



Number 096 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 06-04-2011**

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

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|---------------------------------------|---|--|
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| SHORECRANES UP TO 208 M / TONS | | |
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The ANDRÉ-B seen at the river Tyne – Photo : Kevin Blair ©

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In Rotterdam-Calandcanal the **BRO PRIORITY** seen getting renamed in **FRIDA MAERSK**
Photo : Anton de Krieger ©

| Hellenic Shipping News Worldwide BUNKER PRICES (2011-04-05) | | | |
|---|------------|------------|-------------------------|
| PORTS | IFO380 | IFO180 | MDO MGO-0.1%, L.S |
| PIRAEUS | 654.00 8 ↑ | 690.00 8 ↑ | 0.00 0 1018.00 6 ↑ |
| Hamburg | 640.00 0 0 | 655.00 0 0 | 0.00 0 1018.00 0 0 |
| FUJAIRAH | 670.00 2 ↑ | 700.00 3 ↑ | 0.00 0 1025.00 0 0 |
| SINGAPORE | 675.00 5 ↑ | 685.00 5 ↑ | 1010.00 5 ↑ 1020.00 5 ↑ |
| ROTTERDAM | 645.00 7 ↑ | 665.00 7 ↑ | 0.00 0 1015.00 3 ↑ |
| HOUSTON | 645.00 0 0 | 690.00 0 0 | 1020.00 0 0 0.00 0 0 |
| L.ANGELES | 710.00 0 0 | 725.00 0 0 | 1015.00 0 0 0.00 0 0 |

Ferry docks in Benghazi, carrying cargo of wounded from a Libyan cit

THE Ankara used to be a car ferry. She is now a ship of horrors, filled with the maimed, disfigured and grievously injured victims of Colonel Muammar Gaddafi's regime. The Turkish vessel steamed into Benghazi, the Libyan rebels' de facto capital, last night bearing 230 men, women and children who have been hit by tanks, artillery and sniper fire in the western city of Misrata, which has been besieged and bombarded by government forces for weeks.

The mood at first was joyful and ecstatic. Citizens of liberated Benghazi packed on to the quayside to give their compatriots an emotional heroes' welcome as surrounding ships blasted their horns. "Allahu akbar," the Libyans cried as the Ankara arrived. Soon those on board and those on the dock were hailing each other with victory signs. "Tell Muammar and his sons that Libya has real men," they chanted in unison. "With our soul and our blood we sacrifice for Misrata." We noticed that some of those at the railings had bandages around their heads, or arms in slings, but nothing prepared us for what we found when we were let on board. The windowless steel cardeck was carpeted with men, young and old, lying on blankets and flimsy mattresses. On the upper decks every cabin was similarly filled. There were people with amputated limbs, on crutches and in wheelchairs. There were people with faces grotesquely scarred by shrapnel, with heavily bandaged heads and limbs and torsos, with legs and arms in splints to hold broken bones in place. Some were barely conscious. Most of the patients were men of fighting age, but many were old - far too old to wield weapons. In one cabin lay a woman called Fatma, 47. Her brother, Ali, said that she had been too traumatised to speak since a shell exploded outside their house. In the corner of another room we found two young brothers, Ali and Mohammed Ashar, aged 15 and 11. Both Ali's legs were swathed in bandages. Mohammed's face was scarred by shrapnel, and much of his body was bandaged or in plaster. Both appeared dazed and bewildered.

The ship was a propaganda gift to the rebels, floating proof of the regime's barbarity in a city that has been almost entirely closed to the outside world since the uprising began in mid-February. The Ankara had been escorted into Misrata by Turkish F16 fighter aircraft and two frigates. "I was devastated. I never thought it would be like this," said Selman Karadayi, one of the 15 Turkish medics on board the ambulance ship. "We weren't expecting this number of injured. We were prepared for 100 to 150 but we took more than our capacity out of humanity." The patients on board were all seriously injured, he added, but they were not the worst they had found in Misrata. The ship could not relieve the city's hospitals of their most critically injured cases because she did not have the facilities on board to keep them alive.

Other wounded could not be taken because they had been sent home. Thousands of other people had begged to leave, but the Ankara had to turn them away. The victims gave uniformly grave accounts of life in Libya's third city, which Colonel Gaddafi's forces have spent the past six weeks trying to capture. "It's a disaster. It's hell," said Muad Shetwan, 25, whose thigh bone had been shattered by a bullet. "There are snipers everywhere, in every building. They don't make any difference between men, women and children - even animals. They're killing everything." Said Sharif, 35, whose legs had shellfire wounds, said: "It's terrible. There's no place you can say you are safe, not even your home. There are tanks everywhere. They're firing on Misrata from all directions." Mohammed Eskar, 28, was hit in the stomach by shrapnel. "Gaddafi's tanks are all around Misrata. All the time they're shelling us. Everyone is terrified," he said. Several begged the coalition to step up its airstrikes to save their city. "Gaddafi is like an animal. Please help. Please help Misrata. Don't let him destroy my city," said Mustafa Abdulla, 46, who had lost his lower left leg to a shell

seven days ago. But while many of the patients' bodies were broken, their spirit was not. "I want to go back. I want to fight again. I want to kill Gaddafi," Mr Sharif said as he lay prone and disabled on the floor of the Ankara.

Source : theaustralian.com.au



Chinese tug [Hua An](#) (ex-SmitWijs New York) departed April 3 with loaded [Mammoet Salvage barge MSB 3652](#) from Pasir Gudang - Malaysia. Destination is Nouadhibou - Mauritania. [Mammoet Salvage](#) recently signed a contract for the removal of approximately 80 wrecks in the bay off Nouadhibou.

Photo : Capt. Kees Pronk ©

Dry bulk market down on first day of second quarter

The dry bulk market began the second quarter on a downward pattern, with the industry's benchmark, the Baltic Dry Index (BDI) shedding 1.45 percent and ending the session down to 1,498 points, or about half of where it stood a year back. The biggest losses were recorded in the panamax front, which lost 1.87%, while the Capesize market was also down by 0.73 percent. Last week, the BDI closed at 1,520 points, with Capesize still earning just \$10,554/day, while the smaller in size Panamax ship types were averaging a substantially higher \$15,463 on a daily basis. The even smaller Supramaxes have proven more resilient, earning their owners a daily average of \$15,795.


