



Number 100 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 10-04-2011**

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



The Salvage Champion seen leaving Rotterdam bound for Callao, Peru to pick up a tow for China. When she gets there she will have completed a full round the world trip.

Despite her age, she is very well maintained.

Photo : Hans Hoffmann (c)

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

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



TURBONED
WORLDWIDE TURBOCHARGER SERVICE AND PARTS

TEL: +31 78 620 52 52
SERVICE@TURBONED.NL



The THSD **RIJNDELTA** seen dredging in Rotterdam-Botlek – Photo : Mischa van Lindt (c)

Natural disasters in Japan still impacts the shipping markets

It's been 4 weeks since the 11th March earthquake and tsunami hit Japan north-eastern coastline and caused widespread damages with extensive knock-on effects on the Japanese economy. The aftermath of the 9-magnitude

quake is still affecting everyday life in Japan and the shipping markets are still only feeling the immediate effects of the changes in demand primarily focusing on getting energy supply up and running at normal level again. The long-term effects are still very much dependant on the potentially permanent change in the energy mix that Japan may chose going forward.

Thursday, a major 7.4-magnitude aftershock shook Japan. No new damages have been reported and no tsunami struck this time around. But it highlights, that the way back to normality is paved with many different challenges said a new update from BIMCO's Shipping analyst Peter Sand. The following dry cargo ports are open for business – but restrictions may apply to one or more berths, according to an Inchcape update of today- 8. April 2011: Kashima, Hitachinaka/Hitachi, Onahama, Soma, Shiogama, Sendai, Ishinomaki, Ofunato, Kamaishi, Miyako, Hachinohe.

In an earlier report, Sand had attempted to analyze the various consequences on the maritime industry. It read: "Three are basically three trends to watch out for: 1) acute shortfalls due to refinery closures and large-scale shut-downs of utilities, 2) medium-term solutions to restore power generation and distribution 3) potentially a permanent change in the energy mix going forward.

Japan is the world's third largest oil importer and the world's largest buyer of thermal coal and LNG. Depending on the energy mix that Japan eventually selects - should they decide to substitute nuclear power going forward - bulkers and tankers will be needed to cater for this likely increased demand. Seaborne imports of the main three energy commodities are already short-term impacted by the event and long-term impacts could spell out accordingly:

A lot of factors come into play when trying to assess the effect on tanker shipping. Acute shortfalls in refinery output could spur product demand to make up for the reduced production of gasoline and fuel oil. Both clean and dirty product demand may go up as imports have to make up for the shortfall and thus create an increased demand for product tankers. Lower refinery throughput will on the other hand discourage crude tanker demand as crude oil for feedstock decline. But crude tankers may also see a positive effect once refineries are up and running again and assuming the older fuel oil-fired power plants step in to partly bridge the shortfall of electricity supply. This may support crude tanker demand both short- and long-term. However, it is worthwhile to note that Japanese oil stocks held some 590 million barrels of oil (crude oil and products) in December 2010. The amount is equivalent to 169 days of net imports. Seen in this perspective emphasis should probably be on the long-term effects rather than the short-term.

Dry bulk shipping is expected to be impacted by changing demand for thermal coal, coking coal, iron ore and grains (e.g. rice, wheat and corn). Disruptions to grain imports is expected to be small and short-termed, while demand for thermal coal may be stronger overall to the extent that coal-fired power plants are able to increase current production levels and to the extent that coal will gain a larger share of the energy mix in the longer term.

The effects on coking coal and iron ore will in nature be similar as they are both inputs to the large Japanese steel industry. Japan is second only to China when it comes to steel production. Most of the large steel mills are located outside the disaster area and the full impact on the production is still unknown but their location suggests that impact remains limited. Shipping demand may be negatively affected to the extent that production is slowed down in the short-term, while it may be positively affected to the extent that the extensive rebuilding of damaged infrastructure requires steel products for construction. Minor bulks like cement and wood for construction of houses may also see higher demand when the rebuilding gets under way.

Should Japan in the short-term dramatically change its energy mix, freight rates will improve. But many vessels are already waiting outside Japanese ports to discharge the cargo fixed prior to the disaster. As imports have been halted or sent to other ports, national imbalances may occur. The immediate and most significant short-term effects will come from the need to substitute nuclear power generation with other sources of energy. Spot freight rates have surprisingly not been greatly impacted, as some owners and charterers appear to be cautious about sending vessels towards Japan, in particular because of the uncertainty surrounding the nuclear plants and the risk of sending your crew, vessel and cargo into a potential radiation area. As regards to the many cargoes already on the way to Japan, based on existing commitments that will have to be contractually fulfilled, the picture is less clear but arising issues are expected to be dealt with on a case-by-case basis amongst the parties involved.

The impact on freight rates are most likely to be of a smaller scale. But the demand that will be created by the tragic events is likely to provide support towards a balancing of the anticipated strong supply side. A long term perspective on the impact on worldwide shipping will depend significantly on a possible move away from nuclear power and substitution of other energy sources, e.g. thermal coal, oil and LNG. We have already seen many nations, prompted by this event, to rethink their use of nuclear power. Container shipping is expected to be relatively un-affected by the event. The disaster did not affect any major container ports so exports from Japanese factories may only be indirectly affected due to a possible lack of material input to the production processes. But as Japan is also a major supplier of semi-finished goods and a wide range of components going into many industrial products ranging from cars to iPads – the repercussions from this interruption may have a flow-over effect to the global supply chain, mainly depending on

the time that passes before full production and exports get back to normal” concluded the report. **Source : Hellenic Shipping News Worldwide**



The **FLANDRIA SEAWAYS** seen outbound from Vlaardingen – **Photo : Cees de Bijl (c)**

Hard times for maritime sector

Rising fuel prices, tumbling freight rates, piracy and now radiation fears will make this year one of the most difficult in decades for the maritime industry, forcing some shippers out of business. Despite unprecedented global demand for oil and commodities, freight rates for tankers and dry bulk carriers have remained near multi-year lows as a flood of new vessels worsens a lingering oversupply problem.

