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Above seen the 1969 built hopper grab dredger KMC PELLICAN under tow of the 1981 built COMARCO OSPREY offshore Malta on Wednesday 6th April, 2011 heading to Suez Canal.

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

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EVENTS, INCIDENTS & OPERATIONS



Port Project Services op Maintenance NEXT in Ahoy



KONINKLIJKE
DOEKSEN



Door de uitbreiding van de Maasvlakte zijn er aankomende jaren veel tijdelijke arbeidskrachten nodig. Deze arbeidskrachten zullen moeten worden gehuisvest en vervoerd. Het werk- en woonverkeer is in dezen een probleem.

De A15/N15, de belangrijkste weg van en naar de Maasvlakte, gaat zo'n zes jaar lang op de schop. Daarmee zal het aantal files toenemen. De bedrijven die zich verenigd hebben in **Port Project Services** hebben een oplossing voor de bovenstaande problemen gevonden.



Uitzendbureau Randstad zal zorgen voor het werven en het selecteren van de arbeidskrachten. **United Homes** zorgt in dit samenwerkingsverband voor de tijdelijke huisvesting. Bij het huisvesten van de tijdelijke arbeiders houden zij rekening met onder andere een korte reistijd van huis naar de Maasvlakte en terug. **Vipre** is een bedrijf dat zich vooral bezighoudt met het oplossen van vervoersvraagstukken voor bedrijven en zal het vervoer over land verzorgen. **Aqualiner** zorgt voor vervoer over water, een innovatieve oplossing aangezien het de verkeerstroom op de A15 / N15 ontlast.



Port Project Services, zal zich dit jaar presenteren op **Maintenance NEXT** in Ahoy van 12 tot en met 14 april 2011 in Ahoy. **Maintenance NEXT** is een onderhoudsbeurs waar er ideeën en ervaringen worden uitgewisseld over technologie en onderhoud. Onder andere specialisten in mobiliteit en infrastructuur zijn op deze beurs aanwezig.



The **TINNO** seen enroute Amsterdam – Photo : Marcel Coster ©

Boskalis confident of return to 2010 financial results

Royal Boskalis Westminster says it should be able to match a record 2010 financial result in 2013 as it invests some 1 billion euros in its business in the next three years. In its annual report, the Dutch company said it expected volumes and prices to be under pressure in the near term, particularly at the lower end of its market. Reuters reported that Boskalis last month reported a 36 per cent rise in net profit for 2010 to an all-time high of 310.5 million euros after last year's acquisition of Dutch peer Smit helped rake in harbour towage, terminals and salvage revenue.

"I want to position myself so we can grab opportunities at the higher end of the market. Move from a strictly maritime services provider to a higher-end provider and even a contractor," Chief Executive Peter Berdowski told analysts on Tuesday.

As an example of moving more into turnkey projects, Boskalis said it saw opportunities for providing complex oil and gas dredging work combined with Smit's activities. It is exploring a merger of Smit's terminals with towage and marines services provider Lamnalco, in which Boskalis has a 50 per cent stake. Boskalis said it planned to renew and expand parts of its fleet with a total investment programme of close to 1 billion euros. It will build new tugs to service terminal contracts, which it expects to pick up between 2012 and 2013.

Boskalis said it has overcome fleet over-capacity issues and increased its profit margins on the back of improved world trade, strong demand for energy and raw materials, and as oil and gas firms spent more on exploration and production. **Source : Dredging News Online**

**Due to travelling abroad this week the
newsclippings may reach you irregularly**



Newsclippings contributor **TIM NIJK** seen above when saying goodbye to his colleagues onboard the TSHD **HAM 318** where Tim was for 5 years part of the crew , Tim is changing to Heerema, as Tim likes to make photos his present was a camera and an I-pad



The **PATARA** seen anchored at Singapore Jurong anchorage – **Photo : Piet Sinke (c)**

Dry bulk market plunging even further on low cargo demand

The dry bulk market has continued its falling pattern this week, with every day proving to be painful for ship owners, especially those of the larger ship types. Yesterday, the industry's benchmark, the Baltic Dry Index (BDI) fell to 1,430 points, down by 2.19% on the day, with Capesizes leading the fall. The Capesize Index retreated by another 3.13 percent to just 1,674 points and as a result daily rates are again closely flirting with break-even levels. The Panamax segment also lost further ground ending the session down by 2.77% to 1,788 points, still well above the larger Capesize ships, in a market's paradox that lately has proven to be the norm.

According to ICAP Shipping's first quarter review of the dry bulk market, on the demand side most notable was the massive change in China's imports of iron ore between January and February which collapsed from 68 Mt to 48 Mt and when this was combined with the 10 Mt fall in the country's coal imports also in February the resulting 30 Mt drop exceeds anything that was seen even at the time of the freight market collapse in 2009. "Despite this string of exceptional events the freight market has responded calmly and efficiently and will no doubt continue to do so throughout the next three months" ICAP Shipping said.

Indeed, the BDI has lost over 10 percent from the start of the year, which could have been worse, given the circumstances, like the ever so increasing ship supply and the natural disasters in Australia and more recently in Japan. "At the moment the volumes out of Australia and Brazil are disappointing," said Georgi Slavov, head of dry research and structured products at ICAP Shipping, in a quote from Reuters. He went on to say that the volumes of exported (Australian) coal are still 30 to 40 percent below where they should be at this time of year. As a result, the coal price is obviously going up and therefore the Chinese are not buying -- it's a chain reaction that is hitting the market, Slavov mentioned. According to him, Japanese coal imports won't pick up until May.

In a separate weekly report released from Fearnley's, it said that in the Capesize market, it's been a quiet start to the week with holidays in India and China, resulting in a wait and see attitude among owners and charters. West Australia/China rates were in the high 7s, presently usd 7.50 pmt. Of period fixtures in the east, a couple were done at usd 16k levels for 11-13 months, with profit sharing. The fronthaul activity remains inactive.

