tug **Marina 26's** captain that they are in the middle of the sea heading towards Natuna island (Indonesia) on a fishing boat. Apparently, they have been hijacked by pirates on the 22nd of March, just off

Tioman Island (Malaysia). After 2 days of heading east and being held hostage, they (the pirates) left our crew on life raft floating in mid sea. The crews were rescued on the 26th night by a passing by fishing boat and they are now safely onshore at Natuna island. According to the Captain, the pirates have repainted the tug green. Thus, we are sure that their intention is to take the vessels rather than asking for ransom.

All relevant authorities are informed, including the insurer at this point. It was devastating when we learnt about the news and that there seems to be very little for us to do to help. Tresya hopes that perhaps through this newscippings / network, she will be able to spread the news so that other shipowners are aware and be more vigilant to fight against piracy. Even better, to look out for suspicious vessels that are put up for sale especially in the Philippines and East Malaysia (where the pirates are seemingly sailing towards).



**Anybody who has news / information please contact Tresya at [tresya@gmail.com](mailto:tresya@gmail.com)**

The advertisement features a collage of images related to maritime equipment and services. On the left, there are yellow lifting cranes. In the center, there is a logo with an anchor and the text 'DNV 2.7-1'. On the right, there is a large ship with a crane. Below the images, the text reads: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting' and 'Nijverheidsweg 21 - 3161 GJ Rhon - Tel. +31-(0)10-5018000'. At the bottom, it says 'VLIERODAM B.V. - THE NETHERLANDS - [www.vlierodam.nl](http://www.vlierodam.nl)' and includes a small logo with the letters 'VRD'.



The **WEZA** connecting to the tanker **CAP PHILIPPE** for tanker pull back operations during loading from the SBM – buoy. Photo : capt.Geert Dijkema ©

## Maersk building on future of global trade

Maersk recently took the spotlight of the world of global container trade, with its mammoth order for 10 vessels, code-named Triple E, able to carry 18,000 TEUs each for a price tag of \$5.4 billion (including 20 more ships as option), to be built by Daewoo Shipping & Marine Engineering.

The ships will be the world's largest and most efficient and are scheduled for delivery starting in 2013 and until 2015. Hellenic Shipping News Worldwide spoke with Anne Odgaard Gronbjerg, Cluster Top and Managing Director of Maersk Line for Greece, Bulgaria and Cyprus, who said that "these vessels, as part of our long-term strategy, will give us a competitive advantage in the Asia-Europe trade because of their capacity and energy efficiency. For example, we will have the lowest unit cost in the market, around 25% below the current average container ship". At 1,312 feet long, 193.5 feet wide and 239.5 feet high, the ships will stretch more than four football fields long, just about a quarter of a mile. They will be longer than a modern aircraft carrier and bulkier than an oil tanker. The company says that if fully loaded, the containers the ship can carry would stretch an incredible 68 miles if laid end to end, or reach almost to the stratosphere at 29 miles high if they were stacked on top of each other. Gronbjerg maintained that the new vessels will allow the company to move the greatest number of containers for its customers in the most efficient way and with the smallest CO2 footprint - benefiting both customers and Maersk Line. The name "Triple-E" represents Economies of scale, Energy efficiency and Environmentally improved. "We are investing in the Triple-E vessel series for future, sustainable growth. Triple-E vessels will be deployed in the Asia-Europe trade. Our assessment is that the demand for transportation in this trade will grow by 5-8% annually in the years 2011-2015, making the Triple-E's the right vessels for the continued Asian growth. Finally, the Triple-E's demonstrate once again our commitment to innovation and carbon leadership in the industry, as this move is a significant step towards addressing the environmental challenges associated with transporting goods around the world" concluded Gronbjerg.

## Baltic sea index rises, cargo business sluggish

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, rose, although slow activity was expected to weigh on vessel earnings in the coming days. The index rose by 0.13 percent or 2 points to 1,585 points, in a fourth day of gains. "The uptick in rates could easily turn for the worse, which we have seen many times recently," said Petter Rishovd, head of commodities at Pareto Securities. "Vessel supply is more than adequate, however, and the iron ore majors are reportedly inactive." The March 11 earthquake and tsunami in Japan, a major importer of dry bulk commodities including iron ore and coal, have hit freight activity. Japan's transport ministry on Friday sought to ease growing fears among global shipping lines on the safety and insurance issues of operating in