According to the latest weekly report from BRS (Barry Rogliano Salles), there was a general slide in rates this week, with the Panamax and Supramax markets affected by a slowdown in South American grain exports. Meanwhile the previous week's re-appearance of Japan in the market did not have much of an impact this week and the Cape market came off slightly. In the iron ore market, China's efforts to control more of the ore trade are starting to take effect with the China Mining Association claiming the country will manage 200m tons in overseas ore by 2014, up from 110m tons this year. The Association also predicted domestic iron ore production will grow between 6% and 8% this year, up from 1.07bn tons of iron ore in 2010 (itself a near 22% increase on 2009). Confirming the trend to extend its reach overseas, this week Wuhan Steel confirmed it would begin mining ore at its Liberian Bong mine in 2012. Initial capacity will launch at 1m tons/year, though the company has plans to expand it to 10m tons/year.

"Activity levels were relatively high in the Cape market this week, but again the sheer number of vessels available for hire kept rates at the same level. We have now seen 80 Capesizes of 13.5m dwt (ships >83,000 dwt) delivered in the first three months of 2011, compared to 60 vessels of 10.9m dwt in the equivalent period in 2010. Friday-to-Friday the BCI fell 13 points to 1792, while the four time charter average finished the week at US\$10,554. In the period market, levels also remained stable, with an 180,000 tonner fixed at US\$16,000 per day for 11-13 months trading, delivery ex yard in China" said the report from the Paris-based shipbroker. As for the Panamax markets, the Far East area was

quiet and the few spot coal cargoes out of Indo and Australia were mainly fixed under contract. In the Indian Ocean, iron ore exports slowed down too and Panamax tonnage was fixed from WCI to China at US\$15 pmt, down from US\$16 pmt a week ago. This weaker market pushed many ships to ballast into the ECSA basin, pushing down this market and the TA round lost more than US\$1,000 to close at around US\$15,000 per day. We noted however that some quick TA rounds were fixed at well below those levels. The short period market logically eased too by more than US\$1,000, and BPI index vessels are now getting between US\$15,000 and US\$16,000/day. In terms of S&P activity, the week ended with 27 sales reported in the secondhand and demolition market posting a 42.5% negative w-o-w change with buying sentiment being centered again both on bulkcarriers and tankers said a separate report from Golden Destiny. The highest activity has been recorded in the secondhand market, while the newbuilding market these last two weeks remains on low levels. "In the secondhand market, 20 vessels reported to have changed hands this week equalling a total amount of money invested in the region of US\$ 280,95 million, however six of the reported deals were at undisclosed prices. In terms of reported number of transactions, the S&P activity has been marked with a 20% negative w-o-w change, while is down by 37.5% comparable with previous year's weekly S&P activity when 32 vessels induced buyers' interest with bulk carriers again grasping 31.25% share of the total volume of S&P activity. In terms of invested capital, the tanker sector continues to appears to be the most overweight representing almost 80% of the total invested capital this week.

In the demolition market, it was a quiet week with just 7 vessels reported to have been headed to the scrap yards of total deadweight 261,467 tons. In terms of reported number of transactions, the Demolition activity has been marked with a 68 % negative w-o-w change, while in terms of deadweight the weekly negative change was around 40%. In terms of scrap rates, the highest scrap rate has been achieved this week by India for a general cargo vessel that seems to obtained \$ 483/ldt, with Bangladesh being again out of the market since the situation still remains uncertain. The Greek presence this week was noticeable both in the secondhand and the newbuilding sector. In the secondhand market 2 transactions appeared in the frontline, one in the Capesize sector and one in the VLCC sector, both from well-known players of the industry, while in the newbuilding sector the investments were centred in the bulkcarrier, gas tanker and once again container sector. The total invested capital remains unknown since no prices have been revealed for the majority of the transactions" concluded Golden Destiny's report.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide




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First sentence handed out in Princess Ashika sinking

A New Zealander, John Jonesse, has been sent to jail for five years after being convicted of manslaughter over the deaths of 74 people in Tonga's **Princess Ashika** ferry disaster, TV3 reports from Nuku'alofa. It reported that Jonesse, a failed businessman from Christchurch who was CEO of the Shipping Corporation of Polynesia, received the five years

for manslaughter by negligence. He could have received 10 years jail. He and three others were convicted over the death of 22-year-old Vaefetu'u Mahe, one of only two bodies ever recovered from the sea.

TV3 report he was also given concurrent sentences of six months for forgery and dealing with a forged document and four years for sending an unseaworthy ship to sea. Also convicted on Friday by Justice Robert Shuster, and still being sentenced today, were the acting director of Marine Viliami Tu'ipulotu (one six charges), Ashika captain Viliami Makahokovalu Tuputupu (six charges) and first mate Semisi Pomale (one charge). SCP was also convicted of six charges. **Source : stuff.co.nz**



The **CLIPPER SOLA** seen enroute Rotterdam – **Photo : Sander Croese ©**

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Shipping lines still sail to Japan as radiation poses no threat

Some oil-tanker owners are seeking additional fees for carrying cargoes to Japan, the world's third-largest crude consumer, according to Stena Bulk AB, which operates a fleet of more than 80 vessels. The world's biggest tanker firms, dry-bulk carriers and container lines said last week they are still servicing Japanese ports, judging there to be no threat to vessels or crew from radiation leaking from a crippled nuclear plant. All vessels are avoiding a 30-kilometre exclusion zone around the Fukushima Dai-Ichi plant, about 220 kilometres north of Tokyo.

"I do think it commands a small premium," Erik Lewenhaupt, general manager of Stena Bulk Singapore, said by phone while declining to quantify the scale of the additional charge. "I wouldn't call it significant at the moment," he said.

Record-high readings of contaminated sea water were found on Friday near the plant, which was damaged by a magnitude-9 earthquake and 23-foot tsunami on March 11, Japan's Nuclear and Industrial Safety Agency said.

The International Maritime Organisation (IMO) said on March 21 there was no medical basis for restricting shipping, and the US Navy said on Thursday any radiation on vessels can be scrubbed off with soap and water and isn't harmful to people's health. "At the moment, nothing has been done on it because it's Japanese cargoes going on Japanese

ships, but there's an underlying feeling that perhaps owners could ask for 2.5 points more," said Bob Knight, head of tankers at Clarkson Plc, the world's biggest shipbroker. He was referring to the industry's Worldscale system for determining charter rates. While there have been no recent bookings to Japan, "if an owner knew he would go to Japan, he would definitely ask for a premium," said Nikos Varvaropoulos, a Dubai-based official at Optima Shipbrokers Ltd. Owners are inserting clauses into their contracts to compensate them in the event ships or crews are affected by radiation, Varvaropoulos said.