Dozens of top executives and government officials will converge in Singapore on Monday for the city-state's annual Maritime Week to discuss the long list of challenges for the freight industry and how to survive them. 'If you take a snapshot of the market, demand is reasonable and back up to pre-crisis levels but the oversupply is keeping a lid on the market,' said Andrew Lockie, director of International Shipcare, which manages vessels left idle by owners because of poor economic conditions. 'The writing is on the wall for a depressed market for this year, next year and probably extending into 2013.' South Korea's second biggest dry bulk shipping firm, Korea Line, has been the most high-profile casualty so far this year, filing for bankruptcy protection in January after struggling to stay afloat amid a sharp drop in freight rates. Others were poised to follow. US-based container shipper Horizon Lines warned last month it could also be forced to seek bankruptcy protection. The Baltic Exchange's Dry Index, the benchmark for seaborne trade and a key indicator of global economic activity, has struggled to recover from a two-year low of 1,043 points reached in February. The index closed at 1,430 on Wednesday, near a one-month low and far below the 4,200-level reached less than a year ago.

The oversupply problem stems from the industry's buying spree before the economic downturn two years ago, with those vessels only now coming to the market.

In the dry bulk market, the global fleet responsible for shipping iron ore, coal, grains and other commodities is expected to grow between 11 and 13 per cent this year to top a record 600 million deadweight tonnes. That would far outpace demand growth of between 5 and 8 per cent, analysts said. One bright spot though, could be charter rates for panamaxs, which may jump about 55 per cent as Japan buys more raw materials to generate power and rebuild after its worst-ever earthquake.

Forward freight agreements will rise to US\$22,000 a day for the fourth quarter, from US\$14,175 yesterday, said Philippe van den Abeele, the managing director of Castalia Fund Management (UK) Ltd, a London-based adviser to a hedge fund trading shipping derivatives. Importers will favour the vessels over ships with extra capacity because they can call at more ports, Mr Van den Abeele said. As a comparison, profit on capesizes, which can carry about twice as much cargo, slumped 56 per cent to US\$8,894 a day this year, Baltic Exchange data show. Supertanker earnings slumped 77 per cent this year and the cost of putting boxes on container ships rose 29 per cent.

In addition, bunker fuel costs for shipowners have surged this year in tandem with multi-year high oil prices. Bunker fuel prices, which can make up anywhere from 10 to 70 per cent of operating costs depending on the type of vessel, climbed to 21/2-year highs on Wednesday.

Shipping companies have adjusted their contracts with clients and introduced additional fuel surcharges.

The industry also faces intensifying piracy attacks in the Gulf of Aden and Indian Ocean, and the potential threat of radiation exposure from Japan's quake-crippled Fukushima nuclear complex. 'This is something we monitor very closely,' said Lam Yi Young, chief executive of the Maritime and Port Authority of Singapore, about the nuclear crisis in Japan. **Source: Reuters, Bloomberg**



The **CPO KOREA** seen approaching the IJmuiden locks outbound from Amsterdam – **Photo : H. Blomvliet ©**

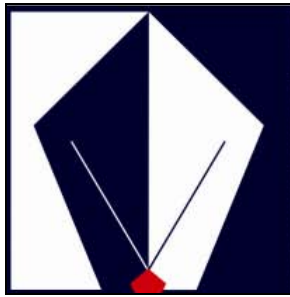
Tentoonstelling over zeezeilers rond Kaap Hoorn

Op 6 april is de tentoonstelling over **"Zeezeilers rond Kaap Hoorn"** in de kamers van de Stichting Nederlandse Kaap Hoorn-vaarders, Achterom 17 te Hoorn geopend. Er is ondermeer een aantal foto's te zien van Rutger Lokin, die hij gemaakt heeft tijdens zijn rondingen in 1986 en 1990 aan boord van de Philips Innovator en de Equity&Law. Deze foto's zijn vorig jaar te zien geweest op een tentoonstelling van zijn werk in het maritiem MuZEEum te Vlissingen. Verder tonen wij een originele zeekaart van de wateren rond Kaap Hoorn die Jan Wit heeft gebruikt bij zijn rondingen in 1992 en 1996. Ook zijn er uittreksels uit zijn dagboek, alsmede foto's van andere zeiljachten die Kaap Hoorn gerond hebben. Ook instrumenten die gebruikt worden bij de navigatie worden getoond. Dan tonen wij ook modellen van jachten die Kaap Hoorn gerond hebben, de Flyer en de z.g. witte en zwarte boten van ABNAMRO.

Er zijn drie historische periodes in de Kaap Hoorn-vaart. Dat zijn de ontdekking in 1616 door Schouten en Lemaire, die uit Hoorn vertrokken de kaap zijn naam hebben gegeven, gevolgd door andere expeditie in de tijd van koloniale expansie. De tweede periode van de commerciële grote zeilvaart in de 19e eeuw en het begin van de 20ste eeuw, de handelsvaart op de westkust van Zuid- en Noord Amerika o.a om salpeter te halen in Chili en goudzoekers te brengen naar Californië. De derde periode werd ingeluid na de tweede wereldoorlog en bestond uit mensen die een sportieve prestatie wilden leveren door alleen of als deelnemers aan oceaan-races de kaap te ronden. In voorgaande jaren hebben wij in onze kamers aan het Achterom te Hoorn tentoonstellingen gewijd aan die eerdere periodes: de mislukte expeditie van Hendrick Brouwer naar Chili in 1643 in de koloniale tijd en reproducties van etsen van de Engelse maritieme kunstenaar Arthur Briscoe, die het werk aan boord van grote zeilschepen heeft uitgebeeld. Nu is de beurt aan de solozeilers en andere sportievelingen die de moeilijke ronding om de zuidpunt van Zuid Amerika hebben volbracht.