Regarding the Panamax segment, "activity remained slow in the Atlantic basin, rates still sliding downwards with limited new business and more open tonnage around. Limited trade for the Pacific, mostly due to Chinese holidays Monday and Tuesday. T/A rounds dropped to 14-14.5k this week. In the Pacific, very little reported, though some rounds done at around 14.5 level as well. Fronthaul still fairly healthy at 25k level. With grain season coming to an end, expectations for next month are rather weak. Although forward market flat to slowly down, perhaps more activity for ore export from India after release of export ban and from Brazil in 3Q will stabilize the market. Period market hardly viable this week; 2 years done at 15500 and short period even less" said the shipbroker. As for the smaller ship types, it argued about slowly softening rates as more tonnage is accumulating in the Atlantic basin. "The trans-Atlantic round is around \$15k pd with trips to the Far East at around \$30k pd. USG/NCSA are active (mainly petcoke) whilst the Continent/E.Med/B.Sea lack volume and rates are under pressure. Outlook: softer. In the Pacific, quiet market due to holidays in China. For Indo-India, charterers holding on unless have spot cargo. Rates sliding now and Supras in North China are getting close to 14k for trips via Indonesia to India. Iron ore from India has been quiet on WCI but rates stable at USD 17k for trips from WCI to China and from ECI close to 16k. On Richards Bay rounds

Supras now seeing around 15k basis WCI dely. Red Sea, ferts on Handymax/Supras are fixed at very mid-high 20's pmt on voyage bss to WC India. Not too much activity on short period as market bit volatile but hear some index type vessels fixed at mid-teens" concluded the report. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

North Korean ships caught fishing in protected water

The Government is campaigning to put two North Korean ships caught illegally fishing in a protected marine area off the coast of Antarctica on an international blacklist. Foreign Affairs Minister Murray McCully this afternoon confirmed a patrolling New Zealand Airforce Orion had found the [Xiong Nu Baru 33](#) and [Sima Qian Baru 22](#) vessels fishing in a Ross Sea area administered by the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR) in February.

Both vessels were on the organisation's "illegal, unreported and unregulated (IUU)" blacklist. One of the ships was using deep-sea gillnets, which are banned in the area. Mr McCully said the discovery was a "grave concern" he would raise with the North Korean Government.

The Government had also reported its findings to the CCAMLR Commission in an attempt to ensure its 25 member states do not allow the vessels to access their ports or allow them to import fish they catch, he said. "The detection of these illegal, unreported and unregulated fishing vessels in the Southern Ocean is of grave concern to New Zealand.



"The New Zealand Government will be lodging its concerns about these vessels with the Government of the Democratic People's Republic of Korea." Fisheries Minister Phil Heatley said the illegal fishing methods the vessels were using threatened the sustainability of fish stocks in the Ross Sea. "Deep-sea gill netting and associated ghost-fishing by lost and discarded nets have serious detrimental effects on the marine environment and many marine species," he said.

"Illegal, unreported and unregulated fishing poses a severe threat to the sustainability of valuable toothfish stocks and has caused considerable environmental damage in the Southern Ocean." New naval off-shore patrol vessels, which have been undergoing sea trials, are set to enhance New Zealand's maritime patrol capability in future seasons.

Source : NZHerald



The **VOS HESTIA** seen in Ravenna – Photo : Rob van Riet ©

'Pirates got \$500 for each hijack'

In a bid to strengthen their antipiracy operations, the Indian Navy and the Coast Guard have combined forces to provide a safe passage to merchant vessels charting waters off Lakshadweep Islands.

The move comes in the wake of a recent spurt in pirate activity in the Arabian Sea. Chief public relations officer (Defence) Captain Manohar Nambiar said, "As part of the Operation Island Watch, two ships—naval and Coast Guard—are keeping a hawk-eye in the waters to ensure safety of merchant vessels navigating the shipping lanes off Lakshadweep Islands."

In addition to the ships, reconnaissance aircraft are carrying out sorties at regular intervals to pre-empt any adventure by the pirates. The naval ships are equipped with adequate arms and ammunition to protect the ships. The Indian Navy has also deployed its elite force of Marine Commandos or MARCOS to counter any offensive by the pirates.

A Yellow Gate police officer said that the pirates are funded by big-time players. "The arrested pirates have told us that they were approached by contractors to hijack vessels and were paid \$500 for each successful operation . The contractors paid them money to buy arms."

According to the statistics put up on the website of International Maritime Bureau (IMB), a maritime watchdog, as on March 2011, 250 people had been taken hostages by Somali pirates in 14 incidents of hijackings. A total of seven people were killed. The IMB claims that the pirates took a record 1,181 people hostage in 2010. Overall, there were 445 pirates attacks worldwide last year—a 10% increase from 2009. Nambiar said, "The IMB has praised our maritime forces for their successful operations against pirates." **Source: TNN News**



Above seen the Trailing Suction Hopper Dredger **Mellina** , the photo was taken at the port of Rostock where she has been taking part in land reclamation operations. She has had a recent audit before departing to Teeside for the **"RWE Breagh 'A' Project"**. **Photo : Howard Baker ©**

New guidance on AIS use in pirate risk areas

Regulation V/19 of the SOLAS Convention sets out navigational equipment to be carried on board ships, according to ship type. Under the regulation, ships fitted with AIS shall maintain AIS in operation at all times except where international agreements, rules or standards provide for the protection of navigational information. IMO Resolution A.917(22), Guidelines for the onboard operational use of shipborne automatic identification systems (AIS), states that

"if the master believes that the continual operation of AIS might compromise the safety or security of his/her ship, the AIS may be switched off. This might be the case in sea areas where pirates and armed robbers are known to operate. Actions of this nature should always be recorded in the ship's logbook together with the reason for doing so."

The advice from EUNAVFOR and NATO in accordance with IMO Resolution A.917(22) and as articulated in BMP3 paragraph 7.5 states "the Master has the discretion to switch off the AIS if he believes its use increases the ship's vulnerability" and until now it has been recommended that AIS transmission within the Gulf of Aden be left on with restrictions, and outside the Gulf of Aden in other parts of the High Risk Area be turned off completely.

In order that Counter Piracy Naval Operations have the required data from AIS transmissions to track real time positions of merchant ships, thus enabling them to mitigate risk of piracy to merchant shipping, the advice has been revised.

The NEW recommendation is to leave AIS transmitting across the entire High Risk Area as set out in BMP3. AIS transmission should continue to be restricted to ship's identity, position, course, speed, navigational status and safety-related information. As noted, this is a change to the previous guidance which recommended that AIS be left on only in the Gulf of Aden. The decision on AIS policy remains at the discretion of the Master, however, if it is switched off during transit, it should be activated immediately at the time of an attack. **Source : MarineLog**



The **VOS HADEN** seen in Ravenna – **Photo : Rob van Riet ©**

U.S. to promote marine transportation

The United States is going to make more efforts to promote coastal and river transportation, U.S. Transportation Secretary Ray LaHood said in a report sent to the Congress. "America's maritime transportation system is a major priority for President Obama's administration," said Ray LaHood. "When we finish America's fully-integrated, national marine highway system, our legacy will be more than routes on water. It will be a country less dependent on foreign oil. It will be a 21st century means of moving people and goods. It will be a future that America is prepared to win," he added.