Torm A/S, Europe's biggest shipper of oil products including gasoline and jet fuel, is not charging extra to go to Japan, Tina Revsbech, head of tankers at the Hellerup, Denmark-based company, said by phone. "We don't charge a premium," Revsbech said. "I don't see any reason to do it." Ships sailing into nuclear zones aren't insured if radiation affects the vessels or their crews, according to information on the website of the UK. P&I Club, which insures a fleet drawn from more than 50 nations. Shipping lines should "think very carefully" before refusing to sail to Japanese ports south of Kashima, Nick Burgess, head of the Japan team at law firm Ince & Co, said in a report March 30. "If there was a real risk of exposure to unacceptable levels of radiation, then charterers might be in breach of the safe-port warranty in ordering the vessel to proceed," Burgess said in the report. "Current information sources coming from Japan and elsewhere all suggest that the exclusion area does not extend to Tokyo or Yokohama and that levels of radiation there are low and within acceptable levels." **Source: Bloomberg**



Above seen the start of the Race of the Classics in Rotterdam – **Photo : Roderick van Hasselt ©**

See more photos of the event at : <http://www.flickr.com/photos/fotoroderick/sets/72157626301540545/>

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KMR reikt EWALD-award uit aan Erik Hietbrink en André Boer

Ter gelegenheid van het 15-jarig jubileum van KMR reikte KMR-voorzitter Jos Benders onlangs de EWALD-award uit. De inspiratie voor de prijs komt uit een, in 1998 gestart, project "EWALD" wat staat voor 'Early Warning Analysis of Logistics Developments', een trendwatch-instrument. "De EWALD-award, ontworpen door kunstenaar Ronald Motta, is gaandeweg een symbool geworden voor de slimme man/vrouw waar we het van moeten hebben in de Mainport



Rotterdam, die zich bijzonder verdienstelijk heeft gemaakt voor de versterking van de kennisinfrastructuur in onze regio of een betere aansluiting van onderwijs-arbeidsmarkt, het werkterrein van KMR", aldus Jos Benders. De EWALD was tot dan 4 keer uitgereikt, de laatste keer 5 jaar geleden. Dit keer viel de eer te beurt aan twee personen die zich bijzonder hebben ingespannen voor, en ook namens KMR, en daarnaast ook nog eens een buitengewone prestatie hebben geleverd, en nog steeds leveren, voor de ontwikkeling van de kennisinfrastructuur in onze regio.

De heer André Boer, directeur van Krohne Altometer in Dordrecht, ontving tijdens de jubileumbijeenkomst de EWALD uit handen van voorzitter Benders. De heer Boer heeft zich als voorzitter van TCMR (Technocentrum Metalektro Rijndelta) bijzonder intensief ingespannen voor een succesvolle realisatie van het Deltaplan. Daarnaast is de heer Boer niet alleen betrokken bij de Duurzaamheidsfabriek op het Leerpark Dordrecht, maar ook bij "Euroloop", het meest geavanceerde calibratiecentrum ter wereld op de Vondelingenplaat en XCaliber, het 'kleinere zusje van Euroloop'.

De andere EWALD werd toegekend aan de heer Erik Hietbrink, voorzitter van het CvB van de STC-Group. Vanaf de start in 1996 was hij als projectleider voor KMR binnen de clusters "Scheepvaart, Haven, Transport en Logistiek" en "Proces, Petrochemie en Energie" intensief betrokken bij het realiseren van de doelstellingen van KMR. Onder zijn leiding heeft de STC-Group ook een grote bijdrage geleverd aan de ontwikkeling van een unieke hoogstaande kennisinfrastructuur met o.a. de Oefenfabriek in Brielle en het simulatorenpark in Rotterdam als enkele spraakmakende voorbeelden. De EWALD-award is de heer Hietbrink op de STC-vestiging in Vietnam persoonlijk, namens het bestuur van KMR, uitgereikt door Wethouder Van Huffelen van de Gemeente Rotterdam.



Last Sunday morning Rederij Noordgat's tug **HUNTER** arrived in Harlingen with the German ferry **Schleswig-Holstein**, after some small changes she will be used by the EVT at the route Harlingen- Terschelling v.v. named **SPATHOEK** - Photo : Melle Zegel ©

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Steps to retrieve ship

Rescue operations were going on in full swing to retrieve the Panama cargo ship, which ran aground near Kadiyapattinam coast in the district recently. According to sources, 'Mirage,' the ship from Panama, was on its way to Karachi port in Pakistan carrying iron ore from the 'Haldia Dock' at Vishakapattinam through the Arabian sea.

While the ship was passing near Kadiyapattinam, a coastal village in the district, it ran aground near 'Oolai Parai.' the Collector, Rajendra Ratnoo, convened a meeting with the salvage team along with the Captain, Mansha, Port Officer of Maritime Board, Nagapattinam, John Jeg Selvan, Kanyakumari Port Conservator, Tamil Nadu Pollution Control Board Environmental engineer, Kirubanatha Rajan, and other officials. In the meantime as the ship started sinking, the Indian Coast Guard personnel rescued 25 stranded persons from the ship and brought them to Colachel on Monday.

Source : The Hindu



The 1991 built CYP flag ferry **IONIAN KING** entering Grand Harbour, Malta on Tuesday 29th March, 2011 with 151 evacuees from Misurata, Libya.

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

MV Rak Afrikana is slowly going under

Last observations revealed that ill-fated and abandoned MV **RAK AFRIKANA**, left or even instigated to sink, is now - after more than 3 week from the day when the crew left the vessel clandestinely and then stated that she would sink

within hours - has gone down very low. But still the superstructures were visible over the last weekend at position 0435N and 04804E, which is south of Ceel Gaan at the Central Somali Indian Ocean coast.