Deze categorie zeezeilers wordt door de Stichting Nederlandse Kaap Hoorn-vaarders geëerd met penningen voor de bemanningsleden en een door de burgemeester uitgereikte oorkonde voor de schippers. Dit gebeurt jaarlijks op een bijeenkomst in oktober, vroeger in de Park Schouwburg, nu in de Oosterkerk. In de oudheidskamers zijn ook een aantal prachtige scheepsmodellen van grote zeilschepen te zien, die tot de vaste collectie behoren. De tentoonstelling is te zien aan het Achterom 17 te Hoorn elke woensdag van 11:00 tot 16:00 uur. In de maanden juni, juli en augustus zijn we ook op zondagen open van 13:00 tot 16:00 uur. U bent van harte welkom.

Meer informatie over de Kaap Hoorn-vaarders is te vinden op onze website www.kaaphoornvaarders.nl



FIVE OCEANS SALVAGE
e-mail: contact@fiveoceanssalvage.com

Tel: +30210 3258210



The **HELENE KNUTSEN** seen outbound from Amsterdam – Photo : [Simon Wolf](#) ©

CMA CGM: Overcapacity will poison profitability unless volumes pick up

EUROPE's 2008 ban on shipping conferences has brought less market intelligence and greater volatility to container shipping, prompting poor decision making on rates by carriers, CMA CGM vice president Nicolas Sartini told the 13th Annual Global Liner Shipping conference in London. Mr Sartini said that unless volumes pick up, overcapacity will drive rates down while bunker costs soar and profitability plunges.

"Each line acts completely independently not aware of the latest market developments," he said. "The Asia-Europe market is suffering from uncertainty on the demand side due to budgeting restrictions and the increase in oil prices is impacting consumption at destination," he told the gathering sponsored by Containerisation International.

"At the same time, new tonnage is injected at regular intervals, like a poison into the veins of operators," he said, according to London's International Freight Week. "This can be understood as it is inertia, it is extremely painful for a carrier to abandon a new project which has been carefully planned."

He said loops operated by smaller vessels will be closed. "In the best case, the vessel will be reallocated somewhere else; in the worst case, it will be idled. Weaker players will either leave the trade or find refuge on board larger tonnage operated by bigger carriers," he said. But Mr Sartini believed that a combination carriers' independent actions would eventually result in stability. "And then a season of rate increases and surcharges will start again, driven by the carriers that need to recover losses. One of the few good things about the demise of conferences is that carriers are forced to go deeper into market intelligence," he said. Source : [Schednet](#)



The **DEEP PIONEER** (ex SMIT PIONEER) seen off Angola – Photo : Capt. Geert Dijkema ©

Ince & Co in alliance with local law firm

The new alliance will be able to address issues that fall under S'pore, English law

The burgeoning maritime sector here has pushed maritime law firm Ince & Co Singapore to blur the line between local and foreign law firms. It has forged a formal law alliance (FLA) with a local maritime law firm - Incisive Law LLC - it announced. Ince & Co is the first English firm specialising in maritime law here to do this.

The newly formed Incisive Law team is led by joint managing directors Bill Ricquier and Mohan Subbaraman. The former specialises in non-contentious commercial law while the latter focuses on maritime shipping litigation. The new alliance - Ince Law Alliance - will be able to address issues that fall under both Singapore and English law in the maritime sector as opposed to merely one jurisdiction. 'From the clients' point of view, this arrangement is far more convenient because there is now a single point of contact and obvious savings in terms of time and cost,' said Richard Lovell, the managing partner of Ince & Co. Currently foreign - or offshore - law practices in Singapore are allowed to advise on international arbitration disputes involving Singapore law, but not in domestic arbitration disputes or local court proceedings.

'The usual arrangement in the past was that the offshore law firm would have to instruct an unrelated local law firm to act for its clients in the matters of involving Singapore law or for disputes that were litigated in the Singapore courts,' said Mr Subbaraman. 'Now, if a client of the Ince Law Alliance requires Singapore law advice or representation in the Singapore courts, we at Incisive Law are immediately available.' In Singapore, while the firms within an FLA have separate legal identities, they are able to market their legal services as a single service provider and bill their clients as if they were a single law practice. This development - a result of the increasing liberalisation of Singapore's legal sector - will dovetail with the island's ambition of becoming a viable alternative to London as a centre for international maritime dispute resolution.

'I'm sure that there'll be other (firms) following in our footsteps,' said Mr Lovell. A growing number of maritime law firms with a formal foothold in both Singapore and English law could have knock-on effects for the country's significance as a maritime centre. 'One of the ancillary advantages of having an FLA is that shipowners and shipbrokers coming to set up in Singapore will have issues that are purely under Singapore law,' said Mr Ricquier. Over the next three months, the offices of the Ince Law Alliance will see its headcount grow from 18 to 24 or 25 people. Around 10 of them will be Singaporean and some of them will be dual-qualified - in English and Singapore law.





Above seen the bulk carrier **Clipper Lasco** inbound to Dunedin to start loading for Inchon. **Photo : Ross Walker ©**



NAVY NEWS



The French Navy Cassard Class Destroyer **FS JEAN BART D615** off Grand Harbour, Malta for a crew change and stores on Thursday 31st March, 2011. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)**

Canadian navy has wrong torpedoes for subs

The Canadian navy plans to keep the country safe, just as soon as they get the torpedoes working. The country's stock of second-hand submarines – already beleaguered with repairs and upgrades — is incapable of firing the MK-48 torpedoes they currently own. When Canada purchased its current fleet of four submarines from Britain in 1998, they were fitted for British torpedoes. At the time, Canada was heavily invested with the modern MK-48 torpedo system and did not want to abandon it.