Tokyo Bay, saying radiation at the country's largest ports were at "very safe" levels. The Baltic's capesize index .BACI rose 0.39 percent, with average daily earnings inching higher to \$10,718 in a fourth day of gains. It had fallen for six sessions prior to the move higher. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. "A fairly turgid week in the capesize market, with owners' resistance managing to turn around the easing market and allowing a push on rates," broker Braemar Seascope said. "Other reasons behind the current firming are said to be increasing bunker costs and (port) congestion, along with some slow steaming." Floods and cyclones in Australia last month hit coal production, and many producers have declared force majeure at their operations, which has hurt capesize activity. Weather-related problems have also disrupted Brazilian iron ore shipments. Dry bulk rates are likely to get a modest boost as Japanese power plants restock coal inventories and steel companies import more iron ore to rebuild damaged output, analysts said. The Baltic's main index -- which tracks the cost of shipping key commodities such as iron ore, cement, grain, coal and fertiliser -- has been volatile in recent weeks. It staged a rally in late February after reaching its lowest in two years earlier in the month. The Baltic's panamax index .BPNI rose 0.05 percent, with average daily earnings inching to \$16,693. Panamax vessels usually transport 60,000-70,000 tonne cargoes of coal or grains. Brokers said grains business was driving the panamax activity. "A sluggish transatlantic (panamax) market saw rates slip with some suggesting tonnage would likely see not much more than \$16,000 daily as more ships hit the market," the Baltic Exchange said in its weekly report. "South America trading has given some stability, but largely for ships coming from the East." While there are indications of some vessel cancellations and delays, analysts expect deliveries to gather pace between 2011 and 2012, adding further pressure on dry bulk earnings. **Source: Reuters**



The 3<sup>rd</sup> Element for the 2<sup>nd</sup> Coentunnel seen passing the IJmuiden locks enroute Amsterdam

Photo : H. Blomvliet ©



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# International teamwork, the key to tackling piracy

Piracy has been an evolving threat for ship owners and the marine insurance market since the 1980s and Neil Smith argues that international cooperation is the only way to combat the modern scourge of marine piracy. Oberammergau, in the Bavarian district of Garmisch-Partenkirchen in southern Germany is known to most people as the home of the Passion Play, a performance put on by the village inhabitants as a decennial thank you to God for sparing them from the full horror of the Bubonic plague, which was still rife in 17th century Europe. Fast forward 400 years and, while there is thankfully no plague to deal with, Oberammergau is today playing its part in helping to rid the world of another persistent scourge that shows no sign of disappearing: marine piracy. Home to the North Atlantic Treaty Organization school, which serves as a centre for individual education and training for military and civilian personnel, Oberammergau saw its first ever Nato anti-piracy workshop during February. The objective was to provide commanders as well as legal advisors with a broad knowledge of piracy issues from the historical, commercial and Nato perspectives.

## Joint intelligence

The event also looked at lessons learned from past and current Nato anti-piracy operations as well as the topic of Nato-European Union co-operation in anti-piracy activities. It is undoubtedly this type of joint intelligence sharing that will ultimately pay dividends when it comes to fighting piracy. It may well be that some form of piracy was around long before the plague made its mark on Europe, with some records suggesting that incidents around the Aegean and Mediterranean seas were taking place as long ago as the 13th century BC. Modern day piracy, however, looks very different and tends to erupt in 'failed state' areas where it can thrive unchecked. In the 1990s, the International Marine Bureau Piracy Reporting Centre found that piracy attacks averaged 160 per year and tended to focus around the Malacca Straits, a major trade route between the Malay Peninsula and the Indonesian island of Sumatra.

## Low tech piracy

The pirates, travelling in small, high-powered craft, would typically target small coastal craft, looking for items that could be readily sold on for cash, such as mobile phones, laptop computers or crew wages. The pirates would board the vessel, tie up the crew, ransack the stores and crew quarters for relevant items, and then disembark. In this way, losses were relatively low and, with few injuries, the vessel could continue on its way relatively unscathed. The taking of the Saudi-owned super tanker Sirius Star in 2008, however, dramatically illustrated not only how the geography of pirate attacks had shifted from Asian waters, such as the Malacca Straits, to the Somali coast and the Gulf of Aden, but also how pirates had begun to regard the crew, not the cargo, as the valuable prize. At the time of writing there are currently 28 vessels and 587 crew members being held hostage by Somali pirates and, in stark contrast to the 1990s, around 640 vessels have been attacked since 2008. Of these, 159 have been successfully hijacked with typical ransom demands for several million pounds.

## Changing insurance picture

In response to both the increased frequency of piracy attacks and their particular modus operandi, the insurance world has had to adapt as well as introduce new covers to help shipping companies manage the risk. In the early part of the 21st century, the increased sophistication of the pirates led the marine hull market to reconsider the way in which it provided piracy coverage. Merchant ships were being approached by small vessels, the crews of which would be waving assorted weaponry, including AK47s and rocket-propelled grenade launchers. Were these people pirates or terrorists? How could the crew tell?

## Fundamental issue

This may appear an academic question, but from an insurance perspective it is a fundamental issue. Piracy cover in London was provided by the marine hull insurers, while terrorism was a coverage that fell under war policy. Two separate heads of cover, often written by different insurers. In the event an incident escalated there was potential for the two different sets of insurers to become involved in a legal wrangle over where cover would fall. In these circumstances, the only loser would be the ship owner because the claim couldn't be settled until the question of cover had been resolved. To address this problem, the London market produced a bouquet of clauses in 2005 that gave insurers the ability to move cover from the hull policy over into the war policy, thus removing the element of uncertainty and making the method of attack more the issue rather than the motive.