The vessel, which served as training ship for several countries including its flag-state the UAE as well as Italy and China could still be salvaged now according to experts, but it seems that the owner consortium will get more money from her sinking, which poses a grave danger to the Somali coast. At present the vessel still also is a great hazard to navigation. Source : Ecop Marine

Flotilla Calls Seismic Vessel to Cease Operations

The first flotilla boat opposing deep sea oil drilling [S/V Infinity](#) encountered the seismic testing ship [Orient Explorer](#) in the Raukumara Basin at around 16:45 yesterday, a little over 24 hours since the deep sea oil exploration vessel left Tauranga. Infinity made radio contact with the ship and has been following and observing it since then.

Dayle Takitimu of te Whānau ā Apanui says, "Petrobras came to our iwi and asked for our support for their oil drilling in our waters and we told them we did not support it, we don't want it to happen, and they were not welcome here. They have chosen to ignore us. Petrobras' history of accidents continues with the latest mishap in the Gulf of Mexico on their deep sea rig the Chinook reported today (1). We have no confidence in this company or the government to not harm what is invaluable to us. We do not want any oil exploration or drilling in our waters." Greenpeace New Zealand Climate Campaigner Vanessa Atkinson on board the flotilla vessel Infinity radioed the captain of the [MV Orient Explorer](#) and demanded they cease all operations and leave the area immediately. The Captain acknowledged the call and continued with seismic testing.

The flotilla crew are currently following and observing operations. Their presence of protest and bearing witness is to send a clear message to the deep sea oil industry and the New Zealand Government. Calling from the flotilla boat Vanessa Atkinson said, "We are here to make absolutely sure that the deep sea oil industry knows that they are not welcome here."

"Deep sea oil is at the extreme end of the fossil fuel industry. It is totally reckless for the Government to have invited this industry into our waters – in so doing they risk an oil disaster that could devastate our coastline and economy," said Steve Abel, Greenpeace New Zealand climate campaigner stationed in Ōpōtiki. "We need Government leadership that sets a path away from fossil fuel dependence and into clean economy", Abel said. The seismic testing vessel [Orient Explorer](#) flagged to Panama (82 meters) is accompanied by a smaller support vessel the NZ flagged [Ocean Pioneer](#) (32.7 meters). Source : Scoop

NAVAL OPERATIONS NAB PIRATE DHOWS -

DISCARD KILLED SOMALIS INTO THE WATER, WHILE OFFICIAL REPORTING BLURRING AND SHODDY

Over the last weekend two motorized dhows, whose clear identities were withheld by the navies, were attacked by naval forces off Somalia, but only one case was so far reported. NATO reported that NATO flagship [HNLMS Tromp](#) rescued the crew from a dhow that had previously been hijacked by armed pirates off the coast of Somalia. On Saturday, Netherlands warship [HNLMS Tromp](#) spotted the pirated dhow heading for a known pirate camp and as the warship closed in to investigate, her boarding team was fired upon, the statement reads, which continues to say:

"Acting in self defence, the crew from [HNLMS Tromp](#) returned fire. Ten pirates tried to escape in a skiff, but were quickly captured, and five were wounded and subsequently received medical care on board the Dutch warship. When a boarding team from [HNLMS Tromp](#) then went to the dhow to assist the innocent crew, they also found 2 fatally wounded pirates on board. No NATO personnel or crew from the dhow were injured during the incident. At the same time, a previously pirated merchant vessel - [MV Albedo](#), lifted anchor and steamed straight for the NATO flagship. After some well-aimed warning shots across her bow, [Albedo](#) returned to her anchorage. [HNLMS Tromp](#) then escorted the freed dhow and crew to safer waters.

Speaking about NATO's counter piracy operations off Somalia, Commodore Hijmans, the sea commander of the NATO Task Force said "As the weather off the Somali coast continues to improve, we know that Pirate Action Groups, (known as PAGs), will start to leave the beaches to hunt down innocent merchant ships. By conducting this counter piracy operation at sea, but close to shore, NATO has deprived these pirates a 'safe haven' in which to operate. We recognise that dealing with armed pirates is always unpredictable, and of course we have to be very careful to protect innocent hostages. We had to be ready to react quickly and effectively and this is what we have done".

What they actually have obviously done is to at first kill the two Somalis, arrest 16 other men and wound five of them, while nothing is said concerning the fate of the captured Somalis. Like in Libya the UN gives a free for all shooting allowance, which if issued by a military commander would get him court marshalled or at least brought to the Hague. Well, the Dutch are not far from it. And over this weekend actually two Dhows have been "liberated", whereby the NATO and Dhow crews were unharmed and one vessel immediately set sail. Latest reporting on one of the dhows says that the shot-up vessel was damaged and was then getting some repair as well as replenishment before sailing. Local observers stated that one of these dhows sports the name **FEDAH**. Unfortunately the Dutch navy didn't provide further details. ECOP-marine will clarify if that is the vessel, which we listed earlier as **FV AL FAHAD**, a traditionally built fishing vessel seized on October 11, 2010. What is even more disturbing is the fact that the Dutch navy even didn't have the decency to return the killed Somalis to their families or at least to the Somali government. "They were entrusted to the water," said Defense Ministry spokeswoman Marloes Visser and tried to explain "Given the temperatures there, you have to take a decision quickly," she said. "It is not practical to keep two bodies on board." But plenty of cool-rooms keep the beers and steaks for the naval officers fresh.

It is an absolute first the world over that humans killed by the navies in these kind of operations are not handed to the authorities to establish all the evidence incl. a post mortem and to let their families of the deceased have the bodies. Do the Dutch have the rights to kill Somalis and then just to dispose them at will??? - without any oversight and without that the Somali Government has to be involved, while the Dutch roam the Somali waters? Visser said the pirates, some of whom were wounded in the shooting, were being questioned on board the **Tromp**. The injured were receiving medical treatment, but it was unclear if the captives would be taken anywhere for trial. "It is not yet clear what will happen next. Prosecutors will have to decide," Visser told The Associated Press. Wim de Bruin of the national prosecutor's office said Monday he had no information on the case. Two further dhows are at the moment observed off Ceel Dhanaane, which so far remain unidentified. NATO has in the moment 4 vessels in this piracy circus, which they call theatre: **HNLMS TROMP** (Flagship) from the Netherlands, **HDMS ESBERN SNARE** from Denmark, **TCG GIREUN** from Turkey and **USS BAINBRIDGE** as well as **USS HALYBURTON** from the United States of America

THE UN security council resolutions make it mandatory for all the Navies to properly report to the Somali government as well as to the UN what they are doing in the Somali waters, but the reality is that most navies remain mum or only report if they fear that word will spread throughout Somalia and hit at least the Somali news outlets. **Source : Ecop Marine**

Tanker due to dock in rebel-held Libyan port

A tanker was due Tuesday to dock in the key eastern oil port of Tobruk to pick up the first oil cargo from the rebel-held part of Libya in 18 days, a spokeswoman for Lloyd's List said. "There is a tanker which is scheduled to arrive later today at the oil terminal near Tobruk, according to Lloyd's Intelligence checking data," said Michelle Wiese Bockmann, markets editor of Lloyd's List, a shipping news and data provider. She added: "We have yet to confirm if it has arrived... The owner of the tanker has yet to comment.