Like any shopper trying to justify a second-hand purchase in the face of an obstacle, they figured it was still a good deal. They "Canadianized" the submarines, but, 13 year later, they still haven't got around to the "weaponization" part. "The Canadian Forces has always intended for the Victoria Class submarines to carry and fire the Mark 48 torpedo," wrote Denise LaViolette, the director of navy public affairs, in an email. "Initial weapons certification will be progressed early in 2012 in [HMCS Victoria](#) for Pacific operations followed that year by [HMCS Windsor](#) for Atlantic operations."

In late March, Canadians discovered their government has been cross-border window shopping for 36 "Torpedo Conversion Kits" when the U.S. Defense Security Cooperation Agency issued a release. These kits come with spare parts and logistical support to upgrade the current stock of MK-48 torpedoes from Mod 4 to Mod 7. The estimated cost is \$125 million, but the sale hasn't been completed yet.

The Mod 7 torpedo, developed by the U.S. Navy and the Royal Australian Navy in 2006, is optimal in deep water and has advanced "counter-countermeasure capabilities," according to the U.S. Navy. The Canadian navy already has some in stock but is hoping to upgrade all those dusty Mod 4 torpedoes they've unable to fire because of an engineering issue.

"We are re-using major portions of our existing weapons to create an inventory of newer, more capable and more cheaply maintained weapons," wrote LaViolette. The [HMCS Corner Brook](#) is the only submarine that is currently operational, and is lurking somewhere in the Pacific Ocean. On its maiden voyage, the [HMCS Chicoutimi](#) caught fire when power cables immersed in seawater sparked a deadly fire. One sailor died. The other submarines are undergoing refits. At the time of the 1998 purchase, the submarines were the best non-nuclear technology available, said Roger Sarty, a naval historian at Wilfrid Laurier University. "Within the limits on our defence budget there isn't the possibility of keeping all of them operational all the time," he said. "My guess is the navy would probably like to have one operational on each coast."

When was the last torpedo fired by a Canadian ship?

Naval historian Roger Sarty said the last time the Canadian navy fired a torpedo in battle was likely during the most intense part of the Normandy campaign in 1944, or during the Allied convoy transports to Russia in 1945. "We didn't fire many torpedoes from our warships. In the Second World War torpedoes weren't all that dependable. Officers all preferred gunfire," he said.

Of course, those torpedoes did not come from submarines since the Canadian navy did not own submarines until the 1960s. Sarty didn't think the navy would have fired any torpedoes during the Korean War because the enemy didn't have major naval forces. Sarty said the main purpose of owning submarines is to deter aggressors and keep stock of underwater resources. [Source : The Star](#)

Retired submarine Memphis arrives in Maine

The retired submarine [USS Memphis](#) has arrived at the Portsmouth Naval Shipyard in Kittery, Maine, where it will be prepared for storage. The 33-year-old Los Angeles-class attack submarine was decommissioned at the U.S. Navy submarine base in Groton, Conn., on April 1. Prior to its decommissioning, the [Memphis](#) was the oldest active submarine in the U.S. Navy. Foster's Daily Democrat says Kittery will host the officers and crew of the [Memphis](#) during its time at the shipyard. [Source : Foster's Daily Democrat](#)

SHIPYARD NEWS

MEET TOS 

at  NAVINGO MARITIME & OFFSHORE
CAREER EVENT **Rotterdam 20th April**

Get your energy boost
at R102 and **win**

www.tos.nl



The **AUSTRALIABORG** seen at the Westerscheldt river – Photo : Henk de Winde ©

STX Finland Rauma Shipyard signs New Generation Double ended Ferry order

On 8 April 2011, STX Finland Oy and Finferries signed a contract for the construction of a Double Ended Ferry to operate in Finland , Turku Archipelago. The ship will be built on STX Rauma shipyard and it will be delivered at the end of 2012. The ship will be 65 metres in length and 12.8 metres in breadth. The construction of the environmentally friendly ferry will bring some 100 man-years of work to STX Rauma shipyard personnel and the personnel of its supplier network. The value of the contract will not be published.

The new passenger ferry will operate in Finland , Turku Archipelago, on the Korpo - Houtskär route, of which the length and challenging ice conditions will set special requirements to the performance of the vessel. In addition, the vessel will be constructed in accordance with the safety regulations defined in the EU shipbuilding directive and it will be the first vessel to reach the new generation safety level.

Particular attention has been given to the double ended ferry's efficiency by minimising the docking time of the vessel by using wide bow and stern ramps and by designing the ferry as a two ended vessel, meaning that it can run both directions. A diesel-electric power plant propulsion engine, which utilises Z drive rudder propellers at both ends of the ship, was selected as the propulsion for the vessel.

The new double ended ferry will start to operate at the beginning of 2013 and it will accommodate 250 passengers, three trucks with tandem trailers and 39 cars. The modern passenger compartments on the vessel enable the offering of new services to the passengers and they are also designed to serve passengers with reduced mobility.

"This order reinforces the leading position of STX Finland in the development and building of customer-oriented and technologically advanced types of ships." explains Timo Suistio, Shipyard Director at the STX Rauma shipyard. "We are proud and grateful for having the opportunity to offer our customer Finferries a competitive full solution that incorporates all our strengths", Suistio continues. STX Finland Oy has three shipyards in Finland, Turku shipyard, Rauma shipyard and Arctech Helsinki Shipyard Oy, of which STX Finland Oy owns 50%. STX Finland's subsidiaries

include Aker Arctic Technology Oy and STX Cabins Oy, among others. The company belongs to the STX Europe Group, an international shipbuilding group with a product range including passenger ships, ferries, offshore services vessels and specialized vessels. STX Europe has approximately 16,000 employees. www.stxeurope.com STX Europe's principal shareholder, the Korean based international industrial group STX Business Group, has approximately 54 000 employees and aims to be a global top player in its core areas; shipping and trade, shipbuilding and machineries, plant and construction, and energy. Government-owned Finferries, operates on 39 different ferry locations ranging from the Archipelago to Inner Finland . Finferries was detached from Destia and formed a separate company in 1.1.2010. Approximately 5 million vehicles and 10 million passengers are transported by Finferries annually.