## Bespoke solutions

In addition, insurers have responded more recently to the changed threat with bespoke marine kidnap & ransom policies to protect the crew, and cover to protect a shipping company from loss of earnings while its ship and crew are being held. Insurance can adapt but ultimately it needs all parties to work closely together to reduce the incidence of piracy. In the 1990s, for example, the concerns regarding the Malacca Straits led the Joint War Committee, made up of

marine hull insurance underwriters from the Lloyd's and London markets, to add the Straits to its listed areas. This step, alongside pressure from the maritime community to address the shortcomings around Malacca, meant that the governments in Indonesia, Malaysia and Singapore worked together to co-ordinate anti-piracy activity thus reducing the level of incidents down to a more manageable level.

### Essential discussions

There is unlikely to be a long-term solution to piracy in areas such as Somalia until political stability returns, which means sharing the best in risk management advice and discussing measures such as armed guards, safe rooms and crew preparation and training are absolutely vital. It will take concerted and coordinated action from ship owners, international navies, including those forces coordinated by Nato, the EU and the US, as well as its ancillary services, including marine insurers, to mitigate the impact of piracy. It is why events such as the anti-piracy workshop at Oberammergau are to be welcomed. **Source: PostOnline**



Shippingnewscontributor **Mettie de Graaff** seen in action onboard the **Port of Amsterdam 6 – POLLUX**  
**Photo : Joop Marechal ©**

## MALTA STOPPED LIBYA BOUND BREEZE A



The Maltese government last Wednesday intervened to stop a Libya-bound Malta flagged vessel laden with fuel ordered by the Gaddafi regime, The Sunday Times has learnt. The **BREEZE A**, a Greek managed tanker, was contacted and stopped by the Maltese authorities on route to the Libyan port town of Zawiyah. The vessel had been loaded with some 25,000 tons of gasoline 95 – a refined fuel – at the Greek refinery Motor Oil (Hellas), after receiving

an order from the Brega Petroleum Marketing Company, a subsidiary of the Libyan National Oil Company, which is on the UN sanctions list. Sources said payment for the shipment is likely to have been made in cash. Maltese port authorities notified the ship management that it was banned from carrying such cargo to Libya under the UN sanctions approved last month, and the vessel turned back to Greece immediately. Last Friday, the ship was berthed 150km from the Greek city of Piraeus. Sources said the government came under significant pressure from multiple sources within the Gaddafi regime in recent days to allow the vessel to proceed to Libya. But it held firm, pointing out the shipment violated UN sanctions. Ironically, the oil rich regime has been suffering from severe fuel shortages with no access to the product at its many refineries, either because of damage to their infrastructure or because they were captured by the rebels. The Maltese government has now referred the case to the UN Security Council's Sanctions Committee, which will review the incident. When contacted, a spokesman for the Office of the Prime Minister said he could not comment at this stage. However, he said the government was committed to observing and implementing the UN resolution and EU-imposed restrictions on Libya. The news comes after anti-Gaddafi protesters in Malta tried to stop the Turkish-owned Mubariz Ibrahimov oil tanker from leaving the port, which they said was being loaded with fuel destined to Libya. The protesters attempted to obtain an injunction to prevent the vessel leaving, but it was eventually given permission to depart after it was certified empty. **Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**



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## **Navy rescues Iranian ship, captures 16 Somali pirates**

**The sea bandits, caught off Lakshadweep Islands, will be brought to Mumbai this week**

The Indian Navy, along with the Coast Guard, on Saturday foiled a piracy bid and captured 16 Somali pirates off the Lakshadweep Islands, according to a defence official in Mumbai. At the end of the three-hour-long operation, Indian forces rescued 16 crew members of a hijacked vessel. Of these, 12 are Iranians, while the remaining are Pakistanis.

The hijacked vessel was identified as Iranian trawler **Morteza**. It was being used as the mother vessel by the sea bandits. "The Maritime Rescue Coordination Centre (MRCC) alerted (Indian) ships patrolling off Lakshadweep of a distress message of a pirate attack, received from merchant ship **MV Maersk Kensington** at about 11 am on Saturday," the official said.

"A maritime reconnaissance aircraft on patrol located the suspected pirate vessel and facilitated the **INS Suvarna**, on patrol in the area, to intercept the vessel. Coast Guard Ship **ICGS Sangram** was diverted for the operation." **INS Suvarna** asked the trawler to stop, but the pirates opened fire. "**INS Suvarna** then engaged the vessel. The firing resulted in **Morteza** catching fire, forcing the pirates and the hostages to jump into the sea," the official said. The Indian naval ship quickly rescued the hostages and also launched a liferaft for the brigands. Later, **ICGS Sangram** also joined the rescue effort. The pirates and **Morteza's** crew members will be brought to Mumbai this week. This is the second piracy attempt thwarted by the navy and Coast Guard in the Arabian sea in the past 15 days. They have been maintaining vigil off Lakshadweep as part of 'Operation Island Watch'. **Source : Mumbai Mirror**



The **SAMPSON** seen outbound from Rotterdam – Photo : [Henk van der Heijden](#) ©