The report, named America's Marine Highways, said that there were four potential benefits of using coastal and river transportation: improving America's economic competitiveness while creating and sustaining jobs; providing an environmentally sustainable transportation system that requires less energy and reduces greenhouse gas emissions; adding to America's strategic sealift resources and supporting American shipbuilding industry; improving public safety and security through the safe movement of passengers and freight. In addition, the report identified a range of potential legislation and regulatory actions that industry stakeholders had suggested to the government in order to induce increased waterborne freight traffic on America's marine highways. Among the suggested proposals are waiver of the Harbor Maintenance Tax for some non-bulk freight and establishment of a Marine Highway infrastructure-oriented program similar to the Transportation Infrastructure Finance and Innovation Act (TIFIA) program that could

help fund port and terminal intermodal infrastructure. The Transportation Department said that the above actions are under consideration by the Administration. Moreover, the Department had officially designated the 18 all-water routes as marine highway corridors, connectors and crossings and would implement eight related programs in those areas.

Source: Xinhua



The **GREATSHIP MANISHA** seen anchored off Singapore – Photo : Piet Sinke (c)

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UAE rescued ship returns with 10 pirates

A pirated cargo ship retaken by Emirati forces backed by the United States has arrived in Abu Dhabi with the crew and 10 captured pirates on board. According to UAE state media, the Emirates-owned **MV Arrilah-1** came under attack in the Arabian Sea off the coast of Oman at dawn on Friday. Emirati special forces, with support from the US. Navy's 5th Fleet, launched a mission to rescue the vessel while crew members kept safe by locking themselves in a secure room during the hijacking.

It docked in the Emirati capital's Port Zayed on Tuesday, according to state news agency WAM. "The operation was carried out in a very professional manner. It was quick, accurate and decisive with no casualties or damage to property," Lt. Col. Abdullah al-Dhaheri of the UAE Armed Forces told the state news agency. The pirates were handed over to the Gulf Arab nation's Interior Ministry pending trial, WAM reported. A ministry spokesman reached by The Associated Press declined to comment on the case.

Three US warships, including the aircraft carrier **USS Enterprise**, were in the vicinity and aided Emirati forces in the rescue, said Cmdr. Amy Derrick-Frost, a spokeswoman for the 5th Fleet. They provided logistical and aerial support as well as security personnel for the mission, she said. "We had helicopters providing overflight coverage for the UAE team while they were aboard," she said. The 5th Fleet is based in the Gulf nation of Bahrain and plays an active role in efforts to fight piracy emanating from Somalia. Derrick-Frost was unable to say how many US personnel boarded

the pirated ship alongside their Emirati counterparts, but described the US forces as a “small number,” likely less than 10. None of the pirates was detained on US warships, Derrick-Frost said.

The **Arrilah-1** is a new 37,000-ton bulk carrier owned by the state-run Abu Dhabi National Tanker Co. (ADNATCO), which took delivery of the ship in January. WAM said it flies under a UAE flag, though it is listed in several shipping registries as operating under a Liberian flag. ADNATCO couldn't be reached for comment. The company's general manager, Ali Obaid al-Yabhouni, told WAM the crew was in good health and high spirits when they arrived.

Poland's foreign minister, Radek Sikorski, spoke to the ship's Polish captain after the rescue Monday. He told reporters the captain, whom he did not name, said one crew member was injured during the attack. “When the pirates seized the ship, the crew hid in a special gym room which served as a kind of a fortress for over half a day. The pirates could not force their way into it, even though they were using grenade launchers,” Sikorski told a news briefing. Sikorski thanked the UAE for rescuing the vessel, telling reporters he hopes the pirates “face a tough sentence.” **Source :** Khaleej Times

P-TRAP RECOGNIZED AT SEATRADE AWARDS

Anti-piracy efforts took center stage at recent awards ceremony



Piracy was the theme of the evening at the 23rd Seatrade Awards Ceremony Dinner, held April 4 at London's Guildhall. International Maritime Organization (IMO) Secretary-General, Efthimios Mitropoulos chaired the event which honored exceptional contributions made over the last year within the maritime industry. Westmark BV, based in The Netherlands, was named a finalist in the Safety at Sea category for its anti-piracy protection product, P-Trap®.

The Seatrade Special Award for Countering Piracy was presented to Ban Ki-moon,

Secretary-General United Nations (UN), and a separate award was dedicated to the seafarers of the world who have been endangered by maritime piracy. The awards were presented by HRH The Princess Royal, who highlighted the importance of finding solutions to the piracy problem, “Over 600 seafarers are currently being held hostage by pirates and there are more incidents on a weekly basis. Finding a suitable answer to piracy is an international problem and a solution must be found internationally.”

The P-Trap®, a passive non-lethal protection measure against pirates, was introduced to the international shipping community last year. Since then, multiple major marine transport companies, including Dockwise, have tested the system while sailing through the Gulf of Aden and other pirate-infested regions.

“The P-Trap® contributes to the hardening of a vessel, but even more importantly, in today's climate, it gives crew members an additional layer of protection, confidence and peace of mind that extends to their families at home as well,” said Lodewijk Westerbeek van Eerten, creator of P-Trap®.

The P-Trap® protects seagoing vessels from unwanted boarding attempts. Once deployed it offers continuous protection without monitoring and prevents seafarers from being placed in harm's way. The system is designed to withstand multiple simultaneously performed pirate attacks by means of two heavily constructed P-Trap® booms positioned on both sides of the vessel. Conductors are lowered to the waterline carrying P-Trap® lines along the entire length of the vessel. The propeller of a pirate vessel that sails within reach of the P-Trap® will become entangled in the lines, stalling the engine and immobilizing the propulsion of the attacking vessel. As a result, the P-Trap® line will break at a weak link and the pirates will have to clear their propeller.

A full-scale test was performed last year by the Royal Dutch Coast Guard in conjunction with the Royal Netherlands Sea Rescue Organization and the Royal Dutch Navy on the North Sea. Four simulated pirate attacks at varying speeds put the product to the test with promising results—in all cases the “pirates” were unable to come within five meters of the ship.