The **RAMFORM VIKING** seen arriving in Vlissingen
Photo : Richard Wisse – www.richard-photography.nl (c)

ROUTE, PORTS & SERVICES



Monster aan voor een Wereldbaan

Redwise zoekt enthousiaste maritieme professionals
voor ship delivery-opdrachten, maritiem uitzendwerk
en crew management van o.a. Noordhoek Constructor,
Noordhoek Pathfinder, Bremen Hunter en Ievoli Black.
Monster aan op crewing@redwise.nl

www.redwise.com


Redwise
GLOBAL SHIP DELIVERY & CREWING

info@redwise.nl



The **FOS POLARIS** seen in Singapore waters – Photo : Piet Sinke (c)

Qatar Navigation posts 2010 net profit of QR1.1bn

Qatar Navigation held the annual general meeting yesterday which approved the financial results for 2010. The AGM ratified all items on its agenda, including the proposal by the Board of Directors to distribute a cash dividend of 40 percent (QR4 per share) totaling QR458m compared with QR288m for 2009, an increase of 60 percent, The Peninsula reports. Sheikh Ali bin Jassim bin Mohammad Al Thani, Chairman of Qatar Navigation's Board of Directors, presented an overview of the company's activities and financial results for 2010 along with highlights of business plans for the year 2011.

He said the company was able to deliver outstanding financial results for 2010, driven by the on-going expansion across the range of activities both domestically and internationally. He also attributed the company's continued success to Qatar's solid economic position and the continued opportunities afforded by the stability and growth of the country. Despite the global and regional slowdown, Qatar Navigation continued to deliver excellent results throughout 2010. Net profit for 2010 reached QR1.1bn, total assets reached nearly QR13.3bn, total equity QR10.8bn and earnings per share at QR9.59. Net profit includes two one-time non-cash gain items related to the acquisition of Qatar Shipping in 2010 totaling QR534m.

The company's core operating business lines are shipping, offshore services, port management, foreign shipping lines agencies, sale of heavy vehicles and industrial equipment and land transport. The company also has substantial interest in strategic and other investments in Qatari companies in addition to investments in real estate.

In April 2010, the company completed the merger of Qatar Navigation and Qatar Shipping Company to establish the enlarged Qatar Navigation with clear leadership in the Qatari market and grow its presence in international markets. The enlarged Qatar Navigation is suitably positioned to meet the needs of a growing economy and fulfilling its role as a key national company for the realisation of Qatar's vision of economic development and industrial expansion. The Board and management launched an important task with the help of outside consultants to developing a new, long term vision and strategy for the company and its subsidiaries. As a part of this effort, the company performed a thorough analysis on the outlook of the various business segments in which it is currently involved, as well as those that it could potentially target for growth in the medium to long term. Several attractive growth options are being considered across the areas of shipping, maritime services and logistics. A target portfolio of business segments has been identified and will be further specified and detailed during 2011. Qatar Navigation aims to grow with a strong

pace its revenues in the coming years through a focused execution of the defined strategy, with the ultimate goal of maximizing wealth for its shareholders, a company statement said yesterday. **Source : PortNews**



The **SEAFRANCE BERLOIZ** seen arriving in Calais – **Photo : Willem Kruit (c)**

Maersk to deploy 6 South America 'max' ships from Asia April 12

MAERSK Line has announced it will launch a new class of vessel, the "samax" or "South America max" to run from Asia to east coast South America in the X4C service starting on April 12 with the sailing of the 7,450-TEU **Maersk Lima** from Busan.

The carrier will deploy six sammaxers. They have 1,707 reefer plugs, are 299.9 metres long, 45.2 metres wide and have a 12.5-metre draft, making them the largest containerships on the ECSA trade lane. "They are also the most efficient, advanced and eco-friendly vessels, with 20 per cent less carbon emissions than similar vessels and 50 per cent less than panamax vessels," said a company statement.

The **Maersk Lima** will then depart from Shenzhen-Yantian on April 20 (Wed) and Hong Kong on April 21 (Thu), and will arrive at Sepetiba in Brazil on May 17 as well as the rest of the ECSA ports in the following one to two weeks.

The westbound rotation in the first three months is Busan, Shanghai, Ningbo, Shenzhen-Yantian, Hong Kong, Tanjung Pelepas, Singapore, Durban, Sepetiba, Santos, Buenos Aires, Rio Grande, Navegantes, Paranaguá, Santos, Port Elizabeth, Durban, Singapore, Hong Kong.

A total of 16 sammax vessels are currently being built by Daewoo Shipbuilding & Maritime Engineering and are to be delivered from April 2011 to 2013. The Korean shipbuilder has also won an order for 10 Triple-E 18,000-TEU vessels, with an option of another 20. **Source : Schednet**

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !



Above seen the **VOS Aphrodite** at West Jurong Anchorage, Singapore. - Photo : André Korver (c)

POSH SEMCO
60 Years of Offshore Excellence



* **EPIC DIVISION**
* **24 HOURS EMERGENCY RESPONSE**
www.poshsemco.com.sg
marketing@paccoffshore.com.sg
+65 63050259

* **OFFSHORE CONSTRUCTION SUPPORT**
* **DEEPWATER SERVICES**
* **HARBOUR SERVICES**

CONCLUSION OF SALE AND DELIVERY OF SUPERFERRY II

The Board of Attica Holdings S.A. announces that it has concluded today the sale of the RoPax vessel **Superferry II** to Golden Star Ferries Shipping Co. The 1974-built **Superferry II** was sold for a total cash consideration of Euro 4.65mln, out of which Attica Group is expected to book capital gains of approximately Euro 3.9mln which will be included in this year's 1st quarter financial results, and its cash balances will increase by about Euro 2.6mln.

