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



Above seen the 1973 built PAN flag ferry RIGEL offshore Malta on Thursday 7th April, 2011 before heading to Alexandria, Egypt. She was built by Wartsila Abo, Finland and previous names have been Bore 1-(73) Skandia-(80), Stena Baltica-(83), Ilich-(83) Anastasia-(97), Windward Pride-(97) Baltic Kristina-(97) Atlas 1-(07) Badis-(07).

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

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Tug **TRITON** of ISKES assisting the capesize **GOLDEN ZHOUSHAN** with a 'Twin Tow Wire configuration' for precise manoeuvring into the IJmuiden locks". **Photo : Marcel Coster (c)**

No more than 14 single-hull VLCC tankers left in the world's fleet says shipbroker

It seems that the end of the single-hull tanker era is upon us, with 2011 thought to be the last year of trading for the former crude carrying giants. After their official phase-out process undertaken during 2010, shipbroker CR Weber estimated that no more than 14 single-hull VLCCs have remained active. "Compared to a presumed fleet of about 52 single hull units, the lower number appearing on the spot market is surprising. However, having cross-referenced

single hull VLCC fleet lists against multiple databases and sources, we find that the trading fleet amounts to just 14 units. We come to this number after accounting for those units for which a change in status has been unreported or otherwise unaccounted for. This includes units which have been demolished or converted to ore carriers, FSOs, FPSOs or moored oil storage units. We also accounted for units which are in cold-layup, as there is almost no likelihood that these units will reappear as actively trading units. Specialist companies offer cold-layup services to effectively prepare vessels and their components for a prolonged period of disuse to minimize potential damage. Services thereafter include safe anchorage and 24-hour security in exchange for a comparably small daily fee. Normal daily operating costs are dramatically reduced by allowing for repatriation of crews and reduced class-maintenance and insurance related costs. This option can be useful, for instance, when owners may be inclined to keep hull assets on their balance sheets or are expecting stronger future demolition or conversion resale markets” said CR Weber. As is expected, trading opportunities for the remaining single hull VLCCs continue to diminish as the recessed freight market proves a disincentive to assuming the risk of chartering such tonnage. According to CR Weber’s report, just 5 single hull VLCCs have appeared on the spot market this year, collectively trading 8 cargoes – all but one being for discharge in India. During 2010, by contrast, 30 single hull VLCCs traded 120 cargoes to 6 countries. Spot market prospects for the remaining fleet of 14 appear bleak. A fresh lull in rates and a negative medium-term outlook for the VLCC market will keep the freight discount on single hull tonnage insignificant and insufficient to entice charterers to use single hull tonnage due to the perceived risks of the hull type. Over the past three quarters, the number of single hull VLCCs appearing on the spot market has declined at an average rate of 37%. Should this rate prevail going forward, the final single hull VLCC spot market fixture will occur during the 4th quarter of this year” concluded the report.

Meanwhile, according to a report from Fearnley’s during the past week and with the price of marine bunkers reaching ever more astronomical heights, VLCC charterers have to contend with greater resistance from VLCC owners unwilling to do lower rates or even repeat last done. “Nonetheless the situation is complicated by the fact even though some 90 cargoes have already been fixed for April loading, the VLCC MEG position list remains more than ample to cover what stems are remaining for April. This means that in the short term owners may have little luck in turning the already negative rate trend in the MEG in their favour. The Atlantic VLCC market remains slow with some interest from WAF, and due to an uninspiring MEG market, owners with vessels positioned east of Suez are looking at WAF which only gives charterers even more candidates to consider. Suezmax rates in WAF weakened further during the last week, and with less interest from charterers and a fat position list, it seems unlikely that any resistance to current rates from owners will meet with success. The same is the case for Suezmaxes in the Med/Bsea where charterers are free to pick and choose. Rates could soften further, but with bunker prices being what they are, we may have seen something close to the bottom of the market. After a further spike for ice class Aframax tonnage in the Baltic last week, rates are now coming off. Rates for conventional Aframax are more or less unchanged as the supply of tonnage is more than sufficient to meet charterers’ needs. Aframax rates in the Med/Bsea have been declining throughout the week and seem unlikely to improve in the short run” said the shipbroker. **Source: Hellenic Shipping News Worldwide**



The **AZURA** visited the port of Brest – **Photo : Jacques Carney ©**

SUPERTANKER FREED FROM SOMALIA

A Somali pirate gang has released today the Greek supertanker VLCC **IRENE SL** after receiving a larger ransom. The 25 men crew is all right, given the circumstances, the captain could report shortly after the vessel sailed free. The crude carrier is now underway towards South Africa and most likely will change the crew at the port of Durban. Reportedly too many sidelines made the negotiations for the release difficult in the last moment, but dedicated work of the crisis team achieved the release in just under two month. A time span those hostage crews, who still have to live under horrible conditions now for over one year - like on MV **ICEBERG 1** - can only dream of. Source : Ecop Marine

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The MS **EUROPA** arriving in the Port of Los Angeles. Photo : Bob Duckson ©

Somali Pirates seize German cargo ship off Oman

Pirates have sea-jacked, just 35 nautical miles from the coast of Oman near Masirah Island, the German-owned general cargo vessel **MV SUSAN K**. At 02h34 UTC (5h34 Local Time) on the morning of 08. April 2011 the Antigua &

Barbuda flagged merchant vessel came under attack in position Latitude 18 25N Longitude 057 27E, NATO reported and stated shortly thereafter that the vessel was actually pirated by a gang of Somali sea-shifta which had used the dhow Al Yasin as their launch.