## NATO sea mission set to delay Libya-bound ships

NATO's enforcement at sea of a U.N. arms embargo on Libya is set to add delays and disruptions for merchant ships bound for the country already struggling with sanctions and escalating violence, shipping sources say. Libya is suffering from fuel shortages and needs to import fresh supplies, but fears ships with fuel could be stopped by Western forces, a Libyan energy official told Reuters on Thursday. NATO has said its ships, which would remain in international waters, were there to monitor vessels and aircraft to ensure the "flow of arms and mercenaries" was cut off to Libyan leader Muammar Gaddafi. "NATO's priority is to reduce interferences and delays caused to merchant shipping traffic to its minimum," it said in an advisory on Friday. "All merchant vessels transiting in this area or inbound to Libya territorial waters may be subject to hailing, queries or boarding from NATO naval and air units." NATO urged ships to inform the force before entering the surveillance area and cooperate with it, adding that failure to comply would result in further investigation by naval units. "This investigation will include detailed queries, boardings or even diversion to nearby ports for inspection and will cause major transit delays to merchant shipping," it said. BIMCO, the world's largest private shipowners' association, said it had recommended to members to do what was required. "It is likely that we will see some effect on shipping operations, most likely delays as a consequence of boardings by naval units," said BIMCO maritime security officer Jakob Larsen. "We must look at this as just a part of trading in the area, and do what we can to minimise delays and other undesirable consequences. We hope and trust that the navies enforcing the legitimate embargo will approach their undertaking in the same spirit."

### 'NO-GO' ZONE

Libya is an exporter of oil and also has its own refineries, but the energy sector has been severely disrupted by the five-week-old conflict between government forces and rebels who control the east of the country. Libya is expected to become more dependent on fuel and food imports. "We do not expect ships to suffer damage as a result of the embargo, but there is a risk of collateral damage to ships especially when in port in Libya," Larsen said. Earlier this week seafarers' union Nautilus International, the UK Chamber of Shipping association and others declared Libyan

waters "a war-like operations area" allowing crew members due to travel to refuse to sail there among other recommendations. "It has essentially become a bit of a no-go zone," said Andrew Linington, with Nautilus International. "What ships that are going there are regional small-scale Mediterranean traffic." Shipping sources have said Western sanctions on Libya's government have already hurt shipping with a virtual shutdown of its vital seaborne trade on the cards. "The presence of the naval flotilla also gives policymakers an additional instrument, potentially ratcheting up the inspections, to effectively increase pressure on the Gaddafi regime and territory still under its control," said J. Peter Pham, an African security adviser to European and U.S. governments and companies. NATO's seaborne mission is in addition to its planned takeover of a no-fly operation likely early next week and expected to last 90 days. **Source: Reuters**



## **CORRECTION**

**In yesterdays clippings a photo could be found of the MSC ALEXANDRA, by mistake I had put in the captioning Maersk Alexandra, instead of MSC Alexandra, herewith I apologize to MSC for the error made**

## **NAVY NEWS**



The **F 237 WESTMINSTER** seen arriving in Malta 26-03-2011 – **Photo : Gejtu Spiteri ©**

## **UK Navy to Replace Nuclear Submarine Reactors**

The UK Royal Navy is planning to replace a dangerous type of reactor, the PWR2 installed on its existing nuclear submarines, with a safer the PWR3 option. The replacement has become essential as the reactors are potentially lethal and could lead to multiple fatalities among submarine crews whilst also failing to meet modern safety standards.

The PWR2, which shares similar features of the nuclear reactors involved in the Japan Fukushima Dai Ichi disaster, are used in the four Trident submarines as well as six Trafalgar Class and seven Astute Class submarines. The PWR3,

unlike the PWR2, uses passive cooling, making it less dependent on back-up power with additional methods of injecting coolant into a reactor. The safer reactor is currently used in modern US nuclear submarines and the replacement would cost the UK Ministry of Defence a further £261m, according to the Guardian. **Source : naval-technology**

## Thailand reported near submarine deal with Germany

Thai Prime Minister Abhisit Vejjajiva has approved a plan for the Royal



Thai Navy to purchase six secondhand submarines from Germany for 7.7 billion baht (257 million dollars), a newspaper reported Monday. The U-206 Class subs, which are intended for missions in the Andaman Sea and the Gulf of Thailand, would constitute Thailand's first submarine fleet, to be commanded by Rear Admiral Suriya Pornsuriya, the Bangkok Post said.

The Thai navy has had submarines on its wish list for many years. It commissioned its first aircraft carrier, the **HTMS Chakri Naruebet**, in 1997. The submarine purchase is part of a long-term plan by the Abhisit government to buy weapons for the

army, navy and air force over 10 years at a total cost of more than 500 billion baht. Military budgets in Thailand have skyrocketed since the army overthrew the government in 2006. Since then, the military has reasserted its pivotal role in Thai politics although civilian governance was restored in 2008.

