

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 091

Port Project Services

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HAL's VOLENDAM entered yesterday afternoon the drydock at Sembawang Shipyard in Singapore

Photo : Bart Klos ©

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EVENTS, INCIDENTS & OPERATIONS



The tug **MARKEN** loaded onboard BAM's cranebarge **BARBEEL** as seen in Singapore - **Photo : Piet Sinke ©**

Senegal fishermen mobilise against foreign boats

Thousands of Senegalese fishermen and boatowners demonstrated Wednesday against the presence of foreign ships, which they said were authorised by the government and pillaging natural resources. At Kayar (52 kilometres, 32 miles) northwest of Dakar, Senegal's third biggest fishing centre, about 1,000 people took part. Wednesday was declared a "day without fishing and nobody put to sea," Abdoulaye Gueye Diop, head of the national collective of the fishermen of Senegal, told AFP. Small scale fishermen and boatowners condemned the issuing of "illegal" licences to some 20 boats that have been in Senegalese waters for several months. Their organisation says that boats from "Russia, Belize, Mauritius, Ukraine and the Comoros Islands" are operating with the approval of the national maritime economy ministry on the basis of agreements that have been signed but not registered. The boats are looking for several species including a type of mackerel and another of sardine. The Senegalese fishermen complain that prices of these fish, widely eaten locally, are being driven up to four or five times their previous price.

Demonstrations were organised in a number of towns and cities. In Dakar the security forces used tear gas to break up a march banned at short notice, the fisherman's organisation said. Fishing is a major source of foreign income for Senegal but stocks have been decreasing and fishermen's earnings falling.



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For any one interested an excellent webcam view of the [Stena Europe](http://www.nmmc.co.uk/index.php?/justvisiting/webcams/falmouth_harbour_from_the_tower_out_to_sea) this link is giving currently in Falmouth.

http://www.nmmc.co.uk/index.php?/justvisiting/webcams/falmouth_harbour_from_the_tower_out_to_sea

Door mariniers bewaakt schip veilig in Dubai

Het eerste Nederlandse scheepskonvooi met bewapende mariniers aan boord is afgelopen woensdag veilig aangekomen in Dubai. Tijdens de reis van India naar de Verenigde Arabische Emiraten zijn de schepen niet aangevallen door piraten. Dat heeft het ministerie van Defensie gemeld.



Foto : Jan Berghuis ©

Het transport bestond de twee sleepboten **HUSKY** en **RETRIEVER** varende onder Nederlandse vlag die het kraanschip **HERMOD** varende onder Panamese vlag sleepten. Dertig mariniers reisden mee om de schepen te beschermen tegen mogelijke aanvallen van Somalische piraten. Het kabinet had half maart besloten voor het eerst militaire beveiligingsteams aan boord van sommige Nederlandse koopvaardischepen te plaatsen. Een tweede beveiligd transport vertrekt begin april vanuit China naar Nederland. Op dat hefschip zullen twintig mariniers meevaren.

Onderstaand bericht ontving ik van vanaf de Hermod :



*Hierbij een foto van het ontzet van de onder Filipijnse vlag varende bulkcarrier **Falcon Trader 2** die op onze koerslijn werd geenterd op 25 maart. Op de foto de actuele nadering van het boarding team in heli en RHIB. Wij konden over de VHF de hulproepen van de kapitein volgen totdat hij meldde zich met de bemanning terug te trekken in de citadel. Daarna werd het stil. Dat maakte diepe indruk. Later hoorden wij dat de bemanning is ontzet door een boarding ploeg afkomstig van de Amerikaanse cruiser **Leyte Gulf**. Wij varen met een peloton gewapende mariniers aan boord en voelen ons goed beveiligd op dit trage en zeer kwetsbare transport.*

Mitsui: ship rejected by China has low radiation levels

A ship denied entry to a Chinese port over radiation concerns returned to Japan on Wednesday and current readings showed radiation levels were very low, owner Mitsui O.S.K. Lines said. China rejected the container ship, the **MOL Presence**, when it arrived at the port of Xiamen in eastern Fujian province, saying it detected "abnormal" radiation levels, but did not disclose China's standard level. "The MOL Presence is now off Kobe port and undergoing inspections to measure radiation levels," Mitsui O.S.K. Lines said. "An interim report reading shows radiation levels are very low and not as high as levels that China indicated." Chinese authorities detected a maximum of 3.5 microsieverts per hour on the ship when it arrived at the port of Xiamen in eastern Fujian province last week, Mitsui O.S.K. said. That level is above the global average of naturally occurring background radiation, but half of the radiation experienced on a Tokyo-New York flight. The container vessel was the first ship barred from unloading its cargo at a foreign port over radiation concerns since Japan's Fukushima nuclear plant was crippled by the March 11 earthquake. It was originally scheduled to travel to another Chinese port after Xiamen, a company spokeswoman said. The **MOL Presence** originated in California, stopping in Tokyo for only a few hours on March 17 before arriving in China four days later, port authorities said. Ports in Tokyo Bay, located 240 km (150 miles) south of the Fukushima nuclear plant, is considered safe by most shipping companies. Radiation levels on Wednesday morning in Tokyo Bay ports were considered "very safe", Japan's transport ministry said on its website. **Source: Reuters**

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Above seen photos from the refloating operation of M/V "**INSPIRATION I**", the salvage operation FOS is presently involved in Morocco, the **INSPIRATION I**, which run aground on 16th of March at Jorf Lasfar (Morocco) when she dragged anchors during bad weather.