The **MV SUSAN K** was en route from Mumbai (India) to Port Sudan (North-Sudan) when it was attacked around 200 nautical miles northeast of Salalah, Oman and boarded by at least 10 pirates, the EU anti-piracy mission Atalanta said in a statement issued by EUNAVFOR. "Exact details of the attack are not known at this time," EUNAVFOR added and admitted that they had also no further information about the condition of the vessel's crew.

As registered owner of the 4,464 dwt MV **SUSAN K** is only listed with the entry "**SONJA**" and an address c/o NIMMRICH & PRAHM BEREEDERUNG GMBH & CO. KG, a shipping company from Leer in Germany. "Sonja" was also the launch-name and the former name of this vessel. But a vessel can hardly own herself, so it is assumed that the name of the "owner" stands for one of the three shareholders. The vessel has an insurance cover from the North of England P&I Association, but the crew is not covered by an ITF agreement because the previous one with Vereinte Dienstleistungsgewerkschaft (ver.di) expired while the vessel was under Marlow Navigation Co Ltd. The crew of the vessel has six Filipinos and four Ukrainians listed. For purposes of naval guarding and advise, the MV **SUSAN K** was registered with the maritime security centre [MSC(HOA)], and was reporting to the British Maritime Transport Organization (UKMTO), bot stationed in the region. **Source : Ecop-marine**

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Departing cruise ship passengers 'imprisoned'

Disembarking cruise ship passengers are being forced to spend hours "imprisoned" at Ellerslie Racecourse because of a lack of facilities on the Auckland waterfront, industry leaders claim. Cruise New Zealand chairman Craig Harris said the waterfront had no way of providing temporary accommodation or bag storage for modern cruise ships carrying an average of 2800 passengers.

Companies are having to shuttle disembarking passengers to holding facilities such as the racecourse while they wait for their flights home, he said. Bags are trucked to Auckland Airport for passengers to claim from an exposed area of the carpark. "Unfortunately it's true," Mr Harris said.

"Their last day in New Zealand is watching the grass grow at Ellerslie Racecourse then packing up their bags in the rain from Auckland Airport. That's worst case - but it's possible. "It's their last look at the country. It's not a good look." A new cruise ship terminal is included in a \$660 million suite of long-term investment planned by Auckland Council.

However, there is no room in its current budget for the project or a \$2 billion inner city rail loop championed by Mayor Len Brown. Waterfront Development Agency chairman Bob Harvey said the situation was untenable in the long term.

Having passengers "imprisoned" at holding facilities was costing Auckland millions of dollars in lost spending at bars, restaurants and shops, he said. "They are high value tourists that we want to be able to spend locally in Auckland. I'd like to take them to Waiheke. They're having to spend 12 hours out at Ellerslie Racecourse when they should have the opportunity to see the beautiful sights of Auckland."

Mr Harvey said he had raised the issue with Auckland Mayor Len Brown and received an assurance action would be taken. "When we found this was happening, we rose it with the Mayor. This is going to be improved." More than 200,000 cruise ship passengers are expected to arrive in Auckland between October this year and September next year. A statement from P&O Cruises, which runs New Zealand-based cruise ship the Pacific Pearl, said the lack of port infrastructure was the biggest risk to further industry growth. The number of New Zealanders who went on a cruise rose by 36 per cent in 2010, but that could stall with a terminal at the company's favoured location Queens Wharf, it said. "With international cruise ship visits injecting up to \$1 million into the local economy at a time, we also believe that Auckland has a once in a lifetime opportunity to develop its waterfront precinct to capture the benefits of such a thriving tourism sector. "We also believe that after three years of community discussion, action on appropriate cruise

terminal facilities in Auckland needs to be a top priority if New Zealand is to achieve the maximum benefit of the growth of cruising." Mr Harris backed that view. A lack of an international standard terminal is beginning to hurt the burgeoning industry, he said. He advocated renovating the existing heritage shed on Queens Wharf into a "multi-use" cruise ship terminal.

"We've marketed it so well we've got more cruise ships than we have facilities. Internationally, people are getting sick of it. "It's unprofessional. Everyone else provides a proper facility. We're not providing the infrastructure and they're paying for it. "We need a new facility that has bag check in facilities. They need a place where we can say to them - go out today, your bags are here, meet at the end of the day." **Source : NZ Herald**

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CASUALTY REPORTING



In the port of Rotterdam the outbound **Transshelf** was April 6th in collision with the **Wilson Rhine**
Photo : Adri Eef Bosman (c)

NAVY NEWS



The 2 Dutch Damen / De Schelde built **Diponegoro Class** corvettes **367 KRI SULTAN ISKANDAR MUDA** and **366 SULTAN HASSANUDIN** seen moored in Tj Perak (Surabaya) - Photo : E. Knisp (c)

Taiwan inaugurates missile ships amid buildup vow

Taiwan's President Ma Ying-jeou inaugurated a squadron of missile boats Thursday as he pledged to continue the island's military buildup to offset the perceived military threat from China. The fleet of 10 locally manufactured missile boats joined the navy following a ceremony presided over by Ma at the northeastern naval base in Suao.