The **POS SYDNEY** in to Melbourne off Portsea Port Phillip Bay, 7-4-2011.

Photo : Andrew Mackinnon - www.aquamanship.com (c)

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CASUALTY REPORTING



Israeli boxship runs aground, blocks Suez Canal for 3 hours

THE 4,250-TEU **Zim Shekou** ran aground in the Suez Canal after developing engine trouble while leading southbound convoy of 31 ships, reports London's Containerisation International. The Israeli vessel blocked the channel for three hours before being re-floated with the assistance of Suez Canal Authority tugs at the 43 kilometre mark. The ship was then moored to a buoy by the canal authority tugs where its engines were examined. There was no report of other damage. **Source : Schednet**

Three hurt loading ferry onto freight ship

Three men have been taken to hospital following an incident at Galway Docks yesterday morning.



Pic: Joe Shaughnessy - Connacht Tribune

They were involved in the loading of a passenger ferry, **Clann Na nOilean**, onto a large ocean-going freight carrier in the harbour. A sling, which was being used to lift the ferry onto the cargo ship, snapped and the ferry fell 12 metres (40ft) into the water.

The three men were treated at the scene before being taken to hospital by ambulance. Their injuries are said to not be life threatening. Galway Harbour Master Brian Sheridan said the Harbour Board is trying to establish why the three local men were on board the passenger ferry when it was being loaded onto the cargo ship. It is routine practice for them to have left the boat before the lift began, he said. The Health and Safety Authority has begun an investigation into the incident. All further work on the removal of two passenger ferries at the docks has now been suspended.

Source : RTE News

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Plan for Coast Guard port at Nizampatnam

A Coast Guard port will be set up at Nizampatnam in Guntur district as the central government decided to set up such ports at a cost of Rs 10,000 crore to improve vigilance along the country's coastline. The central government has been concentrating on improvement of Coast Guard operations since the Mumbai blasts.

As a part of this programme, a Coast Guard port would be set up at Nizampatnam. Officials of the three armed forces _ Army, Navy and Air Force _ visited the place and submitted a report to the government. The port will have a berth for Coast Guard ships, repairing unit, a dock yard, a training centre and pollution control units.

The Coast Guard (AP Range) commander has urged Guntur collector B Ramanjaneyulu to allot 1,000 acres of land for the port. The district officials had acquired 1,500 acres of land for the Nizampatnam industrial corridor three years ago. Joint collector A Sarath said that 1,000 acres of the 1,500 acres would be allotted to the Coast Guard port. At least eight ancillary units will also be developed along with the Coast Guard port providing employment opportunities to about 10,000 youths of Andhra Pradesh, Tamil Nadu, Kerala and Karnataka. Minister Mopidevi Venkataramana said the state government would extend its cooperation for establishment of the port. As the Suryalanka air base is also located in the district, the Nizampatnam area is going. **Source : The Siasat Daily**

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N. Korea strengthens submarine drills near border

North Korea has intensified submarine drills near the tense Yellow Sea border with South Korea, putting Seoul defence officials on alert, a report said Thursday. JoongAng Ilbo newspaper, citing a Seoul military source, said the North had been staging exercises involving five or six submarines at the Bipagot submarine base on its west coast since last month.

They feature the signature 325-tonne submarines as well as the new and bigger Shark-class submarines called K-300, it said. "It's highly unusual for them to beef up submarine drills in March so we're intensely monitoring the situation," said the source. Pyongyang has also started moving its military hovercraft from the northwest to a new naval base near the border to be completed in June, said another source quoted by the paper. The new base at Koampo will make it possible for the North's troops to land via hovercraft on the South's border islands within 30 minutes, it said.

Seoul's defence minister said Tuesday the North may attempt surprise attacks across the sea border after practising marine infiltration drills. Kim Kwan-Jin told lawmakers the drills began after the ice started to thaw. He warned of the possibility of "various types of surprise local provocations". The disputed Yellow Sea border was the scene of deadly naval clashes in 1999, 2002 and November 2009. The South also says a North Korean submarine fired a torpedo to sink one of its warships in March 2010 near the borderline, with the loss of 46 lives. Pyongyang denies that attack. But last November it shelled a border island, leaving four South Koreans including two civilians dead and briefly sparking fears of war.

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Kleven completes record AHTS contract for Siem Offshore



The **Siem Amethyst** seen in Ulsteinvik - Norway 03.04.2011 - Photo : **Svetozar Catovic RRM** ©

Kleven Maritime has delivered the AHTS **Siem Amethyst** to Siem Offshore. The delivery completes the largest offshore service vessel contract in Norwegian shipbuilding history. This vessel is the tenth and last in a series of large anchor handling vessels delivered from Kleven Maritime to Siem Offshore Inc. Thus far. Kleven Maritime has delivered 15 offshore support vessels to Siem Offshore.

The record breaking contract was signed in October 2006 and was initially for six vessels, with options for a further six. In all, 10 vessels were contracted after options were declared during 2007. The contract value totaled out at around NOK 6 billion. Kleven Maritime today has five vessels under construction, and an order backlog of 9 vessels amounting to NOK 4 billion. CEO Ståle Rasmussen of Kleven Maritime, Norway's largest Norwegian owned shipbuilding group has invited all its employees to the Fjord resort of Geiranger for celebrations.

"Our employees made a tremendous effort when markets were down a few years back. Now markets have improved, so in our thinking it is only fair that employees get to share in the record strong performance our company is seeing. To show our gratitude we have invited all employees to Geiranger to celebrate. We will also present the vessel to the local community in an open-day function, in addition to a substantial bonus to all workers," says Mr. Rasmussen.

He says that the historic contract with Siem Offshore has had a large impact on the whole maritime industry in the area and beyond. Kleven Maritime has used the series of vessels as a vehicle for enhancing its building methods. New

technology is being utilized using robots to replace manual labor. The target is to develop building methods tailor-made to the group's facilities ensuring increased control, better performance and shorter lead time.