Photo : Five Oceans Salvage Ltd. ©

Chinese ship with 20,000 tons of disaster-relief fuel heads to Japan

A Chinese tanker carrying 10,000 tons of gasoline and 10,000 tons of heavy oil China donated to Japan as disaster relief headed to Japan on Tuesday, the official Xinhua News Agency said. The ship departed from the northeast China port Dalian and is scheduled to arrive in Hiroshima on April 1 and sail to Ehime the following day. The Chinese government announced that it will donate 20,000 tons of fuel to Japan on March 16, five days after a devastating earthquake and tsunami struck northeastern Japan. Chinese Ambassador to Japan Cheng Yonghua told a news

conference in Tokyo on Tuesday that it took more than 10 days to make arrangements with Japanese authorities on where and how to deliver the fuel supplies. China had hoped to deliver the fuel to the disaster-hit areas in eastern Japan but Japanese authorities decided to unload the fuel at the Etajima port in Hiroshima Prefecture and the Namikata port in Ehime Prefecture, Cheng said.

China airlifted 60,000 bottles of mineral water and 3.25 million medical rubber gloves to Japan on Monday. This is second shipment of Chinese disaster relief supplies to Japan following the March 11 earthquake and tsunami, which has left more than 11,080 people dead. More than 16,700 people have been reported missing. China airlifted the first batch of disaster relief supplies to Japan three days after the disaster, including tents, blankets and emergency lamps. Meanwhile, the Chinese Red Cross Society decided on Tuesday to donate an additional 20 million yuan (250 million yen or \$3.04 million) to its Japanese counterpart. The Chinese Red Cross Society has already extended 6 million yuan in emergency funds to Japan. **Source : Breitbart**

Atomflot: Icebreaker Vaigach to escort merchant ships in the Gulf until April 5

Due to the extremely heavy ice conditions the **Vaigach** icebreaker owned by Atomflot will continue providing icebreaker assistance in the eastern Gulf of Finland until April 5, 2011, the Atomflot press service said. Atomflot and Rosmorport's St. Petersburg branch have extended the contract for the icebreaker services. The **Vaigach** has operated in the Baltic Sea since Feb. 26, 2011. Initially, the contract signed for the icebreaker services was in effect until March 16, but due to ice-bound conditions it was extended twice - until March 25 and March 31. The icebreaker provides the services in accordance with the requests of the Big Port St. Petersburg's Ice Operations HQ. **Source : PortNews**

ICEBEAR ONBOARD ??

See : http://www.nrk.no/nyheter/distrikt/troms_og_finnmark/1.7448955

CASUALTY REPORTING



Crews tackle fire on ship moored in Ramsgate harbor

Fire crews have tackled a large fire that broke out on a ship moored in Ramsgate Harbour. About 30 firefighters fought the blaze, which broke out in the engine room of the 200-tonne **Ocean Dragon** at 2315 BST on Tuesday.

Kent Fire and Rescue Service said the fire started when a diesel generator overheated on the vessel. Watch manager David Halls said: "The incident was quite challenging as crews had to work in a very confined space." **Source : BBC**

NAVY NEWS



The newbuilding **P 840 HOLLAND** seen arriving for the first time in her homeport the naval base in Den Helder

Photo : Ron Damman - www.newdeep.nl ©

Ark Royal put up for sale on website

The British Ministry of Defence has put the aircraft carrier **Ark Royal** up for sale on an official used-equipment website. Launched by the Queen in 1981, **HMS Ark Royal** - the fifth Royal Navy ship to carry that name - was taken out of service as part of government budget cuts and is now open to offers.

In its 30 years of service it has travelled 620,000 nautical miles, played a crucial role in NATO's Bosnia campaign and also been involved in the 2003 invasion of Iraq. Offers, which must be submitted by mid-June, require clearance by the ministry. Source : Radio NewZealand



The latest addition to the Indonesian Navy is the March 25th 2011 commissioned **KRI Banda Aceh (539)** seen above outbound from Tj Perak (Surabaja)

Photo : Rinus Koppenol ©

SHIPYARD NEWS



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Daewoo Sees Strong LNG Ship Orders

According a report from Reuters, South Korea's Daewoo Shipbuilding & Marine Engineering believes a loss of nuclear capacity in Japan will further boost a nascent recovery in liquefied natural gas (LNG) ship orders. Daewoo shares have risen more than 8% since the March 11 earthquake as Japan's anticipated increase in demand brews hopes for rising LNG ship orders, say analysts, while the overall market has risen 6% percent in the same period. **Source: Reuters**



Above seen Anthony Veder's 6.175 DWT LPG "**CORAL LEAF**" (108 x 17 m) on her 1st special survey at Mario López Yard (Cernaival Group) in Málaga port.

Photo : Enrique Pérez - Cernaival Shipyard ©

Severnaya Shipyard launches PSV for Norwegian customer

OJSC Shipbuilding plant "Severnaya Verf" has launched the offshore platform supply vessel (project VS 485 PSV) for the Norwegian company Solvik Hull Supplies II AS (part of the Solvik Offshore Group), the PortNews correspondent reports from the official launching ceremony held in St. Petersburg.

The vessel is scheduled for delivery in August - September 2011. The PSV is intended for transportation of mud, methanol, and general cargoes on the open deck, as well as to participate in rescue and fire fighting operations on oil platforms in the North Atlantic. The designer of the vessel is Vik-Sandvik AS (Norway). Classification society - DNV. Flag of Norway. The ship's dimensions: LOA - 85 m, draft - 7 m, DWT – 5,000, cruising speed - 16 knots. According to Severnaya Shipyard General Director Andrey Fomichev, the approximate cost of the vessel will be around EUR 40 million. This is the second ship built at the shipyard for the Norwegian company. The shipbuilder has bagged a contract for construction of the third vessel. The company has been in talks for building the fourth ship of the series.