Ma, the initiator of detente with the island's giant neighbour, said tensions with the mainland have eased significantly since he came to power in 2008 but insisted Taiwan needed a deterrent against Beijing which claims the island as part of its territory.

"Unlike the Korean Peninsula where tensions have been escalating, ties across the Taiwan Strait have improved significantly since I took the office nearly three years ago," he said. "But mainland China remains the biggest threat to

Taiwan militarily, therefore we must not relax in pushing for the military buildup," he said.

Despite fast-warming ties, Beijing refuses to renounce the use of force if the island declares independence, even though Taiwan has been self-governing since 1949 at the end of a civil war. Ma said Taiwan was unlikely to engage in an arms race with China, considering the vast difference in the size of the two economies. "But Taiwan can still operate a small but elite and strong defence force in line with the guidelines of asymmetric warfare," under which the weaker side uses strategy to offset deficiencies in quantity or quality, he said. The navy is building another 10 missile boats and is scheduled to take delivery of them before the year's end, which will bring to 30 the number in service.

Each of the 171-tonne vessels is armed with four Taiwan-made Hsiungfeng II (Brave Wind) ship-to-ship missiles. The ships are intended to replace the aging 50-tonne Seagull-class missile boats, the navy said **Source : AFP**



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HMS Astute visits Southampton docks

IT is not the sort of place designed to accommodate clumsy people. And that's what worried me as I stood on the safety of dry land at Southampton's Eastern Docks, staring in awe at the Royal Navy's latest class of submarine.

At 97 metres long and weighing more than 7,000 tonnes, it's hard not to be captivated by this remarkable vessel. **HMS Astute**, equipped with Tomahawk cruise missiles, is certainly not your stereotypical submarine. There's no periscope for a start. Periscopes have made way for a towering 'Optronic Mast,' gathering information via fibre optic cables and transmitting images to the control room in high definition format.



Photo : Chris Brooks - www.ShipFoto.co.uk (c)

And no periscopes mean fewer penetrations to the hull, allowing the submarine to sink much lower. Its 39,000 acoustic panels mask its sonar signature, meaning it can go undetected at sea and can even listen to mobile phone conversations. What's more, its nuclear reactor will not need to be refuelled once during its projected 25 years of service. Hearing all of this before even setting foot on the £1bn monster certainly didn't instil me with confidence. All this twenty first century technology on board meant there was a lot more equipment for me to break. Inside, you are immediately hit with a feeling of claustrophobia.

The stair wells and corridors are narrow, the ceilings are low and bunk spaces that are the size of a reasonable double bedroom sleep up to 18 seamen. **HMS Astute's** 98-strong crew had spent 46 days at sea before docking in Southampton – an achievement in itself. But once you get over the feeling of claustrophobia, you begin to appreciate what a magnificent vessel this is. The technology is second to none and there is no doubt it will be a vital weapon in our defence strategy for years to come. "She can carry about 50 per cent more weapons than her predecessors, but what really sets her apart is the new technology," Commander Ian Breckeridge said. "We've gone from 1970's, 1980's technology into turn of the century equipment, with touch screens, a more advanced management system, optronic

masts and night time imaging capability which turns night into day. I feel very honoured to be working with such fantastic ship's company on such a fantastic submarine." **Source : Daily Echo**



Above and below seen the 1976 built PAN flag tug **SIROCCO** towing the former Royal Navy aircraft carrier HMS **INVINCIBLE R05** bound to Aliaga, Turkey to be broken up on Thursday 7th April, 2011.

Photo's : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)



Naval shipyard on Kola Peninsula cut off from power



A naval shipyard involved in scrapping of nuclear-powered submarines has been cut off from power after failing to pay electricity bills. The Defense Ministry's shipyard Nerpa in Snezhnogorsk on the Kola Peninsula has nearly 50 million rubles (app €1,2 million) in unpaid electricity bills to the local electricity company Kolnergosbyt. The shipyard is now left without electricity after it neglected to fulfill an agreement with Kolnergosbyt on repayment by April 6, MB News reports.

According to Nerpa's press secretary Irina Anzulatova, the debt is a result of lack of financing from the Defense Ministry. She says this is the first time that the main production hall and dock are cut off from power. MB News reports that the shipyard has one diesel-electric submarine in for repairs at the moment. It is uncertain if there are any nuclear submarines on the premises. **Source : BarentsObserver**

SHIPYARD NEWS



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IHC Merwede to exhibit latest innovations at OTC 2011

IHC Merwede will be showcasing a range of its innovative vessels, advanced equipment and life-cycle support on stand number 2625 at the forthcoming OTC 2011 on 2-5 May 2011 in Houston. As a reliable supplier of custom-built ships and equipment for offshore construction, IHC Merwede is renowned for focussing on the development of innovative solutions, as highlighted by its position as the technology innovator.