It's a Suezmax tanker and it's able to load one million barrels of oil, or about 130,000 tonnes of oil. So it's over \$100 million (70.5 million euros) worth of crude." Libya, a key crude exporting nation in the Middle East and North Africa region, has seen its output slashed since rebels began an uprising against Moamer Kadhafi's rule. Oil-rich Libya was producing 1.69 million barrels a day before the unrest but this had ground to a halt in the ensuing violence. "If this shipment does go ahead, I think it will send a very strong message that international oil (exporting) is going to resume," added Bockmann.

It's quite a risky business. The ship owner, I would imagine, is being paid a significant premium to bring that ship there." She added that there were separate unconfirmed reports of other ships that could be heading for Libya at some stage. "All tankers have to broadcast or transmit their destination... and we have yet to see another tanker" travelling to rebel-held parts of Libya.

"However, there are several tankers that analysts are looking at that could be heading for (Libyan) ports. We are not sure -- that is completely unconfirmed. There are also anecdotal reports amongst shipbrokers of off-market deals being done to ship oil from Libya. But none of that is confirmed and it's only speculation." **Source : Lloyd's List**

NAVY NEWS



Not a great morning for Durban's first ever Chinese naval visitors, Above seen the 530 **XUZHOU** arriving and below the 529 **ZHOUSHAN** - Photo's : Trevor Jones ©



Refurbished US Frigate Transferred to Pakistan Navy

The Pakistani warship, the **PNS Alamgir**, officially departed from Naval Station Mayport after several months of refurbishment and the training of its personnel on 21 March. It is scheduled to arrive at its home port in Karachi, Pakistan 53 days from now.

The **PNS Alamgir** started its life as the **USS McInerney (FFG-8)**, an Oliver Hazard Perry class frigate. Pakistan acquired it from the U.S. under the Department of Defense Excess Defense Articles program because the U.S. Navy planned to decommission it after 31 years of service. Pakistan signed the transfer deal on 21 April 2010 and it was formally transferred during a ceremony at Naval Station Mayport on 31 August 2010. The frigate underwent dry docking and pier-side refurbishment at BAE Systems Southeast Shipyards from September 2010 to March 2011 using \$58.7 million of Foreign Military Financing funds. The frigate is equipped with anti-ship missiles, a 76-mm naval gun, and torpedo launchers. It can also carry two SH-60 Seahawk multi-purpose helicopters.

There was an additional \$6.5 million spent on specialized training on the ship's engineering, navigation and combat systems for the crew of 240 Pakistani sailors during the overhaul. The **PNS Alamgir** will join the Pakistan Navy Maritime Patrol (MARPAT) mission which is a critical piece in Coalition Maritime Forces counter-narcotics and counter-

terror operations (CTF-150) as well as counter-piracy efforts around the Gulf of Aden, the Arabian Sea, the Indian Ocean and the Red Sea (CTF-151).

LCDR Raja Hussain, the Pakistan Foreign Military Sales Country Program Director for the Navy International Programs Office -- the organization responsible for brokering the deal -- said that the transfer is tactically crucial. "Pakistan is already an active partner in each taskforce and has even taken command of CTF 150 four times," said Hussain. "This transfer not only strengthens the partnership between the two nations, but it will also pave the way for future military-to-military exchanges." The Pakistan Navy can also use the frigate to monitor its country's coastline for illegal narcotics trafficking. "Over half of the heroin coming from Afghanistan is smuggled through Pakistan. There is a relationship as narcotics trafficking sometimes serves as a financial base for terrorist operations," he said. "Therefore, missions on the coastline serve to increase stability in the region and enhance the national security of the United States." **Source :** [defencetalk](#)

New Zealand Navy Ship to Join Exercise with U.S.

New Zealand navy's multi-role ship Canterbury left the naval base in Devonport, Auckland, on Monday for the Pacific for a joint exercise also involving the United States, Australia and France. It was New Zealand's first real joint exercise with the United States since 1984. A total of 150 personnel, made up of medical experts, engineers and builders are on board the ship and will offer assistance in Tonga and Vanuatu. Defense Minister Wayne Mapp has also revealed New Zealand has been invited to rejoin Rimpac naval exercises next year. Rimpac is full-scale maritime exercise conducted with the United States and allied navies around the Pacific Rim. **Source :** [CRI English](#)



Above seen the Polish built Ukrainian Navy Ropucha-I Class landing ship **KONSTANTIN OLSHANSKIY U 402** entering Grand Harbour, Malta on Tuesday 5th April, 2011 with 193 evacuees from Tripoli, Libya.

Photo : [Getju Spiteri \(c\)](#)

HMS Astute to visit Southampton

THE Royal Navy's newest attack submarine **HMS Astute** will make an official visit to Southampton today. The boat will slip into the port's Z-berth in Eastern Docks at about 1pm for a five-day stay until Sunday. Last year Southampton City Council accepted the Royal Navy's offer to affiliate the **Astute's** sister vessel **HMS Artful** - currently under construction - with the city. But the nuclear-powered vessel no longer has its Southampton born commander Andy Coles at its helm. The 47-year-old was relieved of his command of the £1bn sub in November after it ran aground on

a shingle bank in the Isle of Skye. He did not face a court-martial but it is understood he now has a desk job. His successor is commanding officer Iain Breckenridge. He said: "I am delighted to bring **HMS Astute** into Southampton. My ship's company and I are very much looking forward to the visit and meeting with the people of Southampton." During its stay **HMS Astute** will host several visits from sea scouts and local school and college pupils from the throughout the city and New Forest. Civic dignitaries and senior City Council officers will also visit the vessel and meet her crew. It is the first visit to Southampton by a nuclear-powered submarine since **HMS Torbay** arrived for a five-day stopover last November.