The head of the company also noted that "Severnaya Verf" specializes in building all range of vessels to service oil platforms in Norway.

From 2004 St. Petersburg-based OJSC Shipbuilding plant Severnaya Verf (Northern Shipyard) has been part of United Industrial Corporation (Moscow). The main range of products manufactured by the plant includes warships and commercial vessels for various purposes. **Source : PortNews**



Van Oord's newbuilding **CSD ATHENA** seen fitting out at the IHC-Merwede shipyard – **Photo : Cees de Bijl ©**

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Ferry to Sweden Prepares For Its Maiden Voyage

The **Princess Anastasia** ferry to Stockholm is scheduled to embark on its first voyage on Thursday, March 31. The Nordic capitals will become closer to Petersburg with the launch of the new ferry. The **Princess Maria** already connects St. Petersburg with Helsinki, and the **Princess Anastasia** will shuttle passengers to the Swedish capital, docking in Stockholm after a 25-hour voyage. The launch of the new ferry looks set to be one of the most important events of this year in the development of tourism between Russia and Sweden. According to VisitSweden, the country's tourism union, the volume of tourists traveling from Russia to Sweden increased by 15 percent in 2010. The most popular Swedish destination among Russians is Stockholm: More than 60 percent of Russians who vacation in Sweden choose to spend their holiday in the capital. "We think that with the launch of the new ferry line, the growth of interest in Sweden will in turn increase the number of tourists coming from Russia to Sweden by 20 to 25 percent," said Alexander Panko, head of VisitSweden's Russian office.

The new ferry will run twice a week. At weekends, it will also stop in Tallinn, where guests will have about six hours to explore the Estonian capital. According to data from St. Peter Line, the company that operates the ferries to Stockholm

and Helsinki, the ferry will be the cheapest and most comfortable way to travel to Stockholm with a car. The **Princess Anastasia** has 800 cabins, and the cheapest price for a round trip is 300 euros per cabin, or 75 euros per person.

The ferry is expected to bring about 400,000 more tourists to St. Petersburg in 2011, according to St. Peter Line data. The **Princess Maria** and **Princess Anastasia** are together expected to bring one million passengers a year.

Source : The St. Petersburg Times



Above seen HAL's **VOLENDAM** seen departing from Singapore cruise bay yesterday after discharging the last passengers, enroute Sembawang Shipyard for a maintenance period – **Photo : Piet Sinke ©**

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Falmouth Cruise Ship Port Officially Open

The Falmouth Cruise Ship Port is now officially open and has successfully docked the world's largest cruise ship, **Oasis of the Seas**. The port was opened on March 22. This historic occasion was declared open by Prime Minister Bruce Golding along with Minister of Transport and Works, Mike Henry; Minister of Tourism, Ed Bartlett; chairman and chief executive officer of the Port Authority of Jamaica, Noel Hylton, and chairman of Royal Caribbean Cruises Limited, Richard D. Fain. Henry, in his opening remarks, said, "I am happy to be part of this official opening ceremony for the new cruise ship port here in Falmouth. It is certainly good to be no longer hearing about one cruise port being poised to stifle the others, but about the very exciting times that are here and ahead for the local cruise sector. "... Whether the cruise liners dock in Montego Bay, Falmouth, Ocho Rios or Port Antonio, it is important to remember that we are one country, from Negril to Morant Point, as we collectively search for a better life and more opportunities for each and every one of us".

Further development

The minister also indicated that there are plans to do further development of the cruise ports of Ocho Rios and Montego Bay. There were some key stakeholder groups which were instrumental in the success of the development, and special commendations were extended to the entire Port Authority of Jamaica team. The Falmouth Cruise Ship Port is a high-tech facility that boasts world-class standards based on its navigational requirements, and is geared towards enhancing Jamaica's cruise product. The project was developed by the Port Authority of Jamaica, which has the portfolio for cruise marketing and port development in partnership with Royal Caribbean Cruises Limited. **Source :** [jamaica-gleaner](#)



The Svitzer Ocean going tug [Rotterdam](#) was in the Eastern Anchorage, Gibraltar, waiting for her next task on 26th March. **Photo :** [Chris Brooks](#) - [www.ShipFoto.co.uk](#) ©

New Bilbao terminal for Brittany Ferries service

CAP FINISTERE reaches Bilbao on the inaugural sailing of Brittany Ferries' new service from Portsmouth March 29 but almost at the 11th hour there was a surprise with the operator announcing use of a new terminal at the Spanish end.

Although the 32,728gt vessel made trial visits to the Santurzi terminal used for 17 years until P&O's service from Portsmouth closed last September, Brittany Ferries have opted for a new base at Zierbena which is around four kilometres closer to the sea and offers drivers better access to a newly built link with Spain's A8 motorway.

Brittany Ferries commercial director Mike Bevens said: 'As numbers of air travellers from the UK to Spain have declined, we've witnessed a surge in demand with customers welcoming being able to relax on a comfortable, spacious cruise ferry and with the freedom having their own car brings. Now they can arrive in Bilbao in 24 or 32 hours at a brand new terminal with fast and easy motorway access.'