IHC Merwede President Govert Hamers says: "The outlook for the offshore industry in 2011 is positive. It is expected to pick up, which should lead to an increase in capital expenditure as customers need to invest in new equipment. We will be capitalising on this at OTC 2011 by highlighting some of the innovative vessels and advanced equipment which will help us to drive the market forward into 2012 and beyond."

IHC Merwede's investment in innovative technology will be underlined at OTC 2011 with the promotion of two recently launched innovative vessels, the SEVEN PACIFIC and the new Type-22 vessel. Advanced equipment, such as the world's most versatile J-Lay towers and the unique, robust and highly reliable Hydrohammer® S-1200, will also be shown. IHC Merwede will be represented by its business units IHC Offshore & Marine, IHC Engineering Business, IHC Hydrohammer, IHC Handling Systems, IHC Sea Steel, IHC Offshore Systems and IHC Hytop.

Company profile IHC Merwede (offshore division)

The offshore division of IHC Merwede is focussed on the continuous development, design and construction of reliable, custom-built assets for the specialist oil and gas market. It is a low-risk, one-stop shop for the best design consultancy, product offering and finance package supplied to customers in the offshore construction and support market.

IHC Merwede has in-house expertise for engineering and manufacturing innovative vessels and advanced equipment, as well as providing life-cycle support. Its integrated systematic approach has helped to develop optimum product performance and long-term business partnerships.

Due to its expertise and strong relationships with suppliers, manufacturers and sub-contractors, IHC Merwede is able to take responsibility for complete turnkey projects. The company's production facilities in The Netherlands can accommodate the construction of large new-build vessels and it can also build vessels in other locations around the world.

Through its pioneering role, IHC Merwede ensures compliance with the latest technological developments, strictest safety regulations and most stringent environmental standards for pipelay, well intervention, diving support and multi-purpose offshore support vessels. The company has several offshore equipment business units and therefore draws on a long history of designing, constructing, assembling, commissioning, delivering and maintaining a broad range of offshore equipment for the oil and gas sector. This varies from the fabrication of single parts to complete integrated systems, such as equipment for pipe- and cablelaying, and pile driving.

Technological innovation will remain the company's underlying strength through its continuous investment in research and development. Moreover, it helps to safeguard a sustainable environment.



Above seen the M/T **Stolt Commitment** leaving Keppel Verolme shipyard after a successful take-over docking. The vessel is taken over from Odfjell as M/T **Bow Century** in dry-dock and renamed to M/T **Stolt Commitment**
Photo : Loek de Jong ©

BAE Systems Wins U.S. Navy Ship Repair Contract for Six Ticonderoga Class Guided Missile Cruisers

BAE Systems Ship Repair has been awarded a multi-ship, multi-option (MSMO) dry dock contract by the U.S. Navy to maintain six Ticonderoga class (CG 47) guided missile cruisers, either home-ported in or visiting the Norfolk, Virginia area. Included in the five-year contract is the execution planning, modernization, maintenance and repair work for the **USS Leyte Gulf (CG 55)**, **USS San Jacinto (CG 56)**, **USS Normandy (CG 60)**, **USS Monterey (CG 61)**, **USS Anzio (CG 68)** and **USS Vella Gulf (CG 72)**.

"The award of this contract is a direct testament to the sustained superior performance and dedicated commitment of our highly skilled workforce," said Bill Clifford, president of BAE Systems Ship Repair. "The Navy clearly recognizes our achievements and success in maintaining and modernizing these critical assets for combat operations."

The contract – coupled with those for DDG 51 class, LPD 17 class and amphibious ships in Norfolk, San Diego, Hawaii and Jacksonville – reinforces BAE Systems' trusted MSMO support for the U.S. Navy.



Verolme-Keppel Rozenburg (The Netherlands) 7 April 2011 Steel and shipping. – **Photo : Nico Sannes ©**

STX OSV books order for MRV trio for DOF ASA

STX OSV Holdings Limited reports that it has secured new contracts for the design and construction of a series of three Multi Role Vessels (MRV) for DOF ASA. Delivery is scheduled for the second half of 2012. The new MRV 05 vessels were designed by STX OSV Design in Ålesund, Norway. Based on STX OSV's new environmentally friendly PSV hull shape, the MRVs have been developed in close cooperation with DOF to fulfill specific roles in supply service, stand-by service, ROV operations and seismic activities.

The hulls will be delivered from the STX OSV shipyard in Romania. Outfitting and commissioning for two of the vessels will take place at STX OSV Aukra, Norway, while the third will be delivered from STX OSV Brattvaag in Norway

Source : MarineLog

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The 4400 hp escort tug **TANGGUH PAURU** seen fitting out in Tj Perak (Surabaya) **Photo : E.Knisp ©**

Haven van Gent blijft op peil gedurende eerste 3 maanden van 2011

De Gentse haven boekte in het eerste kwartaal van 2011 een totale goederenoverslag van 12,6 miljoen ton. De Gentse haven blijft hiermee op dezelfde koers als in 2010. Met een totale overslag via zeevaart en binnenvaart van 12,6 miljoen ton deed Gent 1,6 miljoen ton beter dan in het eerste kwartaal van vorig jaar, oftewel een stijging van 14,4%. De goederenoverslag via zeevaart kent met een totaal van 7,1 miljoen ton een stijging van 18,7%. De binnenvaart boekt 5,5 miljoen ton goederenoverslag en stijgt 9,4%. Hiermee houdt Gent het elan van 2010 aan.