The delivery of **Superferry II** to her new owners took place at the port of Rafina . The disposal of **Superferry II** is part of Attica's strategy for rationalisation of its fleet ahead of the deliveries of the brand new vessels **Blue Star Delos** in May 2011 and **Blue Star Patmos** in January 2012.

Attica is the only company in Greece that continues to invest in the modernisation of its fleet, owning the most modern fleet of car passenger ferries in the SE Mediterranean, and remains committed to continue providing high quality services to its customers. Source : attica-group



"Svitzer Falcon" seen assisting the **MAERSK GIRONDE** in the Port of Fremantle, Australia, 09 April 2011.

Photo : Rene Grootenboer ©

European Ports Boost Radiation Checks Before Post-Quake Japan Ships Dock

European ports including Rotterdam and Antwerp are tightening safety checks as they prepare to unload the first ships from Japan since last month's earthquake led to radioactive discharges from a damaged nuclear plant. Rotterdam, Europe's biggest container port, will screen for radiation while ships are still at sea. Antwerp, the No. 2, will make similar checks aboard vessels for which Japan was one of the last 10 ports of call, with any abnormal readings triggering an inspection by Belgium's Federal Agency for Nuclear Control.

Ships that left Japan soon after the March 11 earthquake and tsunami led to leaks at the Fukushima Dai-Ichi atomic plant will reach Europe mid-month after a journey of about 30 days. Antwerp says it plans a "thorough" screening of the first vessel to dock and will carry out random checks on subsequent arrivals. People working in the port and responsible for unloading ships and cargo from Japan are worried," Antwerp spokeswoman Annik Dirkx said in an e-mailed response to questions. "That's why we want to do this, to show that there is really no reason."

A 7.1-magnitude earthquake yesterday spared the stricken Fukushima Dai-Ichi nuclear plant in Japan, although workers struggling to cool radioactive fuel were evacuated, Tokyo Electric Power Co. said based on its initial assessment. The Belgian nuclear agency "has guaranteed" that ships and cargo from Japan pose no threat, Dirkx said. With the checks carried out at sea the unloading and transfer of cargo won't be disrupted, assuming no radiation is detected, she added.

Rotterdam doesn't expect to discover concentrations of radioactivity above permitted levels and will also carry out the scans before before ships enter port to confirm this, Harbor Master Rene de Vries said in an e-mail. "We have an obligation to do this on behalf of those directly involved in handling the ship," he said. "By doing so, we can remove many concerns and people can work safely."

While the container vessel MOL Presence was turned away from the Chinese port of Xiamen last month with "abnormal" readings after passing 67 nautical miles (124 kilometers) off Fukushima prefecture, the levels were "barely detectable," according to Tokyo-based owner Mitsui O.S.K. Lines Ltd., and equal to less than 20 percent of the dose

from a chest X-ray. U.S. Navy spokesman Commander Jeff Davis said March 28 that radiation can be washed from ships with soap and water and poses no health risk. The Navy is aiding the recovery effort.

The checks to be carried out before vessels tie up at European docks represent a tightening of already-rigorous tests introduced following the world's worst nuclear accident in Chernobyl, Ukraine, in 1986, and after the Sept. 11 terrorist attacks on the U.S., the ports of Antwerp and Hamburg said. "Tests for radiation are not a problem for us, because the necessary technical resources were built up and appropriate controls were implemented after Chernobyl," Cornelia Prufer-Storcks, Hamburg's senator for health and consumer protection, said in a statement on April 4. Under the Megaports system established after the Al-Qaeda attacks on New York and Washington, containers entering Antwerp are scanned for radioactivity on a daily basis using detector panels installed by Belgian Customs in collaboration with U.S. authorities, according to spokeswoman Dirkx.

Six other European ports -- Rotterdam, Lisbon, Southampton in England, Zeebrugge in Belgium, Piraeus in Greece and Algeiras in Spain -- also had the technology installed as of September, according to the project's website.

At Hamburg, Europe's third-biggest container port, the local government will control food and animal feed products that arrive from Japan, checking that they were screened on departure in accordance with European Union requirements to deal with the aftermath of the nuclear leak, the state senate said. Most ships from Japan that tie up in Hamburg will in any case have been screened en route in ports such as Hong Kong, the senate said in its statement. The arrival of the first vessels to leave Japan after March 11 will indicate the extent to which exports from the Asian country have been disrupted by damage wrought by the catastrophe and by plant closures during electricity blackouts. Nissan Motor Co. and Honda Motor Co. are already slashing output at their European factories as parts shortages filter through.

Japan handles about 4 percent of the world's containers and prior to the disaster almost 20 percent of the global fleet by box capacity was timetabled to call there, according to Clarkson Plc, the world's biggest shipbroker. Vessels are continuing to avoid a 30-kilometer no-go area around the Fukushima site as instructed by the Japanese government, and many shipping lines have adopted larger exclusion zones to avoid off-shore debris from the tsunami. Still, companies including Denmark's A.P. Moeller-Maersk A/S, the world's largest container line, and France's CMA CGM SA, the No. 3, have continued calling at ports in the Tokyo area since the earthquake and tsunami, while Germany's Hapag-Lloyd AG is resuming port calls at Yokohama and Tokyo this week. **Source: Bloomberg**



The tug **Sea Mastiff** assists tanker **Alburaq** on her departure from drydock in Jurong Shipyard Singapore.

Photo : John McAuslin ©

Containership MOL PRESENCE Receives Permission to Call at Hong Kong

Mitsui O.S.K. Lines, Ltd. Friday reported that the MOL-operated containership **MOL PRESENCE** arrived in Hong Kong, and received permission to call at the port at 14:00 JST on Friday, April 8 (local time: 13:00), 2011. On March 22, the company received a report alleging higher than normal radiation had been detected on the **MOL PRESENCE** during quarantine inspection at Xiamen Port in Fujian Province, P.R.C.