Modifications to **CAP FINISTERE** during a February visit to Remontowa, Gdansk, included creation of a large childrens' playground, a cinema, an additional café and, for passengers travelling with dogs, 10 new pet-friendly cabins (giving a total of 14). A further 21 additional cabins have been fitted increasing capacity to 914 berths in 275 cabins.

In addition to Sunday or Friday sailings to Bilbao, **CAP FINISTERE** also sails from Portsmouth to Santander on Wednesdays. **Source :** [shippax](#)



The former Festival Cruises, "**European Vision**", built as the the second new building for Festival Cruises at Chantiers de L'Atlantique in 2001, now named MSC "**ARMONIA**" seen approaching Grand harbour, Valletta, Malta, on the 29-03-2011. **Photo : Gejtu Spiteri ©**

Dutch consortium creates Emergency Management System for Chengdu Municipality, China.

VSTEP, leading European developer of emergency response training software, has partnered with Prof. Henk van Zuylen of the Technical University Delft and YuSen Chen (CYStone) to assist the Municipality of Chengdu to develop an Emergency Management System training system. The system will be based on VSTEP's RescueSim emergency training application with the potential to be coupled with advanced traffic modeling systems.



The Municipality of Chengdu has a population of over 12 million and is the capital of Sichuan province. The province is an active earthquake zone. In 2008, Sichuan was struck by one of the heaviest earthquakes in Chinese history with its centre a few kilometers from Chengdu, resulting in great loss of life and infrastructural damage. In addition to natural disasters, Chengdu, like any major city, is confronted with major industrial, inner-city and transportation incidents every day. To deal with these incidents, the

city's emergency response organization has embarked on an ambitious program to train the emergency services to operate effectively during different types of incidents.

With hundreds of emergency response workers in Chengdu in the local police, fire fighting department and hospitals, effective practical training is difficult, time consuming and expensive to organize. The Municipality of Chengdu turned to the Dutch consortium, to investigate the opportunities of integrating innovative virtual training with traffic simulation systems. The Chengdu Emergency Management System will incorporate the proven emergency response training platform RescueSim and be used as a training and decision support tool by both the municipal authorities and emergency services to efficiently and effectively manage emergencies of different types, both natural disasters and

man-made emergencies. In addition, the Delft University of Technology and CYStone have developed software tools for simulating evacuation flows of both vehicles and pedestrians. Research is going on to optimize logistics in case of evacuation. Professor Henk van Zuylen is a renowned expert in dynamic traffic management in urban networks. RescueSim is the leading virtual emergency response training software available today. It helps emergency response teams prepare for any thinkable incident by letting them train in a realistic virtual environment, without the dangers, costs and time associated with traditional practical training. Professor Henk van Zuylen, TU Delft: "Chengdu and its environment were severely struck by the earthquake of 2008. One of the positive results of this tragedy is that the municipality is extremely driven to prepare themselves for future incidents. They are innovative, resourceful and committed to being the best-prepared municipality in the country. Their extremely successful rebuilding efforts after the 2008 earthquake demonstrate these qualities."

Cristijn Sarvaas, CEO VSTEP: "We are deeply honored to be able to work for the city of Chengdu on this innovative project. The resulting Emergency Management System for Chengdu will be leading, not only in China but around the globe. The combination of VSTEP's RescueSim training platform and the traffic management expertise of Prof. Van Zuylen and YuSen Chen will help train the Chengdu emergency services and provide a safer environment for all its inhabitants." Wu Weiwei, vice director of Chengdu Municipal Bureau of Emergency Management: "Efficient emergency response requires a good cooperation between different service organizations. Practical training is needed and a virtual training center can help us to save lives in the future and prepare us at a low cost."



DonJon and Seacor Complete Tug Ken Boothe, Sr.



Donjon Marine Co., Inc., along with partner Seacor Holdings Inc. announced the completion of the tugboat, **Ken Boothe, Sr.** The 10,700 hp tug will work as an Articulated Tug/Barge (ATB) in conjunction with a 34,000 ton capacity self unloading bulk cargo barge. The tugboat was constructed in the Donjon Shipbuilding and Repair facility over the last 14 months. The still-to-be-named cargo barge is scheduled to be delivered in early Spring of 2012.

"We are very pleased to see the completion of this state-of-the-art towing vessel, and to share in the success with our partner Seacor. This represents a new and exciting chapter in our companies' stories," said J. Arnold Witte, President and CEO, Donjon Marine Co., Inc. **Source : MarineLink**

Ken Boothe, Sr. Specifications:

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The TSHD **GEOPOTES 14** seen operating at the river Elbe near Cuxhaven - Photo : Crew Geopotes 14 ©

Hamburg Süd: Port call of “Cap Isabel” in Tokyo cancelled at short notice

In all decisions concerning the current situation in Japan, Hamburg Süd is acting according to the maxim of, first and foremost, safeguarding the well-being of the seamen on the vessels it deploys and, at the same time, ensuring that Japan is not cut off from international commodity flows. Hamburg Süd is in close contact with various institutions, in particular the Federal Office for Radiation Protection. According to official measurements, radiation levels locally have been classified as giving no cause for concern. In addition, Hamburg Süd checks the weather situation prior to any port call in Tokyo. “An appropriately large time window must be available to any vessel calling in Japan for it leave the region quickly if the situation in Fukushima should escalate further,” explains Eva Graumann, Director Corporate Communications for Hamburg Süd. This was the situation in the case of the port calls of the “**Cap Jackson**” in Yokohama and Tokyo respectively on 24 March. The current weather situation for the “**Cap Isabel**” is different. Since

weather conditions in the next few days are expected to change, Hamburg Süd has decided at short notice to cancel the port call in Tokyo. Hamburg Süd will continue to keep a close eye on the situation in Fukushima in order to be able to reach a timely decision on the next port calls in Tokyo and Yokohama. Hamburg Süd has arranged for the appropriate measurements to be taken on the containers that have been deployed in Japan since the disaster in Fukushima. **Source: Hamburg Süd**

Siem Offshore gets into submarine cable installation business



Norway's SiemOffshore Inc. says it is getting into the business for submarine cable installation, repair and maintenance projects. It has reached an agreement with the shareholders of Leer, Germany, based Five Ocean Services GmbH (FOS) that will see it acquire all shares in FOS.