"Being the yard group that build the most locally in Norway, automated processes involving robots and manufacturing innovation is imperative in order to keep our cost base low," states Mr. Rasmussen **Source : MarineLog**

Rolls-Royce to develop largest ship lift in Asia

Rolls-Royce is planning to develop the largest ship lift in Asia at its new repair yard near Hai Phong, Vietnam, it unveiled Thursday, Seatrade-asia reports . This follows a decision to extend the Syncrolift ship currently being installed, which will be capable of docking Panamax size commercial ships. "With this contract modification, the new Syncrolift will be the longest and have the largest lifting capacity of any ship lift in Asia," said Jeffrey Langsner, director of ship lifts at Rolls-Royce. The new extension, to be completed in 2012, will give a platform length of 225 metres and a maximum net lifting capacity of more than 28,000 tonnes. The original Syncrolift contract was awarded by Vietnam National Shipping Lines' Northern Shipping Joint Stock Company in December 2009, and comprised a platform 179 metres long, 35 metres wide with a maximum net lifting capacity in excess of 23,000 tonnes **Source : PortNews**

IHC Engineering Business Contributes to a Fully Operational NATO Submarine Rescue System

In March it was declared that the world leading NATO Submarine Rescue System (NSRS) has now achieved full operating capability. This is great news and the culmination of a 20 year project in which Northumberland-based IHC Engineering Business (IHC EB) has played a pivotal role with the design and build of the Portable Launch and Recovery System (PLARS).

NSRS is the result of 3 partner nations (UK, France and Norway) successfully collaborating to develop and operate a world class submarine rescue system. It is unique in its ability to be transported by air and mobilised onto a wide range of vessels, and is the only system that can transfer personnel under pressure from a crippled submarine to a decompression and treatment facility. In January 2007 IHC EB delivered the PLARS for NSRS, which forms a vital part of this high specification emergency response system. The system was designed, manufactured, assembled and tested in 29 months at IHC EB facilities in the North East of England.

Since its delivery, the system has been mobilised on a number of vessels, both commercial charters and those from the partner organisations, such as the Norwegian Coastguard. The regular exercises have proven the ability to deploy by air and mobilise in less than the specified 18 hours. They have also provided vital opportunities to practice and train the mobilisation teams and system operators, whilst working up effective operating practices for the real event. The Submarine Rescue Vehicle (SRV), manufactured by Perry Slingsby Systems Ltd, has been launched and recovered from the sea many times, with dives to mate with underwater practice targets and a number of actual submarines. Throughout this period IHC EB has been an active member of the operational team, providing both technical and on site support.

Achieving Full Operational Capability is the result of a concerted effort by the UK, French and Norwegian Navies, industry and a dedicated NSRS team. IHC EB received the initial formal enquiry from Rolls Royce back in 2003 and is proud that its efforts, engineering expertise and innovation over the intervening years have contributed to a system that is at the forefront of worldwide submarine rescue. IHC EB is already looking at providing similar technology to other Navies in the future. Further information on the products and services available from IHC EB can be found on their website at www.engb.com.

ROUTE, PORTS & SERVICES



Above seen the 2009 built crude oil tanker **UACC FALCON** ex-SUMMIT AUSTRALIA (nearest to the camera) with the 2003 built oil products tanker **UACC AL MEDINA** ex-NORD SEA in the middle and the 2008 built crude oil tanker **UACC IBN SINA** in formation as instructed by Malta Ship Photos offshore Malta for Aerial Photography Shoot on Wednesday 6th April, 2011.

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

Israel starts privatization of Eilat Port

Israel kicked off the long awaited privatization of the nation's state-owned sea ports by seeking bids to operate the Red Sea port of Eilat, Journal of Commerce reports. The government plans to sell its entire holding in the port to a private company, preferably a strategic investor, which would get an initial 15 year operating concession with an option for a further 10 years. The government's main aim in privatizing the port is to boost its container traffic, which totaled close to 70,000 20-foot equivalent units in the 1990s but has "dried up in recent years," according to the Government Companies Authority, which is handling the tender.

The additional 10 year operating concession is conditional on the successful bidder's meeting container volume targets during the first three years of operation. Foreign and Israeli firms are expected to take part in the initial tender for the port, which is located at the northern end of the Red Sea, across from Aqaba, Jordan.

As Israel's only port on the Red Sea, Eilat offers access to the country's cargo market without crossing the Suez Canal.

With a 1,732-foot main quay and 39 feet of water depth, Eilat mainly handles imports of cars and exports of minerals and chemicals. The GCA said it intends to complete the sale of shares during the current year using a multi-stage process.

Finance minister Yuval Steinitz said the tender was an important step toward implementing the 2005 ports reform program. The government also plans to sell 20 percent of the Ashdod Port Company and the Haifa Port Company.

Source : PortNews

Maersk orders two drillships at Samsung Heavy Industries

Maersk Drilling has signed a contract with Samsung Heavy Industries in South Korea for the construction of two ultra deepwater drillships. The drillships are scheduled for delivery in the third and fourth quarters of 2013, respectively. The total project cost for the two drillships is close to \$1.3 billion. This includes a turnkey contract with the shipbuilder, owner-furnished equipment, project management, commissioning, start-up costs and capitalized interest. The contract includes an option for the construction of two additional drillships.

The 228 meter long drill ships will be able to operate in water depths up to 12,000 ft (3,650 m) and will be capable of drilling wells of more than 40,000 ft (12,200 m). With an advanced positioning control system (Dynamic Positioning System) the ships will automatically maintain a fixed position in severe weather conditions with waves up to 11 meters and wind speeds up to 26 meters per second.

"We see an increasing share of the global oil and gas production coming from deepwater, and this trend will drive a solid growth in the demand for ultra deepwater drilling services in areas such as Brazil, West Africa and the Gulf of Mexico," said Claus V. Hemmingsen, CEO of Maersk Drilling and a member of the Executive Board of the A.P. Moller – Maersk Group.

"These will be the first drillships in Maersk Drilling's ultra deepwater fleet. They will complement our existing three deepwater semi-submersibles and they will add a new important aspect in our offering to our customers in the ultra deepwater market," Mr. Hemmingsen continued.

"This order follows our recent order for two highly advanced ultra harsh environment jack-up rigs placed in February and implements our strategy of growing our business within the most attractive market segments; ultra deepwater floaters and high specification jack-up rigs," Mr. Hemmingsen concluded.

The jack-ups were ordered at the Keppel FELS shipyard in Singapore.

In line with the design philosophy in Maersk Drilling's ultra deepwater semi-submersibles the drillship design includes features for high efficiency operation including a dual derrick, which allows for parallel and offline activities. The extensive storage areas and tank capacities provide an advantage when operating in areas with less developed infrastructure and limited presence of suppliers. Together with the higher transit speed the increased capacity will reduce the overall logistics costs for the oil companies. The drillships will have accommodations for 230 people. Maersk Drilling's fleet already include three ultra deepwater semi-submersibles working in Australia, West Africa and the Gulf of Mexico.