Previous plans to deploy submarines have been criticized on the grounds that the Gulf of Thailand was too shallow for their effective use. The U-206 Class sub was first deployed in the 1970s and is one of the smallest attack submarines in the world with a displacement of about 500 tons. It is said to be particularly effective in depths of about 20 metres.

It runs on diesel engines and electric motors and is tasked for anti-surface and anti-submarine warfare, mine-laying and reconnaissance. With a crew of 22, the sub can be armed with eight torpedoes and 24 mines. The German navy has operated the subs for more than 30 years but is in the process of decommissioning them. The submarine purchase was expected to be proposed to the Thai cabinet for formal approval in the near future. **Source : Monster&Critics**

## SHIPYARD NEWS

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## Navantia Launches Fourth OPV for Spanish Navy

Navantia has launched a fourth maritime action ship (BAM), the **Tornado P-44**, to further strengthen the Spanish Navy's capabilities. The launch follows the order placed by the Spanish Navy with Navantia in July 2006 for the construction of four BAMs. The 93.9m-long ship, with a displacement capacity of 2.575t, can cruise at a speed of 20.5kt and accommodate a crew of 35. The ship has been designed to carry out missions including maritime rescue and salvage operations, protection and escort of other ships, control and neutralisation of terrorist actions and piracy, as well as crisis situation support and humanitarian assistance. The vessel is expected to be delivered by mid 2012.

Source : [naval-technology](#)



The **SHEPHERD TIDE** seen 24 March 2011 at China MaWei shipyard - Photo : [Ey Kuet](#) ©

## Pascagoula shipyard excited to return to "Ingalls" name

A Pascagoula shipyard is celebrating both a new Navy ship and a return to its roots. This Thursday, officials say the Northrop Grumman spin off will take effect and the shipyard will officially go back to its original name of Ingalls shipbuilding. That has a lot of people excited. Pascagoula Mayor Robbie Maxwell was one of the guest speakers at the christening of the **Arlington**. "Ingalls Shipbuilding, how great it is to hear that name again, Ingalls Shipbuilding," said Mayor Maxwell. "The 'Ingalls Shipbuilding' name lives in the hearts of many. Northrop Grumman Shipbuilding President Mike Petters told the crowd, "Welcome to the wonderful town of Pascagoula and very proudly, a place that will rightly and very soon again bare the name Ingalls Shipbuilding."

The christening of **Arlington**, an amphibious transport dock ship, marked a new chapter for the Pascagoula shipyard. The shipyard became part of Northrop Grumman in 2001. "You see today's Christening ceremony is the last one under Northrop Grumman building name," Irwin Edenzon, Northrop Grumman Shipbuilding Gulf Coast Vice President. "This is the beginning of a new chapter in our history. A ceremonious bridge between the past and future of two of our nation's premier shipbuilding operations."

In the Pascagoula shipyard's 73 year history, 300 ships have been built there. Officials say they're proud of shipyard's past and a future that includes constructing more LPD-17 class ships like the Arlington as well as destroyers. "With those new ships we will begin building a proud new legacy. A legacy with roots planted deeply in our proud past and a vision focused squarely on doing it better every day," said Edenzon. "In today's challenging budget environment, everybody knows that we have to figure out how to do things better and faster and cheaper. " To meet those challenges, the company wants to combine the expertise of 300 master shipbuilders with the creative energy of a young generation of workers. "Getting some new folks in here with some ideas that are willing to step forward, aren't challenged by some of the old ways of doing things. They bring new ideas. They bring a fresh way of looking at problems," Edenzon said. "I think they're the future of the company working with the experience that knows how to do it. But you stick someone in there that's got a new idea and it has a tendency to make us better." Along with returning to the Ingalls Shipbuilding name company officials say they are also bringing back the Ingalls flag some time next month. The shipyard's parent company Huntington-Ingalls will also oversee operations in Gulfport and Newport News.

Source : WLOX

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The **COURCHEVILLE** seen 21-03-2011 at the Westerscheldt River : **Photo : Henk de Winde ©**

## Around 1 lakh tonne iron ore moved out of port

With the Supreme Court giving its nod for the export of iron ore accumulated at major ports, about 1 lakh tonnes of iron ore has already been exported to China from the New Mangalore port. While the first consignment of around 27,000 tonnes of iron ore was sent on March 18, the second consignment of around 72,800 tonnes has been sent on March 26, thus clearing a total of 97,800 tonnes out of the total 2.3 lakh tonnes of iron ore laying in the New Mangalore port. As of now, Sesa Goa and MEL (Mineral Enterprises Ltd) have got permission to export their accumulated cargo at the port. While the first consignment of 27,000 tonnes of iron ore cargo belonged to Sesa Goa, the second consignment of 72,800 tonnes belonged to MEL. Both the consignments have taken the ore to China.

It may be recalled here that the State government had banned the iron ore's offshore movement in July 2010 in the wake of widespread allegations of illegal mining, following which the ore was held up in the ports. However, the Supreme Court allowed the export of iron ore that has accumulated at major ports on February 11 following a writ petition.