Left : SIEM CARRIER

Siem Offshore will invest approximately \$8 million as consideration for shares and injection of working capital. The amount includes the issue of 200,000 shares by Siem Offshore to the shareholders of FOS.

Siem says the transaction combines its marine operating capacities with the engineering capabilities and project execution expertise of FOS and forms a

strong entity to meet the forecasted market growth and customer requirements. FOS was formed in 2003 and has served the worldwide offshore oil and gas industry as well as the conventional energy market, with a specific geographical focus on the Middle East, the Eastern Mediterranean Sea and India. FOS has successfully completed more than 20 installation and repair projects of submarine cables. FOS employs approximately 50 people, including a project engineering and installation team. The management team of FOS has more than 20 years experience in the submarine cable installation market. Siem Offshore says the main initial asset for the installation of submarine cables will be the vessel **Siem Carrier**, which was converted into a state-of-the-art DP2 cable installation vessel in 2007 at the Orskov Shipyard in Denmark in line with a 3-year fixed plus 2 x 1-year optional extension charter party between Siem Offshore Inc. and Five Oceans Services GmbH.

Swissco group orders three new vessels

Swissco Holdings Ltd has announced that it has, through its wholly owned subsidiaries, Swissco Energy Services Pte Ltd and Swissco Offshore Pte Ltd, entered into shipbuilding contracts for the construction and delivery of three offshore support vessels, including one anchor-handling tug supply vessel and two utility vessels.

The total contract value for the construction of the OSVs is approximately S\$27 million, excluding owner supplied items. The OSVs will be constructed in the province of Guangzhou in China, and are expected to be delivered to by the end of 2012. The vessels are expected to be deployed in the region as well as to oil and gas fields in the Middle East. "Even though charter rates have not fully recovered from the effects of the last financial setback in 2008," said. Robert Chua, Chairman of Swissco Holdings Ltd, "our organisation needs to position itself in preparation for the recovery." "We are building vessels on a selective level and keeping to our niche in the OSV market for the time being." The

funding for the construction of the OSVs is expected to be from internal resources as well as bank borrowings. The Swissco group currently owns and operates a fleet of 38 OSVs and expects to take delivery of additional five vessels in 2011 and with the aforementioned order, another three vessels in 2012. Source : offshore shipping online

Star Cruises to return to Halong after three-year hiatus



The **SUPER STAR AQUARIUS** seen moored in Hong Kong – Photo : Leo Varekamp ©

The **SuperStar Aquarius** ship of the Star Cruises Hong Kong Limited will come back to Quang Ninh Province's Halong City on April 3, nearly three years after the cruise line suspended Halong's calls. According to the local service provider of the ship, Saigontourist Travel Service Co., the ship will bring around 2,200 crew members and passengers to Halong, which is known for the UNESCO World Heritage-listed bay of the same name. The passengers, mostly from China and Hong Kong, will tour the bay that features thousands of limestone karsts and isles, shop at the Halong market, and drop by some other attractions in the city. The ship will leave the bay for Hong Kong in the evening the same day.

Le Quang Thang, manager of Saigontourist's Shorex & Port Agency Department, said he expected the cruise line to arrange regular trips to the city after the **SuperStar Aquarius** visit. "The Star Cruises will come to the bay every month if things are fine."

Before December 2007, the Star Cruises did not include Halong in its ships' Vietnam tour programs for three years and repeated its exclusion of the city in July 2008. From late 2007 to mid-2008, the company brought 1,000 to 2,200 foreign passengers to the bay a week.

The Star Cruises ships made only two trips to the country last year but Halong was not on their itinerary. Saigontourist last Friday welcomed the **Princess Daphne** cruise ship to Halong with 500 crew members and cruise passengers on board. The Portuguese-flagged ship is taking a trans-Vietnam tour for seven days, which takes in Halong, Danang, Hoi An, Hue, Nha Trang and HCMC.

The company has estimated that it will receive around 20,000 international cruise passengers in the first quarter of this year, up 8% year-on-year. * In related news, Saigontourist and another travel firm, Lua Viet, are promoting river tours from downtown HCMC to Can Gio and Cu Chi. The tours may be extended to neighboring Cambodia.

Lua Viet is focusing on budget travelers such as students and workers. It offers a three-hour sightseeing tour without food on the Ben Nghe boat that traverses the Saigon River between Bach Dang Wharf in District 1 and Nha Be District. The tour costs only VND20,000 per guest.

Saigontourist has put on six tours, including river and water-and-land tours. A daily tour to explore the Saigon River at night plus a water puppetry show costs VND735,000 per person. A tour running from Bach Dang Wharf to Binh Quoi Tourist Village in Binh Thanh District is available on Tuesday, Thursday and Saturday and costs VND735,000 per tourist.