De goederenoverslag via zeevaart bedraagt voor het eerste kwartaal 7,1 miljoen ton, een stijging met 1,1 miljoen ton tegenover 2010 (+18,7%). Vooral granen, petroleumproducten, zand en zout doen het goed. De binnenvaart zorgde voor 5,5 miljoen ton overslag, 476.000 ton meer dan in 2010 (9,4%). Hier behoren vooral granen, vaste mineralen

brandstoffen, ijzererts en zand tot de groeiers. De droge bulk nam met ruim 22% toe, vooral via zeevaart. De vloeibare bulk gaat er ruim 6% op vooruit.

De aanvoer via zeevaart van producten van de metaalindustrie, ruwe mineralen en bouwmaterialen (activiteiten aan het Kluizendok, waaronder zout en zand) zit op een hoger niveau dan in de periode voor de economische crisis. De aanvoer van vaste brandstoffen zit op terug hetzelfde niveau. Voor agribulk, ertsen en metaalresiduen, meststoffen en chemische producten is dit nog niet het geval. De overslag inzake rollend materieel (ro-ro) en containers is gestaag aan een heropleving bezig.

Voor wat de afvoer betreft via zeevaart, tekent het rollend materieel een zeer sterke stijging op. De afvoer van ertsen en metaalresiduen (voornamelijk schroot), voedingsproducten en van vaste minerale brandstoffen (onder meer kolen) gaat de laatste jaren constant in stijgende lijn, wat ook nu wordt aangehouden. Voor de landbouwproducten en producten van de metaalindustrie (plaatstaal) wordt een heropleving genoteerd. De chemische producten staan nog een inhaalbeweging te wachten. Het Havenbedrijf Gent is opgetogen met deze totale goederenoverslag voor het eerste kwartaal, die aansluit bij het peil van 2010. Daarnaast kan worden vastgesteld dat een aantal sectoren zich heeft herpakt. Bovendien werden recent op de Jobbeurs in de haven meer dan 1.000 vacatures aangeboden. Tekenend dat de Gentse haven het goed doet.

CMA CGM UK receives Authorized Economic Operator (AEO) certification

CMA CGM Group is pleased to announce that all its UK-based agencies have received the Authorized Economic Operator (AEO) certification, demonstrating the quality, safety, and reliability of their global supply chain.

Issued by European Customs, this certification is a guarantee that a company's procedures meet strict standards of security. It is based on a set of criteria that take into account both the safe transport of cargo and the operational quality of firms (security of premises and personnel, incident management and reporting, and efficient and secured circulation of information).



The containership **CMA CGM Andromeda** arrived at Southampton 7th April from Tangier.

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

The AEO certificate also offers many benefits to CMA CGM UK customers, including simplified procedures for intra-European customs declarations and priority for certified firms in processing goods through local customs. "We are proud to see that the many efforts made by the Group at European and international level in terms of safety / security have been recognized. The new AEO status guarantees our customers reliable, smooth and secure delivery of their merchandise", said Graham Fraser, General Manager CMA CGM UK. To date, AEO status has been awarded to 13 regional offices of the Group in Romania, Finland, Italy, Estonia, Poland, Lithuania, Netherlands, Latvia, France, Germany (on which the agencies in Austria, Czech Republic and Slovakia also depend), Ireland and Hungary.

Source: CMA CGM

Essar to complete its shipping arm spinoff next month

Essar Shipping Ports & Logistics, controlled by India's billionaire Ruia brothers, expects to complete a spinoff of its shipping arm next month as the nation's growth spurs demand for coal and iron ore.

The new Essar Shipping will begin trading on the nation's stock markets in May, A.R. Ramakrishnan, Essar's head of strategy and business development, has said in a phone interview from Mumbai. The existing company will be renamed Essar Ports this month ahead of the split, he said.

Essar, India's largest shipping company by market value, plans to divide its operations so that management can better focus on the different units and take advantage of rising demand, Ramakrishnan said. India's coal imports may as much as triple in three years, he said, as Prime Minister Manmohan Singh works to increase generation capacity to 200 gigawatts by 2012.

The spinoff will "unlock value for investors," said Deven Choksey, managing director at K. R. Choksey Shares & Securities. "The valuation of shipping businesses vis-a-vis port businesses is completely different." Essar rose 0.4 per cent to Rs107.25 at the close of trading in Mumbai, reversing declines of as much as 5 per cent. The company has fallen 1.3 per cent this year compared to a 4.4 per cent decline for the benchmark Sensitive Index of the Bombay Stock Exchange.