### Thousands hit

As the remaining 1.3 lakh tonnes of iron ore belongs to minor exporters, it may take some more time for export, according to sources in the port. Meanwhile, M Shekar Poojari, the President for Association of New Mangalore Port Stevedores, said that though the Supreme Court ruling is a good news, it will not help minor exporters. Explaining the same, he said several minor exporters have little quantity of iron ore lying in the port, that is, between 1,000 to 10,000 tonnes, which is too less for export. Stating that more than 7,000 workers and 2,300 truckers have been hit hard following the ban, rendering them jobless, he said the Port too incurred a huge loss as machineries worth crores of rupees were lying idle all these months. "If there is any allegation against any particular exporter, why punish everybody?" he questioned.

### Huge loss

The Port could export only 8.38 lakh metric tonne of iron ore in 2010-11, till date (Port could export only till the ban was imposed in July 2010) as against the export of 52 lakh metric tonnes in 2009-10, thus incurring a huge loss to the only major port of Karnataka. For several years, iron ore constituted a major share of the New Mangalore Port's cargo handling. **Source : Deccan Herald**



The **CHEMBULK YOKOHAMA** seen sailing down the Paraná de las Palmas River near KM 75. - **Photo : Niek Boot ©**

## EVENT HIGHLIGHTS OPPORTUNITIES IN MARINE ENERGY FOR NORTH COMPANIES

Businesses will have the chance to learn more about the marine energy opportunities for the Orkney and Pentland Firth waters at an event in Caithness on Tuesday 5 April.

Organised jointly by North Scotland Industries Group (NSIG), Caithness Chamber of Commerce, Orkney Islands Council, The Crown Estate and Highlands and Islands Enterprise (HIE), the event is open to members and non-members and will be held at North Highland College, Thurso from 10am to 4.30pm. John Thurso MP for Caithness, Sutherland and Easter Ross will be the keynote speaker.

The event will include a seminar on potential business co-operation, a share fair to allow businesses to promote their own services, important update presentations from Crown Estate and HIE, and networking focussed on marine energy developments and supply chain opportunities. Attendees will also receive a tour of the newly extended North Highland College and an update on available services related to energy prospects in the area.

NSIG chief executive, Ian Couper said: "This event will be the first in a series of annual events alternating between Caithness and Orkney. There is still a lot of uncertainty and lack of information for the future supply chain in these areas with regard to an industry that will undoubtedly be of great benefit to Orkney and Caithness in the years to come. This event is designed to provide annual updates as events move on and timescales change. All the co-ordinators agree that we need to work together on this to cut down on potential overlapping events that will be discussing the same themes.

"This event, and those in the following years, will enable potential supply chain businesses to make important business decisions on when, for example, to enter the market, how their business costs might be affected, and when and how to promote their services, indeed, all they need to plan for their future involvement in this energy market."

Trudy Morris, chief executive of Caithness Chamber of Commerce, said: "It is extremely important that supply chain businesses are kept informed of opportunities and receive information that then empowers them to make business decisions. There have been many renewable events held over the past year covering the same topics. Our involvement in this event has been driven by the need to give the supply chain new information. With the topics covered and the Crown Estate presenting on its 'Build out' story, we believe this event will do just that."

Keith Muir, senior development manager at Highlands and Islands Enterprise, said: "HIE, along with our partners, are working very hard to ensure that our local businesses and communities derive the maximum benefit from the development of Renewable Energy in the Pentland Firth and Orkney Waters. We believe that the more our supply chain businesses understand about the developments, the better they will be able to equip themselves to capitalise on the opportunities as they arise."

Lucy Parsons, Marine Renewables project manager at Orkney Islands Council, said: "Research and development work in Orkney at the European Marine Energy Centre over the years has given businesses substantial experience in this new industry, but not yet at a commercial scale for which joint venture working and long term alliances will be needed. This event will be valuable as much for businesses to meet each other, as for the information from PFOV lease option developers. At this early stage in the industry, knowing the timescale on decisions and when information will be available is immensely useful to businesses evaluating this potential industry as a prospect for growth."

Anyone who wishes to attend should contact any of the co-ordinators or visit NSIG's website to book online at

<http://www.nsig.co.uk/Events/110405-Marine-Energy-Event.aspx>



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

## Yang Ming 2010 net profit up to TWD11.79bn

Box liner Yang Ming has racked up a huge profit for 2010 following a net loss of TWD15.84bn (\$537.31m) in 2009. Net profit last year for the Taiwan-based liner rebounded to TWD11.79bn while revenue grew to TWD111.92bn compared to TWD74.5bn in 2009. It made operating profit of TWD12.83bn last year, as against a loss of TWD17.41bn the year before. Source : PortNews

## CMA CGM 13,830-TEUer sale includes charter, repurchase options

FRENCH container shipping line CMA CGM is selling two 13,830-TEU vessels for US\$171 million each to Ship Finance International Limited (SFIL) with a subordinated seller's credit of \$55 million per vessel.