For the day-long Cu Chi District tour, travelers take a high-speed boat ride to the district and come back to the city center by road at a price of VND2.2 million per traveler. Two-day tours of Can Gio cost nearly VND2.4 million and tourists travel by both water and land. Visitors can opt for a one-day tour by boat at a price of VND995,000. A five-day tour of the Mekong Delta's Chau Doc City and then Cambodia's Phnom Penh and Siem Reap by water and land costs nearly VND8 million per tourist. **Source : The Saigon Times Daily**



The ferry **Oleander**, which has for many years served the Ramsgate to Ostend route now runs between Algeciras and Tangiers. Seen arriving at Algeciras on 26th March.

Photo : Chris Brooks - www.ShipFoto.co.uk

Horizon Lines says of potential bankruptcy

Horizon Lines shares lost nearly half of their value on Tuesday, a day after the container shipping and logistics company said it could be forced to seek bankruptcy protection for not being able to comply with its debt agreements, Reuters reports. Shares of the Charlotte, North Carolina-based company fell to \$1.61, their life-time low, in volumes that were nearly five times their normal moving average.

Horizon Lines -- whose customers include Costco Wholesale, Johnson & Johnson, Lowe's Companies, Safeway and Wal-Mart Stores -- generates most of its revenue by having specified rates and -- generates most of its revenue by having specified rates and volumes with customers. The economic crisis led to most customers cutting shipments, hurting sales at Horizon Lines.

The company, which has borrowings of \$576.6 million, said it will breach agreements related to its notes and also default on the revised covenants under its credit facility. Horizon Lines, whose operating history goes back to 1956, said it could be forced to seek "reorganization under federal bankruptcy laws," as there was no assurance that its discussions with lenders for debt restructuring will be successful. The company said it carries over a third of marine

container shipments from continental United States to Alaska, Puerto Rico, Hawaii, Guam, the U.S. Virgin Islands and Micronesia. "Uncertainties regarding our ability to remain in compliance with certain debt covenants under our senior credit facility throughout 2011 and our ability to cure a potential acceleration under our notes raise substantial doubt about our ability to continue as a going concern," Horizon Lines said on Monday. **Source : PortNews**

Fast ferry on sea trials next week

Now there are only a few days before the new fast ferry **Leonora Christina's** goes out on her first sea trial. Her systems will be tested and approved in the grand style. The classification society is on board and will issue certificates as and when things work. It will probably be early next week that the ferry will sail under its own power for the first time. **Source: BornholmerFærgen**

PIL, Wan Hai Lines, Cosco, Hanjin to offer CLX service

PACIFIC International Lines (PIL) and Wan Hai Lines are back together on the transpacific trade ending a 12-month separation. The pair is teaming up with Hanjin Shipping and Cosco on the new Central China-Long Beach Express (CLX) service that will link Fuzhou, Shanghai, Ningbo and Yokohama to Long Beach.

The service is scheduled to start on April 4 with the 4,252-TEU **Wan Hai 505** undertaking the maiden voyage from Fuzhou, reports Alphaliner. It said the CLX will deploy five ships ranging in size from 4,000- to 4,400-TEU, with Cosco operating two and PIL, Wan Hai Lines and Hanjin providing one each.



The **COSCO EUROPE** seen moored yesterday at the Pasir Panjang terminal in Singapore – **Photo : Piet Sinke ©**

PIL and Wan Hai had first formed a partnership on the transpacific trade lane in March 2007 with their joint CTP service that Wan Hai had originally commenced independently in June 2001. The CTP was scrapped in November 2008 when the pair joined "K" Line on its PSW loop. Wan Hai Lines departed from the PSW in March 2010 to team up with Hanjin Shipping on the south east Asia-Japan-California Express service (SJX) by bringing in one 4,024-TEU vessel to the service, the **Hanjin Osaka**, under charter from Hanjin. As for PIL, it left the PSW in April last year to commence an independent service, the CTP. **Source : Schednet**

Zim turns to full-year profit

Israel Corporation's revenue fell to \$9.86 billion in 2010 from \$12.5 billion in 2009. Net profit attributable to majority shareholders jumped to \$474 million in 2010 from \$6 million in 2009. Net profit nearly doubled to \$981 million (\$62.33 per share) from \$497 million Israel Corp. will distribute a dividend of NIS 248 million (\$70 million).

Fourth quarter revenue was \$2.53 billion. Fourth quarter net profit attributable to majority shareholders net profit rose to \$161 million from \$126 million in the corresponding quarter of 2009. Israel Corp's CEO Nir Gilad earned NIS 23.5 million in 2010, including a base salary cost of NIS 3.36 million, a NIS 7 million bonus, and NIS 13 million in stock-based compensation. Outgoing chairman Idan Ofer earned NIS 1.33 million in 2010. Wholly-owned subsidiary Zim Integrated Shipping Services Ltd. posted \$3.7 billion revenue in 2010, up from \$2.5 billion in 2009. The company posted a net profit of \$54 million in 2010, compared with a net loss of \$432 million in 2009. Zim's revenue accounted for 37% of Israel Corp's total revenue. Israel Chemicals Ltd. (TASE: ICL), in which Israel Corp. owns a 53.2% stake, accounted for most of its profit - \$538 million (out of Israel Chemicals' net profit of \$1.02 billion) in 2010, up from \$410 million in 2009. Israel Chemicals' fertilizer operations accounted for 29% of Israel Corp's revenue and Israel Chemicals' industrial products operations accounted for 13%. Electric car venture Better Place LLC posted a net loss of \$125 million in 2010, up from a net loss of \$86 million in 2009. Israel Corp's share of the net loss was \$44 million in 2010. Better Place's fourth quarter net loss rose to \$42 million from \$39 million in the corresponding quarter. Israel Corp's share price rose 0.5% in morning trading to NIS 4,150, giving a market cap of NIS 31.8 billion. **Source:** Globes