Re-measurement was conducted on March 26, and the port authority notified MOL that "A maximum of 3.5 micro sieverts per hour radiation was detected on board, which is a higher level than the allowable maximum under the present standard, therefore the vessel must be cleaned to reduce the radiation before it can be allowed to off-load its cargo at the port." However, on-site inspection by a third party was not approved, so the **MOL PRESENCE** departed Xiamen on March 27, and was again inspected by Nippon Kaiji Kentei Kyokai off Kobe Port on March 30. Subsequent to that inspection, MOL received a report that the detected radiation level was significantly lower than the level detected in Xiamen. The **MOL PRESENCE** departed for Hong Kong on April 1, and, as a result of inspection by the Hong Kong port authority, radiation safety was confirmed and the vessel received permission to berth and conduct cargo operation.

Specifications of **MOL PRESENCE** = Gross tonnage: 71,776 dwt - Flag: Singapore = No. of seafarers: 23 Indians
No. of containers loaded: 4,698 TEU (equivalent to 4,698 20-foot containers)

The **MOL PRESENCE** passed some 67 nautical miles (about 124km) offshore of the Fukushima No.1 Nuclear Power Plant around 18:00 p.m. on Wednesday, March 16, on its way to Tokyo from Oakland, the U.S. (departed on March 4). After it called at the Port of Tokyo on Thursday March 17, (arrived in port at 07:45 a.m., departed at 19:25 p.m.), and steamed on to the Port of Xiamen in China. As of March 15, the Japan Coast Guard issued a precautionary notification for vessels to avoid the Fukushima No.1 Nuclear Power Plant (37 25.5 N 141 02.0 E) by at least 30 km. The U.S. Coast Guard also issued a precautionary notification advising vessels to avoid the nuclear plant by a minimum of 50 miles (43nm, 80 km). **Source: MOL**



Above seen April 8th the 1995 built **Maersk Fetcher** outbound stern first from Leith with a cargo of coated pipes.
Destination given as Orka Voe

Photo : Iain Forsyth ©

Maersk reopens Asia-WCSA/Central America service in late May

DENMARK's Maersk Line will relaunch its AC3 service from Asia to west coast South America (WCSA) and Central America in late May after suspending it in mid-October. Running weekly with four 4,000-TEU ships, the new AC3 service will call at Qingdao, Kwangyang, Busan, Yokohama, Lazaro Cardenas, Balboa, Buenaventura and back to Qingdao via Lazaro Cardenas.

"Obviously, Maersk feels more confident about the market's prospects again," said London's Containerisation International. "Long-term prospects in the Asia/WCSA and Mexico trade appear good and the recent signing of a bilateral free trade agreement between Japan and Mexico should help stimulate traffic."

Maersk will also seek the extension opportunities over Balboa as this Panamanian port is one of the carrier's largest transshipment hubs in the region. Maersk said it is important to have direct calls at Qingdao and Buenaventura in Colombia because both are vital reefer export ports **Source : Schednet**



The **BERGE STAHL** seen moored at the EECV in Rotterdam Europoort - **Photo : Floor van Kleeff ©**

Santos Brasil invests \$14m into land near Imbituba port

Brazilian container terminal operator Santos Brasil has invested US\$13.8 million in land near Imbituba port in the southern state of Santa Catarina, reported Business News Americas, Cargonewsasia reports. The 2.1 sq m lot is located near federal highway BR-101, around 6km from the port where Santos Brasil operates a container terminal. The company acquired the land through an auction held by southern region development bank BRDE.

The container operator is also planning to invest \$18.84 million by May to purchase equipment for the new lot, which will complement its container operations. Santos Brasil has also submitted a feasibility study to São Paulo state port authority Codesp for the exploration of the Prainha area of Santos port. The company is now awaiting Codesp's approval for the project. **Source : PortNews**



The **Niledutch Durban** seen Eastbound in Singapore straits - **Photo : Capt. Jelle de Vries ©**

ingenieursbureau
OESTERBAAI

Asbestos Surveys conform IMO & SOLAS standards



Engineering firm Oesterbaai is a certified company which is specialized in asbestos surveys, asbestos training and consultancy onboard ships, platforms and other offshore objects.



*certified by Lloyd's for performing
asbestos surveys and assessments
according to Dutch Legislation*

Oesterbaai can issue an asbestos safe certificate for your ship to work in areas or countries which demands a certain certificate or other document which proves an asbestos safe ship. Asbestos surveys by Oesterbaai are according to Dutch Standard SC-540 and comply with IMO standards and strict European Laws regarding asbestos. A survey can be part of your HSE and/or Maintenance Plan!

If you would like to receive more information please contact us at +31 10 2088444 or via email at: clemens@oesterbaai.nl

[ingenieursbureau Oesterbaai . Rotterdam . the Netherlands . \[www.oesterbaai.nl\]\(http://www.oesterbaai.nl\)](http://ingenieursbureau Oesterbaai . Rotterdam . the Netherlands . www.oesterbaai.nl)

Two Ferry Companies To Service Mackinac Island

Shepler's Mackinac Island Ferry has agreed to the island's terms to run ferry boats to Michigan's most popular tourist destination. Shepler's did not have permission to continue operating after today because the company's application for a new permit indicated ticket prices and other terms the city council found unacceptable. Mackinac Island asked all ferry companies to agree to the same terms in the new contracts. The other ferry service in the Straits, Northern Ferry, accepted those terms on Wednesday. Chris Shepler has accused his competitor and the island of conspiring to

put him out of business and filed a lawsuit in federal court. The Michigan Public Service Commission is also investigating ferry service to Mackinac Island and has scheduled public hearings for May. **Source :** Interlochen.org



Above seen the 86m Havyard 832L Hull **SAERBORG** under tow of the 2000 built PAN flag tug **LUCA** (ex **LUCA PRIMO**) offshore Malta underway to Leirvik, Norway on Thursday 7th April 2011.