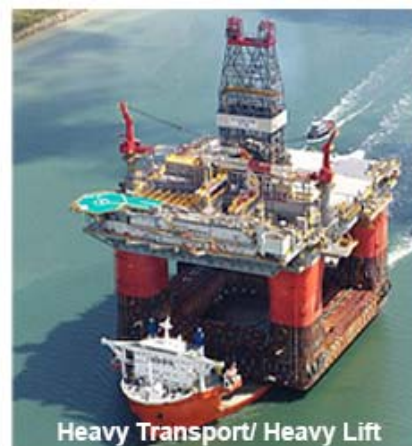
Shareholders will get one share in the new Essar Shipping for every three they hold in the current company, according to the spinoff plan. The new business will also receive Essar's oil services and logistics operations. Essar also expects to move as much as 70 million tonnes of iron ore, coking coal and coal over the next two or three years for its steel and power affiliates as they boost output, Ramakrishnan said.

Essar Steel plans to expand annual capacity to 14 million tonnes, while Essar Power is building eight coal-fired power plants to help boost its capacity to 11,470 megawatts, according to the group's website. "This is a huge amount of cargo even by international standards," Ramakrishnan said. "We should be able to put a fleet behind it." It intends to get as much as 55 per cent of business from affiliates within three years, up for as much as 45 per cent now, to ensure more stable earnings, he said. Reconstruction in Japan following the March 11 earthquake and tsunami may also boost global shipping volumes in the next few months as the country imports more timber and other materials to replace buildings destroyed in the disaster, Ramakrishnan said.

That may help revive dry-bulk shipping rates, he said. The Baltic Dry Index, a benchmark for commodity-freight rates, has tumbled 51 per cent in the past year as expansion in the global fleet outpaces demand. "I see a revival in demand for bulk-cargo movements," said Jyotsna Sawdekar, an analyst with Mumbai-based Jaypee Capital Services. "China, India and other emerging markets are also driving demand." Essar has a fleet of 26 vessels including bulk carriers and oil tankers, according to a March 3 statement. It also has 12 bulk ships on order for delivery over the next two years. The oil services unit owns one semi-submersible rig and 12 land rigs, it said. The company's port business has a capacity of 76 million metric tonnes per annum, which will expand to 158 million by 2013, according to the statement. The operations include facilities for handling crude oil, petroleum products, commodities and coal at ports in Gujarat state. **Source: Bloomberg**



Motion Monitoring Services
www.sirimarine.nl



Tallink sees passenger numbers fall 12% in March

In March 2011, Estonian shipping company AS Tallink Grupp transported 662,043 passengers which is 11.6% decrease compared to March 2010. The number of passengers on the Finland-Sweden route fell by 14.2%, on the Estonia-Finland by 5.2%, on the Estonia-Sweden route by 31.4%. The number of passers on the Latvia-Sweden route grew by 2.5%, writes LETA. The number of passenger vehicles increased by almost 10% to 70,591. Trucks and trailers remained at the last year's level with 24,751 units transported, the company told Tallinn bourse. Source : **baltic-course**



The 1969 built tug **GRAPETREE BAY** towing the barge Caribbean Provider loaded with cement arrived in Willemstad (Curacao) from San Juan- Puerto Rico

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

Jebel Ali Port wins golden award for best seaport

DP World's flagship Jebel Ali Port has won the prestigious Golden Award for Best Seaport Overall from the Higher Committee for UAE Civil Seaports and Airports Security, under the patronage of His Excellency Sheikh Hamdan Bin Mubarak Al Nahyan, Minister of Public Works and Chairman of the Higher Committee.

The award was presented by HE Sultan Bin Saeed Al Mansouri, UAE Minister of Economy to Mohammed Al Muallem, Senior Vice President and Managing Director, DP World, UAE Region, on Tuesday (April 5) at a gala function in Abu Dhabi attended by high level government officials, industry leaders and other invitees. The award, the highest recognition in the UAE for civil maritime security, cited Jebel Ali Port for its committed adherence to national security requirements as well as implementation of the International Ship and Port Facility Security (ISPS) Code set by the International Maritime Organisation to enhance security of ships and port facilities.

Mohammed Al Muallem, Senior Vice President and Managing Director, DP World, UAE Region, said: "As operators of the busiest commercial gateway to the region, DP World, UAE Region has always given the utmost priority to the safety and security of its port facilities. The Integrated Security System that shields Jebel Ali Port is the most advanced in the world, and winning the prestigious Golden Award is recognition of our commitment to safeguarding the interests of the nation and of our customers. We thank HE Sheikh Hamdan Bin Mubarak Al Nahyan and the Higher Committee for the honour bestowed on us."

The Higher Committee also awarded certificates of merit and appreciation to Mahmood Amin, Chief Executive Officer, Group Security and World Security, the specialist turnkey security solutions provider of Dubai World, in charge of implementing the security system at Jebel Ali Port.

Mahmood Amin, Chief Executive Officer, Group Security and World Security, said: "World Security believes in adopting a proactive policy when dealing with issues of safety concerning this nation's economic assets. Our work at Jebel Ali Port is anchored in the close relationship between DP World, UAE Region and World Security. We owe our success to the hard work and uncompromising professional standards of our security teams and a strong work ethos. We are honoured to receive this recognition from the Higher Committee for UAE Civil Seaports and Airports Security." Last year, Jebel Ali was certified Best Port Overall, Best Port in Qualifying & Training and Best Port in Emiratisation in the Higher Committee's annual list of honours for 2009. **Source: DP World**

OCTOPUS-Performance proves significant fuel savings

In the last few years, Amarcon had a devoted focus on the development of a fuel saving extension within the OCTOPUS-Onboard decision support system: OCTOPUS-Performance.