City council leader Councillor Royston Smith said: "I welcome **HMS Astute** to the city. We in Southampton are immensely proud of the work the Royal Navy does around the world to protect the country, and we are honoured to host this world-class submarine visit." Source : Daily Echo

SHIPYARD NEWS

Otto Marine bags \$31.5m sales order for platform supply vessel

Offshore marine firm Otto Marine has sold a platform supply vessel to Mermaid Maritime Australia for \$31.5m, Seatrade-asia reports. The sale of its Norwegian design MT6009 MKII DNV Class vessel on Monday is the second order for Otto within one week. The Singapore-listed firm had last week sold two 8,000 bhp anchor handling tug supply (AHTS) for \$43.4m. "Coupled with surging oil prices that will spur exploration activities, demand for platform supply vessels appears to be reviving," said Lee Kok Wah, president and group ceo of Otto. "We are cautiously optimistic that 2011 will turn out to be a better year for new builds and Otto Marine is well-positioned to benefit from this recovery."

Source : PortNews



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Above seen the departure of the new build vessel "Flevogracht" from JCBS shipyard China for her maiden trip.

Photo : Theo Verhagen ©

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CMA-CGM's 'Mascareignes' and 'EPIC' services relocate to Gulftainer's Khorfakkan Container Terminal

CMA-CGM's 'Mascareignes' service has re-located to Khorfakkan Container Terminal (KCT), situated in the emirate of Sharjah on the Eastern Coast of the UAE and operated by international ports and logistics group, Gulftainer, on behalf of the Sharjah Ports Authority. This service serves a wide swathe of the Indian Ocean and is named after the Mascareignes (or Mascarene) Archipelago, consisting of the Islands of Madagascar, Reunion, the Seychelles, Rodriques and Mauritius. The four-ship operation was inaugurated at KCT by the 1,450 TEU 'CMA CGM Maasai' late in March,

and was commemorated by a small presentation from Gulftainer terminal manager Ed Finbow to the ship's Master Captain B. Sergeev. Speaking of the new service, Finbow commented, "We already act as the major hub for CMA-CGM services, so it is a pleasure to see the start of an additional new service at KCT, one that we have never dealt with before and that opens up direct services to and from the Indian Ocean Islands, as well as Port Qasim in Karachi, and Mundra Port in India."

"In fact, March is turning out to be a great success for KCT, as CMA-CGM's EPIC service has also switched to Khorfakkan. We are looking forward to handling these two new services and we'll make sure CMA-CGM and our other customers continue to get the good service for which KCT is renowned, and on which they have come to depend," he added. Gulftainer Group has over 30 years' experience operating in the UAE and around the world. In addition to operating two UAE ports on behalf of the Sharjah Port Authority - SCT and Khorfakkan Container Terminal - Gulftainer also has a number of projects and investments in several countries, including Iraq, Pakistan, Turkey and Russia as well as in Africa and the Indian subcontinent. Gulftainer's logistics subsidiary, Momentum Logistics, was established in 2008 to take over the Group's transportation and logistics business and has offices throughout the Middle East.

Gulftainer Company Limited was established in 1976 in the Emirate of Sharjah in the United Arab Emirates. The company's prime role is to manage and operate the container terminals in Port Khalid and also Khorfakkan on behalf of Sharjah Port Authority.

Complementing this work, Gulftainer also operates Ruwais port in the UAE on behalf of Borouge, the Port of Moroni in the Comoros Islands, and now facilities in Umm Qasr, Iraq. The company also established 'Momentum Logistics' in 2008, a major and rapidly expanding Third Party Logistics provider (3PL) handling Transport, Warehousing, Container Repair and Logistics Solutions. As part of a broad based, privately owned group, Gulftainer Co. Ltd. is able to meet all the requirements of shipping lines and also serve all the logistics needs of all customers. Whilst the company has grown over the years, the management firmly believes in hands-on-control. The lines of communication are deliberately kept short to speed up decision making and maintain momentum. **Source: Gulftainer Company Limited**



The **EIDE FIGHTER** seen arriving in Rotterdam – **Photo : Ruud Zegwaard ©**

Ambassadors to sell Windstar Cruises in court supervised process

Ambassadors International, Inc.- the parent of Windstar Cruises - and its U.S. subsidiaries on April 1 voluntarily filed petitions for reorganization under Chapter 11 in the U.S. Bankruptcy Court for the District of Delaware. Ambassadors said that the filings were made in accordance with an agreement to sell substantially all of its assets, including Windstar, to Whippoorwill Associates, Inc., as agent for its discretionary funds and accounts through a court-supervised sale process.

It said that Ambassadors and Windstar intend to continue normal business operations during the sale process, which is proposed to be completed in approximately 45 days. Windstar also plans, subject to court approval, to continue to:

- Operate all Windstar cruises as scheduled;
- Maintain all of Windstar's customer programs and policies;
- Honor all Windstar fares and reservations, including charter contracts;
- Provide commissions and payments to its travel partners as usual and employee wages and benefits without interruption; and
- Pay all Windstar vendors and suppliers for goods and services received both before and during the reorganization process in connection with the sale.

Whippoorwill, a private investment firm with over \$1 billion under management, intends to maintain Windstar's business and operations and invest in Windstar's growth following completion of the anticipated sale. Shelley F. Greenhaus, President of Whippoorwill, said "Windstar is a leading brand in the small ship luxury travel market.

Windstar's unique vessels and itineraries offer a one of a kind cruise experience. In its short tenure, the existing management team has made significant strides in transforming Windstar's operations.

Left : Windstar
Photo : Kees Bustraan (c)

The various initiatives implemented in the past year have started to turn the business around. Once it is free of its debt burden, we are confident Windstar will be poised to grow its market share over the long term." Whippoorwill has agreed to provide \$10 million in new financing under a Debtor-in-Possession (DIP) credit facility, which can be used to help support Ambassadors' and Windstar's continuing operations during the sale process. With its current cash availability and this additional funding,



Ambassadors says it believes that it has ample liquidity to meet its obligations to Windstar's customers, suppliers and employees without interruption while the sale is being completed. Upon emergence from this process, Windstar will be financially stronger with substantially less debt and greater financial resources to support its future growth.