APM Terminals buys Georgian port of Poti

The Georgian economy minister has confirmed the sale of the country's Black Sea port of Poti, reported Xinhua. Georgian Economy Minister Vera Kobalia told the press that APM Terminals had purchased the lion's share of the shares of the Poti port to take over from Rakia.

APM Terminals is a Hague-based international container port operation and inland shipping company while Rakia is a company of the United Arab Emirates, which bought the Poti port in 2008 for a 49-year lease of management rights.

Local media reported earlier that APM Terminals had purchased up to 80 percent of the shares of the port.

The economy minister said that the new owner of the port would have to invest US\$65 million into the further development of the port and a nearby free economic zone and to employ local people. Georgia has two other Black Sea ports. These are Batumi and Supsa. Source : PortNews



The **APL Bahrain** seen enroute Melbourne off Portsea Port Phillip Bay, 7-4-2011

Photo : Andrew Mackinnon - www.aquamanships.com ©

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APL handles 12pc more boxes, but at slightly lower rates

SINGAPORE's Neptune Orient Lines' (NOL) container unit, APL, posted a 12 per cent increase in volume between February 12 and March 11 year on year but at a slightly lower rate. The volume growth was attributed to growing demand on the intra-Asia and Asia-Europe trade lanes, said an NOL statement. APL's total volume increased to 212,700 FEU in this four-week period from 189,100 FEU the same period of last year. For the year to date, its total volume increased eight per cent to 534,300 FEU from 496,600 FEU last year. But APL's average revenue per FEU fell one per cent year on year, indicating a total of 34 per cent rate decline from the first period of this year ending February 11. This is because of a continuous decline of Asia-Europe freight rates, which have affected the income of all trade lanes of the carrier. Revenue was US\$2,560 per FEU against \$2,575 per FEU a year earlier and \$2,654 in the first period of this year ending February 11. For the year to date, average revenue per FEU was \$2,616, up six per cent from \$2,477 year on year. **Source : Schednet**



The reefer **Humboldt Rex** departing from Southampton, bound for Rotterdam, with products from the Canary Islands. Photo : Chris Brooks - www.ShipFoto.co.uk (c)

Panama plans new US\$300 million bridge over canal

Panaman Vice President Juan Carlos Varela has announced plans to build a third bridge over the Panama Canal, with an estimated value of around US\$300 million, website Prens Libre.com reported. The story reported the bridge in the Atlantic zone would connect the province and duty-free zone Colón to Panama City. "This will be very important because it opens access to many remote communities (in Colón) so they can be in the city (capital) in a matter of minutes or connect to the rest of the province," Varela was quoted as saying. The government will put the project out to tender for the next three months, the story reported. The country's last bridge was built during the presidency of Mireya Moscoso (1999-2004), while before that the only connection across the canal was the Bridge of the Americas, built in 1962. Both bridges are on the Pacific side of the country. Source : PortNews

Mumbai's JNPT hits all time record of 4.27 million TEU in 2010-11

DRIVEN by surging foreign trade, volumes at Mumbai's Jawaharlal Nehru Port Trust (JNPT), India's largest container operation, hit an all time high, rising five per cent to 4.27 million TEU in fiscal 2010-11.

Maersk's JNPT port operator, APMT's Gateway Terminals' volume came to 1.85 million TEU, up from 1.76 million TEU the year before, reported Newark's Journal of Commerce. DP World's Nhava Sheva International Container Terminal throughput grew to 1.54 million TEU from 1.53 million TEU the year before, according to port authority figures while 880,000 TEU cross the docks at the state run facility against the previous year's 780,000 TEU.

April-to-February exports soared 31.4 per cent year on year to US\$208.2 billion, surpassing the target of \$200 billion for the full fiscal year, said the Ministry of Commerce, which also announced plans to boost India's foreign trade to \$450 billion by fiscal 2013-14. Source : Schednet



The **FIELD EXPRESS** seen moored in Oude Schilt (Texel) – Photo : Jan Steehouwer (c)

Four container liners unveil Asia-East Africa service

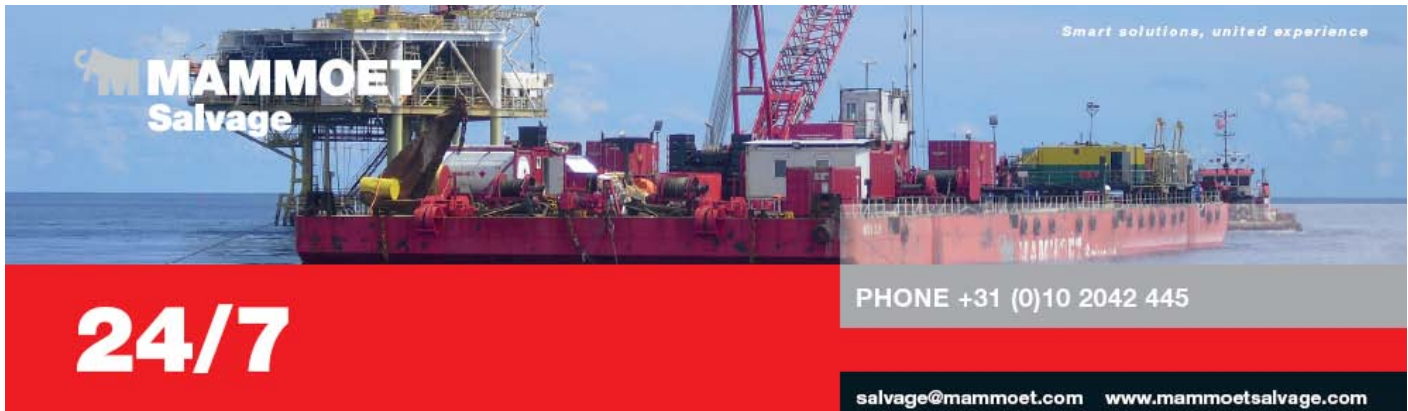
Evergreen Line, Wan Hai Lines, Mitsui O.S.K. Lines (MOL) and Seacon have announced Thursday a weekly Asia East Africa (AEF) joint service. The new AEF service will commence on 24 April using six ships with capacity between 1,200 teu and 1,350 teu. Evergreen and Wan Hai will supply two ships each and MOL and Seacon will provide one each. The Evergreen Damali will initiate the week AEF service from Singapore on a 42-day port rotation to Tanjung Pelepas, Port Klang, Mombasa, Dar es Salaam and back to Singapore. Evergreen and Wan Hai have since May 2010 been operating a liner service between Colombo and East Africa. **Source : Seatrade Asia**

Safe Bulkers, Inc. Announces the Acquisition of Two Newbuild Panamax-Class Drybulk Vessels

Safe Bulkers, Inc., an international provider of marine drybulk transportation services, announced today that it has entered into shipbuilding contracts for the construction of two Japanese-built, drybulk Panamax-class vessels at attractive prices, with an expected delivery date in the first half of 2014.