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Abu Dhabi Ports Company announces tug and pilot boat contracts worth Dhs66m

Abu Dhabi Ports Company (ADPCADPC) has announced tug boat and pilot boat contracts worth Dhs66m for Khalifa Port with two Emirati boat building companies. Riviera Boat Industrial Investment (based in Sharjah) has been appointed to build one pilot boat, and Grandweld (based in Dubai) has been appointed to build two tug boats for the first phase of the port project. The signing ceremony took place today at the World Ports and Trade Summit in Abu Dhabi, of which ADPCADPC are the hosts, following a competitive international tender process.

The three vessels will operate in Khalifa Port, Phase 1 of which is being constructed adjacent to the Kizad (Khalifa Industrial Zone Abu Dhabi) site at Taweelah. The first phases of both mega-projects will see their infrastructure completed by Q4 2012, with Phase 1 of Khalifa Port able to handle 2 million TEUS and 12 million tonnes of cargo.

Commenting on the order, Capt Mohamed Al Shamisi, Vice President of Ports Operations, ADPCADPC, said: "This is a milestone order not only for Khalifa Port but also for ADPCADPC. The Emirati yards in question build consistently excellent quality vessels and the contracts pave the way for the exciting full opening of Khalifa Port's first phase. The fact that ADPCADPC has placed these orders emphasizes our full commitment to completing the infrastructure and superstructure to Khalifa Port Phase 1 to budget and on time." Riviera has been contracted to build one 18 metre pilot boat, available from the end of February 2012, with a speed of 21 knots, at a cost of approximately Dhs5m (just over US\$1m). The pilot boat will be used for port pilotage operations in harbour and coastal waters.

Grandweld will build two tug boats, each with a bollard pull of 55 tonnes, a length of 32 metres and a speed of 12.5 knots. Both tugs will operate in Khalifa Port from Q4 2012 and will be capable of berthing/un-berthing, escorting vessels and fire fighting on a 24 hour basis. The cost for both tug boats is Dhs61m (nearly US\$17m).

All three boats will be ready to escort ships into Khalifa Port from Q4 2012. They will also be able to assist ships berthing at the dedicated EMAL (Emirates Aluminium) facility in Khalifa Port, which has been in operation, receiving raw material, since November 2010. **Source : Emirates News Agency**

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Smyril Line deficit of 15.7 million DKK in 2010

Rising costs for bunker fuel is the reason that the Faroese shipping company Smyril Line came out of 2010 with a deficit of 15.7 million DKK. Klaus Kjærulff has left the post as chairman and is replaced by Jens Meinhard Rasmussen. "The biggest challenge in 2010 was definitely the expensive oil, which cost the company a large share of revenues. Last year the oil cost 24 million DKK more than in 2009," says Runi Vang Poulsen, CEO of Smyril Line. He adds that operating profit in 2010 would not meet the requirements which it imposes on itself. Therefore, the company has initiated extensive changes and improvements in company. In summary, significant improvements to the management of sales and marketing are going to be made. Changes aboard the company ship Norrøna must provide greater customer satisfaction and increase sales onboard.

Increased sales, operational savings, higher service levels, stronger capital base and liquidity should help to create a "turnaround".

According to Runi Vang Poulsen, improvements are already visible in the figures so far this year. Oil costs will still be an unknown factor. Vang Poulsen said that the overall goal is to get out with profits in the financial statements in 2011.

In connection with the company's general meeting on 15 March, Torm CEO Klaus Kjaerulff as resigned as CEO and left the board. New is Chairman Jens Meinhard Rasmussen, while the rest of the board consists of Kristina Háfoss, Teitur Poulsen, Linda Björk Gunnlaugsdottir and Hendrik Egholm. **Source: Smyril Line**



Tunnel element no 1, the last element for the new to built 2nd Coentunnel was safely transported from Barendrecht to Amsterdam – **Photo : Marijn van Hoorn ©**

Vietnam: CMA CGM Arrives at Newly Opened Cai Mep International Terminal

The **CMA CGM Columba** arrived as scheduled at the newly opened Cai Mep International Terminal (CMIT). At 131,263 DWT and with a capacity of 11,500 TEU, CMA CGM Columba is the largest container vessel ever to call in Vietnam. Located approximately 50km southeast of Ho Chi Minh City, CMIT is the first container terminal in Vietnam to offer shipping lines direct access to the newly dredged and certified 14m Cai Mep Terminal Channel as well as offering 22 row outreach super-post Panamax quay cranes to the world's new generation of vessels.

"CMA CGM is delighted to be CMIT's first customer" commented Jean-Charles Tassoni, General Director of CMA CGM Vietnam. "We are confident in the ability of CMIT to meet the growing needs of CMA and congratulate everyone

involved in bringing this important new container terminal into operation". On her maiden voyage, CMA CGM Columba is in transit from Asia to north Europe and is the first of the newly delivered 11,500 TEU vessels now transitioning onto CMA CGM's FAL3 service. "Welcoming the maiden call of **CMA CGM Columba** begins a new era in Vietnamese ports" commented Michael Them Rasmussen, General Director of CMIT. "We look forward to working in partnership with CMA CGM to achieve their performance goals in the Southeast Asia market." CMIT is a joint venture between APM Terminals, Vietnam National Shipping Lines and Saigon Port and represents four years of port development work by a dedicated project team. **Source: APM Terminals**

Sartor Offshore orders PSV at Havyard



Bergen, Norway, based Sartor Offshore has placed a NOK 300 million order for a Havyard 832 L platform supply vessel for delivery from the Havyard Leirvik shipyard in Sogn, Norway, in January 2012. The contract includes an option for a second PSV of the same design for delivery in June 2012.