SFIL will charter back the ships that were built in 2010 to CMA CGM under 15-year time charters. The time charter includes a compensation clause to compensate Ship Finance for any increase in operating expenses, reports The Journal of Commerce online. The acquisition of the two box ships, the **Magellan** and **Corte Real**, by SFIL will be financed through a French tax lease structure, with SFIL's investment limited to \$25 million per vessel, or \$50 million in total, and secured by junior mortgages. The deal also offers the carrier several purchase options to buy back the vessels during the charter period, starting from 2014. The purchase options include a profit sharing arrangement enabling Ship Finance to receive extra amounts upon the exercise of such purchase options provided certain undisclosed conditions are met.

The report said it anticipates the transaction will generate an annual free cash flow in excess of US\$7 million, after operating costs and debt service. The acquisition is likely to be wrapped up within the next couple of weeks. An earlier report by Alphaliner said the ships are part of a series of eight identical vessels built by South Korean shipbuilder Daewoo that were originally scheduled for delivery by the end of last year. However, financial difficulties arising from the global financial crisis in 2008-09 forced CMA CGM to delay the deliveries. So far five of the eight ships have been delivered, with the last three slated for delivery next year. The first five ships in the sister series are being used to operate the CMA CGM-Maersk FAL 5/AE-8 service, it said.



The outbound **OBERON** seen disembarking the pilot at Willemstad (Curacao)

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

## Shanghai – Europe box rates slide below \$1,000 per teu

Spot rates for shipping containers from Shanghai to Europe have dropped below \$1,000 per twenty-foot unit for the first time since March 2009 due to low volumes and fierce competition, shipping body BIMCO said last Friday. "The spot rate has been sliding since mid-2010, paused only by a short breather around the turn of the year," Copenhagen-based shipping association BIMCO said. After another weekly drop in freight rates on this main trading lane, boxes are being shipped at \$992 per teu, \$27 per teu lower than last week, BIMCO said in a statement. "Low volumes have triggered fierce competition on main trading lanes including Shanghai-Europe. Rate cuts are ongoing as liner companies struggle to fill their vessels," BIMCO analyst Peter Sand said in the statement. **Source : PortNews**

## China rejects MOL ship citing 'abnormal' amounts of radiation

A ship that had "abnormal" amounts of radiation after passing 67 nautical miles (124 kilometers) off Japan's Fukushima prefecture, site of a crippled nuclear-power station, is heading back to the country after being rejected by authorities in China.

The **MOL Presence** is due to arrive in Kobe on March 30 from Xiamen, according to AISLive Ltd. ship-tracking data on Bloomberg. An inspection detected "abnormal" amounts of radiation on the deck and the surface of containers on the Mitsui O.S.K. Lines Ltd. vessel after it arrived in Xiamen on March 21, according to a March 25 notice on the website of the Xiamen Entry-Exit Inspection and Quarantine Bureau. There were normal levels in crew areas, it said. **Source : Seatrade asia**

## Nordea Bank arrest two more Korea Line ships

Nordea Bank AB (NDA)'s Singapore unit seized two vessels from Korea Line Corp's local subsidiary on Friday in a bid to recoup \$64.9 million in debt, Seatrade-asia reports. Nordea Bank arrested the Blue Diamond ship on Friday and the Blue Coral earlier this month. The ships were pledged as collateral for an \$82 million loan in October 2006, the bank said in a March 17 lawsuit with the Singapore High Court. Three other vessels owned by the Singapore unit have been seized by other creditors in the US, according to Nordea's court filing. **Source : PortNews**

## Safmarine upgrades Asia-Africa service

Trade links will be boosted between China and Africa from mid-May when Safmarine Container Lines, a subsidiary of Denmark's Moller-Maersk shipping group, enhances its box ship connections between ports on the mainland and West Africa, Cargonewsasia reports.

John Boudreau, the Shanghai-based Asia regional executive for Safmarine, told the South China Morning Post three extra port calls would be made in China to coincide with the delivery of larger container ships to Safmarine. Asked if the ports included Hong Kong, he said the port rotation was still being agreed. Boudreau was speaking on Friday, a day after affiliated shipping company Maersk Line confirmed it would shift about one third of its ship calls from Hong Kong to its third south China gateway at Nansha. Safmarine already calls at Nansha on its two services between China and West Africa, but only one call is made at Hong Kong. Other calls are made at Fuzhou, Ningbo and Yantian.

A third service links Tanjung Pelepas in Malaysia with West Africa and Boudreau indicated this loop would be extended to China following the arrival of the first of Safmarine's three 4,500 teu (20-foot equivalent unit) Wafmax ships in April. They are among 22 Wafmax vessels, named because they are the maximum size of ship capable of using West African ports, ordered by the Maersk group from a South Korean shipbuilder. "In the future there will be more direct calls from China without having the same need to transship [cargo]," he said. Boudreau added that the strengthened service would cut the transit time from east China and north Asia to West Africa "by at least a week". This was because cargo would not suffer lengthy delays caused by transshipping containers through multiple ports, while also reducing the associated risk from port congestion and labour issues. Safmarine also recently upgraded its Far East-East Africa service with a direct shipping route between Nansha and Yantian with Mombasa in Kenya and Dar es Salaam in Tanzania. Boudreau said this was part of a move over the past six months to either add more capacity or increase the frequency of services to satisfy demand from customers.