The Performance extension gives a new dynamic approach to voyage planning. It combines all relevant measurements and forecasts with a new algorithm which will assist the master to reach the destination by choosing the route with the lowest resistance and cruising with the optimal speed. OCTOPUS-Performance can forecast and give advice for actual as well as for simulated situations. Regardless the hull fouling, age or condition of the vessel: the crew will always receive an accurate advice. With OCTOPUS-Performance savings between 2 and 10 % can be achieved, while the vessel is sailing the same average speed and weather conditions. This way fuel consumption can be reduced to an absolute minimum.

Several years of logged data for Panamax-container vessels have been analyzed by Amarcon for the development of a theoretical optimum RPM advice. Recently, these findings were confirmed by collecting data from a Panamax vessel in daily operation.

The fuel savings that can be achieved with OCTOPUS-Performance are substantial. In the following overview, the most important conclusions of the study can be found.

1. Sailing with constant RPM is very beneficial; avoiding RPM variations during voyage execution has a theoretical fuel saving potential of 4.7%.
2. Similar savings can be achieved when the vessels follows the RPM advice that is given by Amarcon.
3. For a fleet of 20 large container vessels, the fuel cost savings approach 15 Million Euro per year.

For more information about OCTOPUS-Performance: www.amarcon.com

Star Bulk enters into new time charter agreements for Star Cosmo and Star Ypsilon

Star Bulk Carriers Corp. announced the following vessel chartering activities:

Star Cosmo

The Company entered into a time charter agreement with SK Shipping for the vessel Star Cosmo for a period of 11-13 months, at a gross daily rate of \$16,500. The new contract will contribute minimum \$5.5 million to maximum \$6.8 million in gross revenue. The Star Cosmo is a Supramax vessel of 52,247 dwt built in 2005.

Star Ypsilon

The Company entered into a time charter agreement with STX Pan Ocean for the vessel Star Ypsilon for a period of 7-9 months, at a gross daily rate of \$13,000. The new contract will contribute minimum \$2.7 million to maximum \$3.8 million in gross revenue. The Star Ypsilon is a Capesize vessel of 150,940 dwt built in 1991. **Source: Star Bulk.**



The **CSCL LE HAVRE** seen arriving in Rotterdam – Europoort – Photo : Harry van den Berg ©

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Evergreen, ZIM and China Shipping to start joint North Europe-Far East service

Evergreen (5 ships), ZIM (3) and China Shipping (1) will start a joint North Europe-Far East service by the end of April.

The capacity of the nine vessels ranges between 8,000 and 10,000 TEU. They connect Rotterdam with Port Tanjung Pelepas, Qingdao, Shanghai, Ningbo, Xiamen, Yantian and Port Kelang. The service is the third new one in the Europe-Far East trade this year. The other two are by Maersk Line and the CKYH Green Alliance. When all in place the total number of roundtrip slings will number 32, deploying some 300 box ships ranging between 15,600 TEU (Maersk Line) and 3,400 TEU (ZIM), with an average capacity of close to 9,000 TEU. **Source : PortNews**

PNG Ports attends big meet

PNG Ports Corporation Limited (PNGPCL) Klein project team were among the first port authorities in the Asia Pacific region to attend the first Klein Systems Group Limited (KGL) meeting in Australia. Manager Management Information Systems-Operations, Mr Norlan Warpin and Deputy Chief Operations Officer-Policy and Administration, Mr Kamit Nanadi attended three-day inaugural KGL gathering in Adelaide recently. PNGPCL Management embarked on the installation of the Klein System in 2005 in order to improve, increase and maximise port efficiency and productivity. The Klein Port Information Management System (KPIMS) within PNGPCL has been defined as the Terminal Operating System (TOS) whereby it replaces the manual system and provides accurate tracking and records of cargo throughput

and vessels calls within the port. KPMIS will improve and increase efficiency levels in all aspects of port operations and administration at both ports of Lae and Port Moresby and in future will roll out to the other ports. Currently, Port Moresby and Lae Ports are the largest and handles more cargo throughput. The revenue generated from these two ports cross-subsidise the other fourteen (14) ports within the country under PNGPCL management. Mr Warpin said: "Since PNGPCL is currently using the Klein System, this meeting enabled us to reaffirm our relationship with the vendors, the Klein System Group as well as rub shoulders with other Ports within the region who are also using the system and learn from them." Chief Executive Officer, Mr Brian Riches said the Klein System and the re-designing projects at the ports of Port Moresby and Lae infrastructure will act as an impetus in driving the future economic growth and development of PNG. He said this System is in line with one of the Company's strategic objectives of 2010-2014 of improving Port Operational efficiencies and productivity "The Klein System will assist in fulfilling PNGPCL's vision of being the premier maritime service company in Papua New Guinea," Mr Riches said. The implementation of the Klein System will also see to the increase in cost competitive outcomes, improved efficiency gains in cargo handling and increased revenue due to accurate data collection and efficient invoicing systems. **Source : postcourier**



TWAITE owner Chemgas downstream on river Waal passing Rossum The Netherlands. **Photo : J. Roeland (c)**

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Sovcomflot takes delivery of the SCF Prime from Hyundai Mipo Dockyard

South Korea-based Hyundai Mipo Dockyard on April 5, 2011 handed over to Sovcomflot the 70,000DWT **SCF Prime**, the last but one tanker in a series of vessels built at the shipyard, the HMD press service said. The South Korean enterprise is currently building for Sovcomflot the **SCF Progress** tanker (scheduled for delivery – 2012) and 3 dry cargo ships - **NS Yakutia**, **NS Ust Luga** and **NS Vanino** (delivery - in 2013).

