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The TSHD CONGO RIVER seen fitting out at the IHC-Merwede premises

Photo : Cees de Bijl ©

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Spliethof's **DYNAMOGRACHT** seen in Port Onne (Nigeria) - Photo : Peter Lankester ©

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

Ferries Safety Will Be at Risk Warn Officers

'We've lost trust in the corporation.' Officers fighting to stay in union say it protects them when standing up for passenger safety.

There will be increased safety risks and cancelled sailings due to British Columbia Ferry Services Inc.'s exclusion of senior officers from their union, a spokesperson for those officers warned today. "We've already had missed sailings, and the public's going to see more of that, I expect," said Steve Neish, a BC Ferries chief engineer and a West Coast Ships Officers' Association board member. "The ferries are safe, everything's fine right now," Neish said outside BC Ferries' downtown Victoria headquarters. "But this is a change, a change in the culture... Over time this will change how safe the company is and how the company is run, for sure."

The issue has been simmering since Sept. 2010, when mediator Vince Ready ruled that most masters, senior chief engineers, chief engineers, senior chief stewards and chief stewards should be excluded from the B.C. Ferry and Marine Workers' Union. The BCFMWU appealed the decision to the Labour Relations Board, which is yet to rule on the matter. On the morning of April 11, Neish and some 70 uniformed BC Ferries officers gathered outside the B.C. government-owned company's headquarters. A bagpiper led them through the building, then through Victoria with stops at Transport Canada, the provincial legislature and the ministry of labour.

Officers responsible for safety

The officers were there, Neish said, to "maybe get the attention of the corporation, because so far they've just ignored us and they've refused to talk about it to us or anything." One of the issues is the officers' right to belong to a union and have it represent them, said Neish. "Even way more important than that is who makes the safety decisions on board the vessels," he said. "The fundamental problem here is about controlling the vessels... who makes the decisions about health and safety and the environment." The officers are professional people with years of training and experience, he said. "They have to have the ability and freedom to make decisions without undue influence or coercion from the corporation," he said. "The corporation doesn't like that and they want to have more influence on the decisions we're making. That's what everybody believes and that's what we feel it's about." The union gives them a layer of protection so they can do their jobs properly, he said. "Without a professional organization or union to protect us we're open to being pushed around by the company, and that's what we're worried about." Neish declined to give specific examples, but said, "There are people who have been let go from the company, they were able to do that because they didn't have union representation, who were only doing their job and they were operating in what they thought was the best interests of the ferry corporation and the ships and the safety of the traveling public. "In the end, because the company didn't like the direction they were going, or didn't agree with what they were doing, they were just let go. We've seen it happen. That's what we're afraid of." A call to BC Ferries media line was not returned.

Lack of trust

The exclusions affect around 150 of the ships' officers. The WCSOA estimates that 80 per cent of the senior officers the company has offered positions outside the union have declined to take them. Accepting BC Ferries' offers would mean more money for many of the officers and would allow for them to be paid bonuses, Neish said. That comes with a big risk though, he said. "It's fundamentally not a safe idea to have technical people, their whole job is responsible for safety, on a bonus structure for their pay." BC Ferries fails to recognize how seriously engineers take their work, said George Robinson, a senior chief engineer on the Spirit of Vancouver Island and a WCSOA board member who was at Monday's protest. "Being a marine engineer, it's more than a job because it takes so long to get our qualifications and everything," he said. It takes between eight and 10 years to get certified as a chief engineer, he said. They do their work in a hot, noisy environment and their technical ability has to be high, he said. "The job becomes a part of you." "No trust," said Neish, when asked how he'd characterize the current relationship between the workers and the company. "These guys here have lost trust in the corporation because of their actions and it's definitely a concern when the senior people on the ships who are responsible for safety and the environment, are not trusted by the corporation and they don't trust the corporation." Another contact said the relationship between BC Ferries and the union is the worst it has been since 2003, when the union went on strike over work hours and contracting out.

"We've said for years it can't get much worse, and it keeps getting worse," said Neish. "Definitely to a higher level. This has ramped up really bad." Later in the day he called to say the officers tried to deliver a letter to the corporation about their concerns. "They wouldn't come out and talk to us," he said. "They wouldn't come out of their fortress there

even to accept the letter." A request for a meeting earlier in the year had met a similar response, he said. "They just flat out refused to talk to us."