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

Philippines port operator to run Kattupalli terminal

The Philippines port operator International Container Terminal Services Inc. (ICTSI) will open a new container terminal by January 2012 at Kattupalli near Ennore in Tamil Nadu, where Larsen and Toubro Ltd (L&T) is building a shipyard at a cost of '3,375 crore, IIFL reports. ICTSI and L&T Shipbuilding Ltd "have signed a container port operation agreement for the management and operations of the Kattupalli container terminal in Tamil Nadu," K. Venkatesh, senior vice-president of L&T, said by phone from Chennai. He is also chief executive of L&T Infrastructure Development Projects Ltd. L&T Shipbuilding is a venture between L&T with 97% stake and Tamil Nadu Industrial Development Corp. holding the remaining equity. Kattupalli terminal is ICTSI's first venture in India.

The terminal will have two 350m berths and a terminal area of around 20 hectare with a capacity to load 1.2 million standard containers in its first phase of development. In the second phase, its capacity can be increased to handle 1.8 million standard containers, Venkatesh said. Manila-based ICTSI is a port manager involved in operations and development of 23 marine terminals and port projects in 17 countries. L&T, India's biggest engineering and construction firm, adopted the operation and maintenance model in selecting ICTSI to run the container terminal at Kattupalli. "We are not a port operator. Hence, we need an operator who can operate the terminal according to certain service level agreements," said Venkatesh. L&T, which is constructing the berth, will also install equipment at the terminal while ICTSI will run the facility for a fee.

Venkatesh declined to disclose the deal terms. By setting up a container handling facility at Kattupalli, L&T is eyeing a potential traffic of 2.5-3 million standard containers a year in the vicinity of Chennai as well as from the proposed Ennore special economic zone adjacent to the site. Container cargo loaded at the 12 Union government-owned ports in Asia's third-biggest economy grew at an average of 16% a year between 2004 and 2009. The Kattupalli facility will intensify competition for loading containers in and around Chennai. DP World Pvt. Ltd and PSA International Pte Ltd run container terminals at Chennai port. A consortium led by Spanish port operator Grup TCB is developing a terminal with an annual capacity of 1.5 million standard containers at the Union government-owned port in Ennore. **Source :** **PortNews**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER

If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

MARITIME ARTIST CORNER



Above seen the tug "Zwarte Zee" oil on canvas by Willem Eerland
www.tableau-maritimecards.nl

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>

OLDIE – FROM THE SHOEBOX



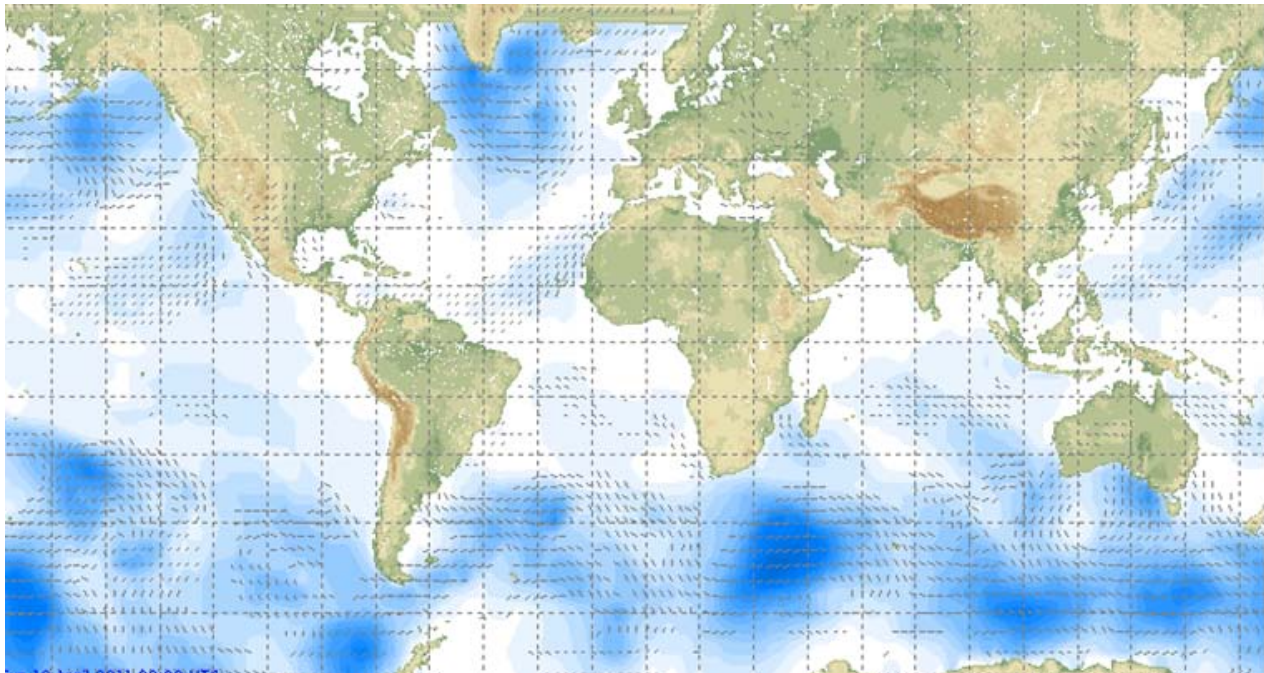
SVEA's **REGIN** seen in the port of Goteborg- Photo : Coll. Kees van Huisstede

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 2000 vessels today.

.... PHOTO OF THE DAY



The first interim. Flooding took place during repair period at drydock world and put the [HERMOD](#) back into the water

Photo : Robin Sprokkereef (c)