Hans Birkholz, CEO of Ambassadors and Windstar, said, "We are pleased to have reached this agreement with Whippoorwill, and are confident Windstar will have a bright future ahead. Whippoorwill has been a strong supporter of the business for the past two years and we look forward to continuing this partnership." "Windstar has earned its reputation as a world-class brand by providing affordable luxury vacations with attentive service staff and outstanding

amenities on each of our vessels -- and we intend to continue delivering on that commitment. Our customers and guests remain our top priority. The actions we are announcing today will allow us to build on our strong brand position and guest experience delivery while we position Windstar for profitability and long-term success. Going forward, Windstar will continue providing the extraordinary experiences and exceptional service that are its hallmarks," Birkholz concluded. In addition to the ongoing Windstar operations, and as part of the sale, Whippoorwill will also acquire certain assets of Ambassadors' former Majestic America Line operations, which were discontinued in 2008.

Under the terms of the agreement, the sale to Whippoorwill is subject to court approval and other specified closing conditions. In compliance with Section 363 of the U.S. Bankruptcy Code, qualifying bidders will also have an opportunity to submit higher and better offers for evaluation through a court-supervised competitive bidding process. It is expected that Ambassadors' stockholders and holders of Ambassadors' convertible notes will not receive any distribution following the sale and these securities will likely have little, if any, value following the Chapter 11 proceeding. The Company's legal advisor is Stroock & Stroock & Lavan LLP and its financial advisor is Imperial Capital, LLC. Whippoorwill's legal advisor is Gibson, Dunn & Crutcher LLP. **Source : MarineLog**



The **TTB SALVOR** seen departing from Singapore with a loaded crane barge bound for Port Moresby (Papua New Guinea) - **Photo : Piet Sinke (c)**

Havenbedrijf gaat al op zee radioactiviteit van schepen uit Japan meten

Havenbedrijf Rotterdam gaat uit voorzorg schepen uit Japan op zee meten op aanwezigheid van radioactiviteit. Het eerste schip uit Japan dat vertrokken is na het ontstaan van de problemen met de kerncentrale, wordt medio april in Rotterdam verwacht. Tussen Japan en Rotterdam varen voornamelijk (90 procent) containerschepen en autoschepen.

"We verwachten geen stralingsconcentratie aan te treffen boven de toegestane norm. Om dit te bevestigen meten we de aanwezigheid van radioactiviteit, vóórdat het schip onze haven binnenkomt. Als havenmeester ben ik van mening dat we dit verplicht zijn aan de mensen die direct betrokken zijn bij de afhandeling van het schip. Zo kunnen we veel zorgen wegnemen en kunnen de mensen veilig aan het werk", aldus René de Vries, (rijks)havenmeester Rotterdam.

Het Havenbedrijf is extra alert op alle schepen die uit Japan komen. Dit gebeurt in nauwe samenwerking met de Douane. Ieder schip uit Japan doorloopt een strikt toelatings- en afhandelingsprotocol, dat begint met de eerste metingen op zee. Het doorlopen van het protocol dient om alle eventuele risico's uit te sluiten en de huidige verwachtingen te bevestigen. Het Havenbedrijf werkt samen met onder meer Deltalinqs, de Douane, DCMR, de Veiligheidsregio Rotterdam Rijnmond, de Voedsel- en Waren Autoriteit en de nautische partners bij het opzetten ervan. In de eerste week van april wordt het protocol afgerond en in gebruik genomen

FESCO announces new Moscow-Khabarovsk container service

FESCO Transport Group has launched FESCO Amur Shuttle, an additional regular service to deliver containerized goods from the station Silikatnaya (Moscow) at the Red River (Khabarovsk), the FESCO's press service said. The first express container train of the service departed on April 4, 2011. The new service includes weekly shipments of express container trains, each consisting of 38-80-foot container platforms. The project involves FESCO Integrated Transport, responsible for working with clients, Transgarant and Russian Troika, providing the rolling stock. The service containers will be handled at the Transgarant's warehouse complex "StroyOptTorg." FESCO's partner in implementing the service in Moscow is the terminal Ekodor, located at the station Silikatnaya. FESCO Transport Group is a leading Russian integrated transport and logistics company. The Group owns a fleet of deadweight of over 800,000 tons, while container capacity is 17,000 TEUs. FESCO Group also manages a diversified fleet of its own railway rolling stock of over 17,000 units. The Group's container fleet is about 50,000 TEUs. The aggregate capacity of the port facilities is 250,000 TEUs and 7.5 million tons of general cargo. The Group incorporates Vladivostok-based Far Eastern Shipping Company (FESCO), Transgarant (a major Russian private railway operator), "Russian Troika" (the operator of rail container transport, set up on a par with RZD), FESCO ESF Ltd (feeder container carrier in the Baltic Sea), "DalRefTrans" (company-operator of reefer container transport), Commercial Seaport of Vladivostok, Vladivostok Container Terminal, as well as the logistics operator FESCO Integrated Transport. **Source : PortNews**



The **QUEENIE** seen anchored at Singapore Jurong Anchorage – **Photo : Piet Sinke (c)**

Sale of vessel and charter termination compensation from Frontline

Ship Finance International Limited, announced that it has agreed to sell the 20-year old combination carrier Front Leader to an unrelated third party and has simultaneously agreed to terminate the corresponding charter party with a

subsidiary of Frontline Ltd. ("Frontline"). Delivery to the new owner is expected to be in April 2011 and Ship Finance expects to receive net proceeds of approximately \$18.3 million including \$7.7 million charter termination compensation payment from Frontline. As a result of the sale, the Company expects to record a book gain of approximately \$2.0 million in the second quarter of 2011. Source: Ship Finance International



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Above seen the 1981 built TZA flag tug **COMARCO OSPREY** towing the 1969 built hopper grab dredger **HEDWIN** that is going to be renamed **KMC PELLICAN** offshore Malta on Sunday 3rd April, 2011.