"The contract is based on optimism within the industry," says Sartor CEO Roy Wareberg.

"Currently, the vessel does not have a contract, however, the energy in the market is intensifying and we regard the decision to build as forward looking and the right decision. Sartor Offshore currently has 24 vessels in its fleet and has begun an extensive renewal program. It says the Havyard 832 L design has set a new standard for medium-sized supply vessels, as it offers greater cargo capacity and more flexibility, better performance and lower fuel consumption than competitive models.

"The contract from Sartor Offshore is yet another acknowledgment of the design and functionality of Havyard 832 L. We have succeeded in developing modern, environmentally friendly and competitive vessels that are sought after both shipowners and charterers" Geir Johan Bakke of Havyard says. Havyard 832 L is a development of the previously designed and delivered Havyard 832 and has the following main data: Loa: 86 m , Width: 17.6 m. Deadweight: 4,200 tons, Deck area: 900 m2, Speed: 15 knots, Accommodations: 25 persons **Source : MarineLog**

Grand Alliance resumes Nagoya service

The Grand Alliance is resuming service to the Japanese city of Nagoya operated by Hapag-Lloyd on March 31, according to a bulletin by OOCL. The services had been disrupted since March 16 in the aftermath of the earthquake and tsunami that hit Japan on March 11.

The Grand Alliance service operated by Hapag-Lloyd suspended service to Tokyo, Yokohama and Nagoya on March 16. The new notice did not say service had been restored to Tokyo and Yokohama. OOCL, which is a member of the Grand Alliance along with Hapag-Lloyd and NYK Line, said its own services, KTX 1, 2 and 3, which provide connections to Southeast Asian ports through Japan, continue to operate normally.

The Hong Kong-based carrier said it continues to accept bookings for shipments to and from Japan except for the ports of Sendai, Hitachinaka and Kashima, which were badly damaged by the tsunami. It said it is "closely monitoring the radiation levels at the Ports of Tokyo, Yokohama and Nagoya and will act upon government advice and recommendations from relevant authorities in reviewing needs to make changes to our operations, including our sailing schedules to and from Japan."

OOCL said it has not detected any radiation contamination on any container onboard OOCL vessels so far. As of Tuesday, March 29 the radiation level at the three ports is safe and OOCL vessels will continue to call at the Ports of Tokyo, Yokohama and Nagoya which are over 50 miles away from Fukushima where the radiation contamination is reported. **Source : portNews**



The advertisement features a background image of an offshore oil rig. Overlaid on this is a dark, cross-shaped graphic containing the following text:

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OOCL issues update on services to and from Japan

Subsequent to the aftermath of Japan's devastating earthquakes, tsunami and radioactive contamination due to the damage sustained by the nuclear power plant around the area of Fukushima, OOCL has updated the status of its services to and from Japan: OOCL services calling at the Ports of Tokyo, Yokohama and Nagoya

OOCL's vessels deployed in three services (KTX 1/2/3), providing connections with a number of Southeast Asian cities via Japan, continue to operate normally, Eyefortransport reports .

Grand Alliance services (PAX and NWX), operated by OOCL's alliance partner Hapag-Lloyd, have seen disruption to calls at the Ports of Tokyo, Yokohama and Nagoya since March 16th. On March 31st, Grand Alliance service to and from Nagoya will resume as normal. OOCL continues to accept bookings for shipments to and from Japan, except for the ports of Sendai, Hitachinaka and Kashima- all of which were badly damaged by the tsunami on March 11th.

Potential impact on operations due to radiation OOCL is closely monitoring the situation in Japan and radiation levels at the Ports of Tokyo, Yokohama and Nagoya. The company will act on government advice and recommendations from relevant authorities in reviewing potentially necessary changes to its operations, including sailing schedules to and from Japan. OOCL has implemented precautionary measures onboard its vessels to ensure the safety of crew and cargo. The company is also aware of the concerns about the potential radioactive contamination of goods loaded inside some containers, and continues to work with the relevant authorities in Japan and various destination countries to meet any screening requirements. To date there has been no case of radiation contamination detected on any container onboard OOCL vessels. Meanwhile, the company urges customers to keep closely in touch with their suppliers to ensure that the sources of supply are clearly identified prior to booking. As at March 29th, the radiation level at the three ports is safe and OOCL's operations at the ports remain normal. OOCL vessels will continue to call at the Ports of Tokyo, Yokohama and Nagoya which are more than 50 miles (80 km) away from Fukushima where the radiation contamination is reported. **Source : PortNews**

MARITIME ARTIST CORNER



Line handlers of the KRVE seen operation in the port of Rotterdam, a watercolour made by [Ronald van Rikxoort](http://www.artabc.nl)
www.artabc.nl

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.... PHOTO OF THE DAY



The 2008 built LBY flag and owned crude oil tanker **AL YARMOUK** offshore Malta awaiting orders on Thursday 17th March 2011. She was bought from Geden Lines, Turkey and former name was **WIND**.

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