Assuming the delivery of all of the Company's newbuilds on order, upon delivery of these two newbuild vessels in the first half of 2014, the Company's fleet will consist of 27 vessels with deadweight capacity of approximately 2.5 million tons.

Dr. Loukas Barmparis, President of the Company, said: "These new acquisitions are in line with our long term strategy to place orders at attractive prices in the right point of the cycle, seeking to renew and expand our fleet. We intend to offer our clients fuel efficient, shallow drafted, new generation designed vessels able to compete even in relatively weak markets. We believe that these acquisitions will be accretive to our earnings." **Source : Safe Bulkers**



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APL enhances North Asia feeder service

Box liner APL has expanded its North Asia Philippines Express (NPX) feeder service to cover central China and Manila in the Philippines beginning this month, Seatrade-asia reports. The service enhancements also include two weekly calls to Manila from Kaohsiung for improved connectivity across Asia, APL announced Wednesday. South China and Hong Kong markets are better served with direct calls to Manila, said APL. Enhanced connections also link Philippine markets with central China and other Asian markets through calls in Kaohsiung. South East Asian markets can connect at Kaohsiung with APL's intra-Asia services, Korea China Straits (KCS) and Japan Thailand Vietnam (JTV) services. North Asia cargo bound for the Philippines can connect to NPX using KCS and JTV services via Hong Kong. APL will deploy three vessels, each with a capacity of 1,100 teu. Port rotation for the NPX will be Ningbo, Shanghai, Hong Kong, Chiwan, Kaohsiung, Manila, Cebu, Cagayan, Kaohsiung and Ningbo. **Source : PortNews**

VISET Malta rebrands as Valletta Cruise Port



As it approaches the celebration of its tenth year anniversary, VISET Malta plc has rebranded its corporate identity to offer a contemporary look that reflects the company's unique positioning within the international market. The operator of the Valletta cruise terminal and Malta's leader in the cruise and ferry business sector is now rebranded as Valletta

Cruise Port plc. The new identity underlines the unique value of the Port of Valletta as a destination for cruise passengers and will contribute in the overall marketing efforts undertaken by the company to attract cruise lines to Malta.

Apart from being an anniversary year, 2011 is an important year for Valletta Cruise Port as it marks the first home porting operation for TUI Cruises in May. This year will also mark the start of the 5 year agreement with MSC Cruises, signed in November 2010, a first for Valletta Cruise Port and the cruise sector in Malta. Since being awarded the licence for the operation of the cruise and ferry terminal in 2001, the company invested around EUR35 million in developing one of the few dedicated cruise and ferry terminals in the Mediterranean. The company also restored the historic buildings in the area now branded as the Valletta Waterfront which has matured into one of the Island's most sought after business and entertainment destinations.

Throughout these years, Valletta Cruise Port nurtured close links with all cruise line companies. This relationship built on the company's solid reputation of service delivery and has resulted in an annual average increase of 11% in cruise passenger movements since 2001. Total passenger movements since 2001 have exceeded 4 million passengers. Furthermore, it is estimated that between 2006 and 2009, direct cruise expenditure in Malta stood at around €250 million. In addition, during the same period, the cruise industry generated an additional €95 million in worker compensation.

The Company will continue to strengthen its business relationships with the cruise lines as well as with the local stakeholders, to whom Valletta Cruise Port is grateful for and much appreciative of their support.

Valletta Cruise Port's mission for the next decade and beyond is clear: to continue to lead the cruise and ferry passenger business sector in Malta and to maximize the benefits this industry generates to the economy and country as a whole.

Valletta Cruise Port wishes to record its appreciation to its clients and their local agents, Government and its affiliate organisations, in particular Transport Malta and the Malta Tourism Authority, other local stakeholders, its patrons and employees for their continued support.

Dublin Port Company renews attempt to obtain permission to reclaim land

RTE reports that the Dublin Port Company will be renewing attempts to reclaim land from Dublin Bay to cope with a projected doubling of trade by 2040. An Bord Pleanála turned down permission for a 52-acre infill at the eastern end of the north port area last year on environmental grounds.

But the port company has announced a period of public consultation on options to expand the port's capacity, saying that a total of nearly 100 acres may be required. The options include a refined expansion plan for the area refused by An Bord Pleanála, as well as reclaiming land at the South Docks at Poolbeg and infilling part of the existing north port area. The company also says it needs deeper berths to cope with the increasing size of ships. It suggests dredging along the North Wall and rebuilding that quay to provide berths for cruise ships. It is also proposing to dredge the Alexandra Basin in the northern port area.

Dublin Port Company's CEO Eamonn O'Reilly pointed out that port volumes previously quadrupled between 1980 and 2010. The figures started to grow again last year following the downturn and, even with estimated growth of just 2.5% a year, this would mean trade doubling to 60 million tonnes by 2040.

RTE said a period of public consultation on the options is due to begin with port customers, local residents and the city council until the end of May, and a master plan is to be drawn up by the end of the year. Minister for Transport Leo Varadkar welcomed the consultation initiative, saying the smooth running of Dublin Port was vital to the national economy. The previous expansion plan was opposed by environmentalists, residents in the Clontarf area who feared it could cause flooding and Dublin City Council, which said it could interfere with amenity plans for Dublin Bay.

An Bord Pleanála refused the expansion on the grounds that it could interfere with an area covered by the EU Bird Directive. Dublin Port already handles half of the country's imports and exports. **Source : Dredging News online**

Danaos Corporation Adds Largest Vessels Using New Facility

Danaos Corporation, a leading international owner of containerships, announced that on March 10, 2011 and April 6, 2011, it took delivery of two newly built containerships, the **Hanjin Germany** and the **Hanjin Italy**, expanding its operational fleet to a total of 53 containerships aggregating 243,529 TEU.