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



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Paradip Port charts big capacity expansion plan

Notwithstanding a 1.72 per cent decline in cargo throughput in 2010-11, the Paradip Port Trust (PPT) has chalked out an ambitious plan to raise capacity over three times to 237 million tonnes by 2020. "The port will increase its capacity from 76 million tonnes to 237 mt by the year ending 2020 to become the number one port in the country, elevating its position from fifth place," PPT Chairman, Mr G.J. Rao told presspersons. The main additions in capacity include 22 mt for oil by Indian Oil Corporation (IOC), 75 mt for iron ore and coal at the western dock and 20 mt for an LNG terminal, he said. Similarly, there are plans to establish one oil jetty and multipurpose berth with 15 mt capacity, Mr Rao said, adding the port also intends to undertake massive dredging works to facilitate handling of 1,25,000 DWT size vessels by dredging channels, basins, entrance channel and a turning circle, the PPT Chairman said. Though traffic dropped marginally to 56 mt in 2010-11 from 57.01 mt in 2009-10, the capacity enhancement would be undertaken keeping in view future requirements, Mr Rao said. The drop in cargo-handling was primarily due to reduced throughput of 2.31 mt of iron ore and 1.54 mt tonnes of thermal coal exports, while all other cargos showed an increasing trend, he said, stressing that infrastructure enhancement is a "buzzword for any port." Listing the achievements of the port, Mr Rao said a record quantity of 3.29 lakh tonnes of cargo was handled in a single day on December 2, 2010, surpassing the previous record of 3.24 lakh tonnes on March 11, 2009. A record quantity of 1,117,628 tonnes of crude oil was imported during December, 2010, surpassing the previous record of 1,102,538 tonnes during October, 2009, he said. Similarly, an all-time record of 3,295,646 tonnes of total cargo was imported during March, 2011, as against the previous record of 3,055,751 tonnes in July, 2010, Mr Rao said. On new cargo addition, the chairman said for the first time, 7,878 tonnes of motor spirit was exported from the port in December, 2010. **Source: PTI**

Rotterdam Port wants to buy 1/3 of Duisburg port

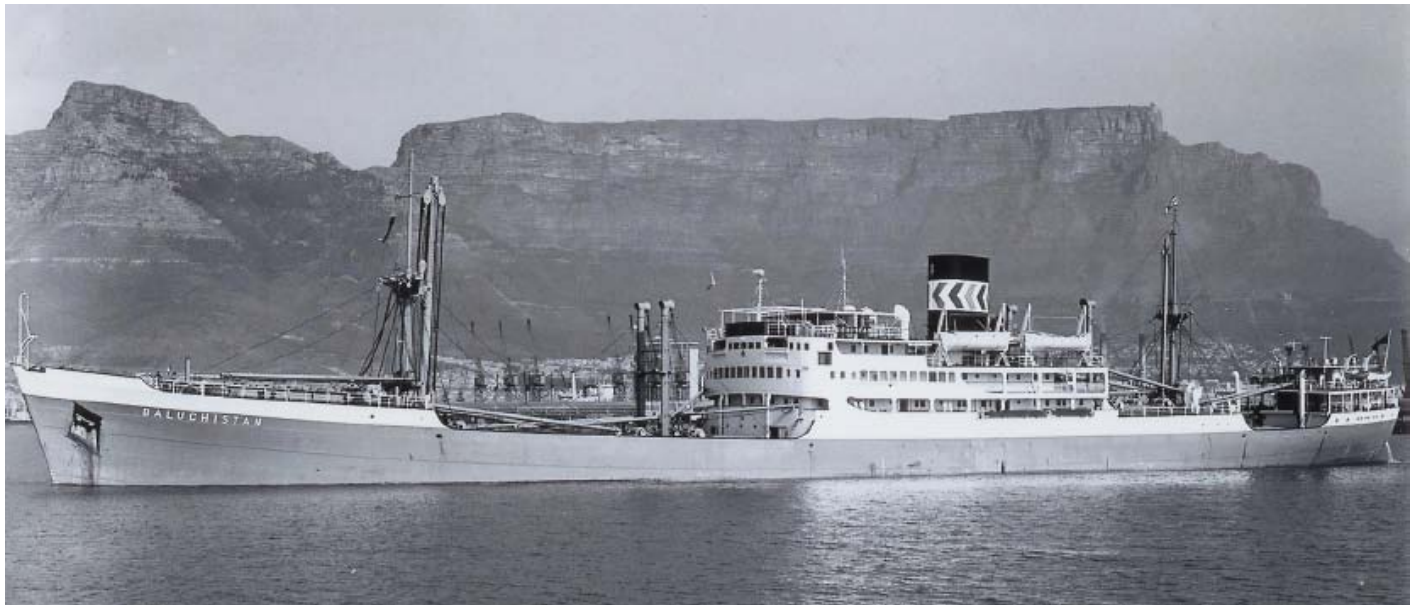
The Port of Rotterdam wants to buy a third of Duisburg port, Handelsblatt said, citing Rotterdam Chief Executive Officer Hans Smits, Bloomberg reports. Smits said the Dutch government and the city of Rotterdam wouldn't be opposed in principle to a swap of stakes with the German government, which owns Duisburger Hafen AG along with the city of Duisburg and the German state of North Rhine-Westphalia, the newspaper reported. Smits added that it wouldn't be a problem for Rotterdam port to privately finance the purchase, Handelsblatt said. **Source : PortNews**



After nearly 20 years Kirkcaldy Harbour/Docks are to re-open, Investment has been made in the local Flour Mill and the owners are trying to take as many delivery lorries off the roads by utilising the local docks, In the picture can be seen the dredger **Cherry Sand** working at the entrance to the Harbour/Docks also in the picture is the RNLI inshore lifeboat **Tommy Niven** B836.based at Kinghorn. **Cherry Sand** built 1968 by Appledore Shipbuilders Ltd, Bideford.- 1,061grt owned by Associated British Ports Holdings Plc.-UK Dredging [UKD] Grimsby.

Photo : Iain Forsyth ©

OLDIE – FROM THE SHOEBOX



This handsome 1956 built cargo liner **BALUCHISTAN** of the Strick Line was well loaded with a cargo of maize, when she sailed from Cape Town in August 1963. Photo: Robert Pabst (c)

MARITIME ARTIST CORNER



Hans Breeman's latest watercolor painting. Rivercargovessel **Jeanette** seen against a background of the village Wijk bij Duurstede which is situated alongside the river Lek, an extension of the river Rine. The painting of this nicely shaped vessel, was made on request of the owner **Mr Henk Muis**, who actually lives with family on his ship. The vessel is completely refurbished and in an excellent condition. www.hansbreeman.nl

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.... PHOTO OF THE DAY



The **BALDER** seen at block 31 (PSVM) during the installation of the 2nd riser
Photo : crew Union Manta ©