Explaining the types of cargo carried, he said this included meat, poultry, citrus fruits and other perishables, together with consumer goods and semi-finished manufactured products. It also included containers of raw materials, such as palm oil, which are usually shipped as bulk cargoes. On the outlook for the year, Boudreau said while Asian cargo volumes had been increasing week-on-week in March they were still below initial targets, but were ahead of the volumes seen in January and February.

But Safmarine was also seeing "a stronger performance on trades from and to the Middle East and the Indian subcontinent," he said. Boudreau said he remained optimistic about prospects for trade growth between China and Africa, especially the project cargo business that included equipment for oil field and resources development.

The firm had recently taken delivery of the first of six new multi-purpose vessels, which have shipboard cranes and moveable decks that can carry both containerised and bulk cargo such as steel pipe for pipelines, construction equipment and even buses. The remaining five will be delivered this year by mainland shipyards. The first two vessels were built by Jiangsu Sugang Shipbuilding, while four others are under construction at Wuhu Shipyard. Hu Ke, Asia line manager for the multi-purpose vessel business, said the swift development of China in recent years had led to increased project cargo being shipped from China to Africa and raw materials from Africa to China. "Countries such as Japan, Korea and Southeast Asia have regular shipments of break-bulk cargo including equipment and rolling stock to Africa," he said.

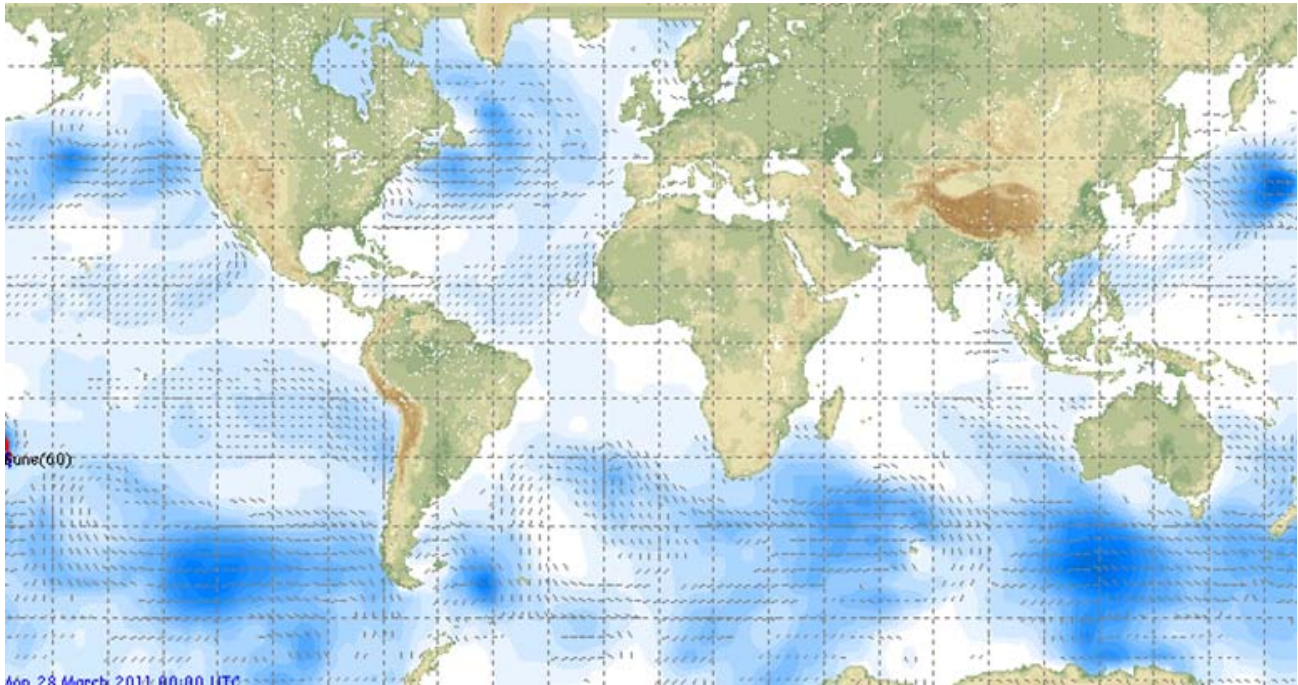
"And currently, we have a monthly service between Asia and West Africa, with vessels calling at ports in China, Korea, Singapore, Malaysia and West Africa. "The six new multi-purpose vessels will allow us to increase our frequency to a bi-weekly service, and cover more Asian ports, for example in Japan and Indonesia." **Source : PortNews**

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## .... PHOTO OF THE DAY ....



The 2002 built LBY flag and owned crude oil tanker **INTISAR** offshore Malta awaiting orders on Thursday 17th March 2011. She was bought in 2006 and former name was **AEGEAN SPIRIT**.

Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com)

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