The **Hanjin Germany** and the **Hanjin Italy**, built at Hyundai Samho Heavy Industries Co. Ltd, both have a carrying capacity of 10,100 TEU, are 349 meters long, 45.6 meters wide and have a speed of 25.50 knots. Both **Hanjin Germany** and **Hanjin Italy** have commenced their 12-year time charter at a fixed charter rate immediately upon delivery.

These vessels are currently the largest in operation in the Danaos fleet and the first ones to be financed under its new Comprehensive Financing Plan. Danaos Corporation is an international owner of containerships, chartering its vessels to many of the world's largest liner companies. Our current fleet of 53 containerships aggregating 243,529 TEUs ranks Danaos among the largest containership charter owners in the world based on total TEU capacity. Furthermore, the company has a contracted fleet of 12 additional containerships aggregating 119,150 TEU with scheduled deliveries up to 2012. The company's shares trade on the New York Stock Exchange under the symbol "DAC". **Source: Danaos Corporation**

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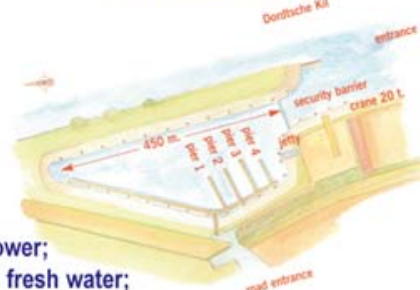
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World's biggest ships assigned to Far East-Europe AEX 7/FAL 2

THE world's biggest ships will soon join CSCL, Evergreen, CMA CGM and UASC's Far East to north Europe AEX 7/FAL 2/AEC 8 services with ships between 10,000 to 14,000 TEU, increasing the strings capacity 30 per cent, reports Alphaliner.

After phasing out the 8,500 to 9,500-TEU ships on the route, replacements will be the 13,100-TEU Unn Salal, sailing from Shanghai on April 30; the 14,074-TEU CSCL Venus, to sail from Shanghai on May 7; the 14,074-TEU CSCL Jupiter, to sail from Shanghai on May 21; the 14,074-TEU CSCL Mercury, to sail from Shanghai on July 22 and later to be joined in late May by the 14,074-TEU CSCL Star, now engaged in the AEX1/CEM service.

The AEX 7 rotation is Shanghai, Ningbo, Shenzhen-Shekou, Hong Kong, Shenzhen-Yantian, Port Klang, Le Havre, Rotterdam, Hamburg, Zeebrugge, Port Klang and back to Shanghai. The FAL 2 calls at Shanghai, Hong Kong, Shenzhen-Yantian, Singapore, Port Klang, Southampton, Hamburg, Rotterdam, Zeebrugge and Le Havre. **Source : Schednet**

Scorpio Tankers Inc. Announces an Agreement to Charter-In a Handymax Product Tanker

Scorpio Tankers Inc. announced that it has entered into an agreement to charter-in a 2007 built Handymax ice class 1B product tanker (37,312 DWT), the [Kazdanga](#). This vessel will be chartered-in for one year at \$12,345 per day and is expected to be delivered in June 2011. The agreement includes an option for Scorpio Tankers to extend the charter for an additional year at \$13,335 per day.

The [Kazdanga](#) will participate in the Scorpio Handymax Tanker Pool, which is owned and operated by a related party. Scorpio Tankers Inc. is a provider of marine transportation of petroleum products worldwide. Scorpio Tankers Inc. currently owns one LR2 tanker, four LR1 tankers, four Handymax tankers, and one post-Panamax tanker with an average age of 5.5 years. Additionally, the Company currently has chartered in one LR1 and four Handymax product tankers, including the [Kazdanga](#), which is expected to be delivered in June 2011. Additional information about the Company is available at the Company's website [Source: Scorpio Tankers Inc.](#)

Songa Offshore announces March fleet update

[Songa Venus](#) achieved operating efficiency of 99% during the month. The rig continues to operate for Total E&P in Australia. [Songa Mercur](#) arrived Singapore during the month, BOP and relevant rig equipment and systems are currently undergoing inspections and reinstatement. [Songa Dee](#) achieved operating efficiency of 97% during the month. The rig continues operations for Marathon / Lundin in Norway.

[Songa Delta](#) achieved operating efficiency of 96% during the month. The rig continues to operate for Wintershall / Det Norske Oljeselskap in Norway. [Songa Trym](#) achieved operating efficiency of 98% during the month. The rig continues to operate for Statoil in Norway. [Songa Eclipse](#) remains under construction at Jurong Shipyard in Singapore, overall construction and commissioning activities are progressing. The Company continues marketing the rig and has several specific contracts targeted for immediate start up after commissioning and delivery. [Source: Songa Offshore.](#)

Due to travelling abroad this week the newscippings may reach you irregularly

Port Commission approves nearly \$35 million in contracts for Bayport Container Terminal Improvements

The Port Commission of the Port of Houston Authority awarded a \$33.2 million construction contract to Satterfield & Pontikes Construction, Inc. for the Phase 3 entry and exit gate at the Bayport Terminal and authorized a \$1.1 million amendment to the Port Authority's contract with Lockwood, Andrews & Newnam, Inc. for Bayport Terminal, among several matters approved during the April 5 meeting. In his monthly report, Chief Executive Officer Alec G. Dreyer noted that February was a tough month with significant fog-related impacts throughout the port, including 11 consecutive days when port activities were adversely affected by fog delays or were shut down entirely.

"Coming out of this lengthy fog slowdown, the Houston Pilots handled a record 95 vessels in one day, a testament to their commitment to keeping the Houston Ship Channel open for business," Dreyer said. In spite of the fog conditions, steel had an excellent month in February, as the Port Authority handled more than 230,000 tons as compared to 125,000 tons in February 2010, an 84-percent increase.

"Year to date, steel is up 740,000 tons or 69 percent over last year, giving us a nice boost going into the strong summer season," Dreyer said. "Turning Basin revenue for the first two months is up some 23 percent, which is directly related to the strong increase in steel." TEU (twenty-foot equivalent unit) volumes were down 6 percent, but container tonnage was down only 2 percent in February versus last year. Dreyer also noted that year to date, TEU volumes are flat compared to last year, while container tonnage is up 2 percent overall. Container volumes for March looked reasonably strong through the first three weeks of the month, and Dreyer predicted a return to a stronger growth mode by month's end. **Source: Port Commission.**

.... PHOTO OF THE DAY



Above seen the tanker **Hellespont Triumph** who just received the pilot and mooring master for tanker lifting operations offshore Angola. **Photo : capt. Geert Dijkema ©**

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