SCF Group (SCF) is one of the largest Russian shipping operators, ranks among five top global tanker companies. The company's fleet comprises 153 vessels with total deadweight of 11,87 million tons, the average age of the tanker fleet is 6.8 years. The Group's newbuilding program includes 15 vessels with total deadweight of about 1,73 million tons.

Source : PortNews

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



The **NYK ARCADIA** seen yesterday during her maiden arrival in Rotterdam-Europoort

Photo : Bert Heeselaars (c)

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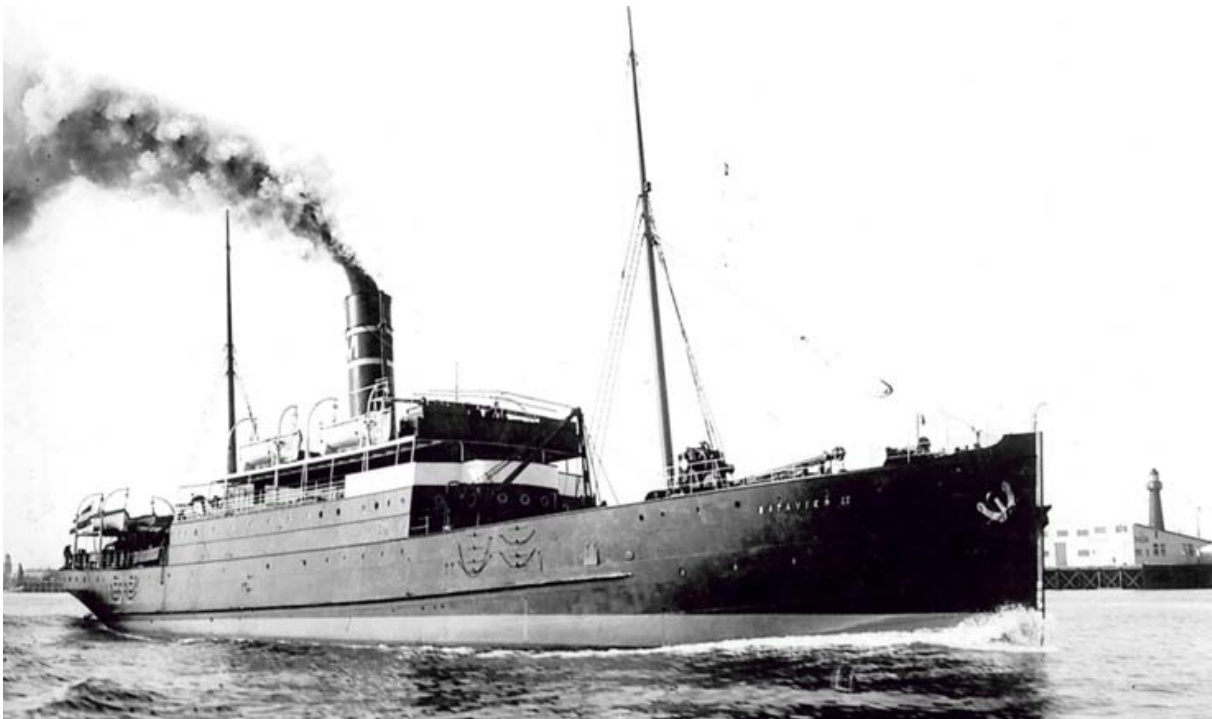
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MARITIME ARTIST CORNER



Above seen **Frans Romeijnsen's** latest painting, the **MULTRATUG 3**, seen during a capabilities demonstration off Terneuzen, the homeport/base of MULTRASHIP, in the back ground can be seen the Scheldekade with the office of Multraship, in the port are seen moored the **BARRACUDA** and the **LEENDERT MULLER**
Painting : **Frans Romeijnsen** - info@galeriemarkant.nl (c)

OLDIE – FROM THE SHOEBOX



s.s. **BATAVIER II** seen passing Hoek van Holland, inward bound from London. In the background the Fruit Wharf (now the quays of Stena Line) and the old light house. A little further up river north side the Batavier Line had an abattoir, called "Old Export Slaughter House", partly owned by The Vianda Co. This latter company closed in 1908, but the quayside on that place still called "The Vianda"-jetty. **Photo: Coll. Capt. Frank Haalmeijer**

.... PHOTO OF THE DAY



Above seen the Spanish Naval ship **HESPERIDES (A 33)** sailing from Sydney 8th April to continue her global circumnavigation expedition collecting scientific data from the depths of the oceans some from as deep as 7000 metres. From Sydney she heads to Auckland then Hawaii home via Panama and South American ports .

Photo : Ian Edwards- shiphoto.com.au (c)