Canceled sailings

British Columbia New Democratic Party ferry critic Gary Coons sent letters last week about the situation to Transportation Minister Blair Lekstrom and Labour Minister Stephanie Cadieux. "It should be very concerning to both ministers and the traveling public," said Coons. "The crunch of the matter here is when you have this group of officers and engineers expressing their concerns, we all should be concerned." He said he asked Cadieux to halt the exclusion process, at least until the Labour Relations Board makes a decision. And he asked Lekstrom to consider the safety issues, as well as pointing out that if sailings are missed because of the situation, BC Ferries will likely be breaking its service contract with the government. Neish said more sailings will be canceled. "That's going to happen," he said. "That's what we believe is going to come out of this. We've already had ships that haven't sailed because most of these ships officers are not taking these positions." Neish said there was a day a month ago when the Queen of Nanaimo was delayed at Tsawassen for about four hours due to a lack of crew, and the North Island Princess has similarly been delayed. The LRB is stalling, he said, adding that if the decision goes against the officers, the union will take the issue to court. "We're absolutely optimistic that this will be overturned in the courts." Representatives of the BCFMWU, including president Richard Goode, were at the protest, but declined to answer questions saying it was the WCSOA's day to have their say **Source : theyee.ca**



The cutter dredger **URSA** seen operating in Guyatlan – **Photo : Crew Ursa (c)**

Mideast crude tanker rates fall, bunker costs bite

Crude oil tanker earnings on the key Middle East route fell on Monday as growing vessel availability and slower cargo fixing weighed on rates. Brokers said higher bunker fuel costs were also eating into earnings. The world's benchmark Very Large Crude Carrier (VLCC) export route from the Middle East Gulf (MEG) to Japan DFRT-ME-JAP fell to W54.53 in the Worldscale measure of freight rates, or \$7,235 a day, from W54.86 or \$8,049 a day on Friday. "The high vessel availability in the MEG will continue to limit the upside earnings potential for the large crude tankers, following a slow end to last week," broker Lorentzen & Stemoco said on Monday. VLCC rates have been volatile in recent months due to a supply overhang caused in part by the end of a trading play, which led to storage of millions of barrels of crude oil on tankers at sea. "While spot rates have more than doubled over the past week, a quoted rate of \$8,000/day is not a pretty sight for owners," said Arctic Securities.

Average earnings fell earlier this month to their lowest in over five months, below the operating cost level of a VLCC, which is estimated at around \$10,000 a day. "New cargoes have only entered the market at a leisurely pace and at a

tempo firmly controlled by the charterers," broker P.F. Bassoe said. "Owners are struggling to cover operational costs, and it doesn't look like the market will become much better in the coming weeks. The tonnage list is still long and seems to continue in charterers' favour."

Cross-Mediterranean aframax tanker rates fell to W91.04 or \$792 a day in average earnings on Monday from W91.98 or \$1,592 a day on Friday and W100.00 or \$6,473 a day last Monday and were at their lowest since Jan 24. Aframax vessels on the Med route, which transport the majority of Libya's crude oil, normally carry up to 600,000 barrels. Last month aframax rates jumped to their highest this year as buyers scrambled to get cargoes from Libya. But a subsequent drop in activity has added to tanker availability and put pressure on rates. "Aframaxes could not escape the weaker activity in the Mediterranean," Pareto Securities said. Rates for suezmax tankers on the Black Sea to Med route were at W81.08 from W83.08 on Friday and W93.85 last Monday. "Suezmax vessel earnings were considerably lower on Friday with ample vessel supply in the Atlantic and Mediterranean," said Lorentzen & Stemoco. "With bunker costs reaching 12-month highs, owners are making renewed efforts to counteract the increased costs by slow-steaming when possible." **Source: Reuters**



The **GOLIATH** and **JAN BLANKEN** seen operating in Rio de Janeiro – **Photo : Jaap van den Heuvel (c)**



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Malaysian boats seized for border violations, illegal fishing

Maritime Affairs and Fisheries Minister Fadel Muhammad said Indonesian officers had arrested the crew of two Malaysian boats found fishing in Indonesian waters without permits. A monitoring boat under the Directorate General of Maritime Affairs and Fisheries resources monitoring division seized the two Malaysian boats and detained their crew members on Thursday, he said.

Five Thai nationals were onboard each boat, captured in the Indonesian Exclusive Economic Zone Fishery Processing Area in the Molucca Strait. The ships were seized because they did not have fishery business permits or fishing permits from the Indonesian government, or permits to trawl, a fishing technique that is banned in Indonesia.

"Currently Malaysia is buying time in discussing border matters," Fadel said in Jakarta on Tuesday, as quoted by Antara. The Indonesian government had on several occasions proposed a discussion of the matter, Fadel said. He added that a discussion was scheduled to be held in August during a consultation meeting. **Source : The Jakarta Post**



The installation / accommodation barge **JASCON 31** seen offshore Angola - **Photo : Capt. Geert Dijkema (c)**

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Pirates free Thai ship for \$4.7 million

SOMALI pirates said they received a ransom of \$4.77 million to release the MV **Thor Nexus**, a Thai cargo vessel hijacked on December 25 last year. "The ship was freed yesterday afternoon. The pirates had received five million from the owners the previous day," Abdi Yare, a pirate commander in the central Somali coastal town of Hobyo, told AFP. "Our colleagues in Puntland had taken this ship a few months ago... It was released from Eel Dhanaane and it is now sailing free," Yare said. Eel Dhanaane is a small village which lies between the pirate lairs of Hobyo and Garaad, further north. The 20,377-tonne MV **Thor Nexus** was on its way from Bangladesh to the United Arab Emirates with a

crew of 27 from Thailand and a cargo of fertiliser when it was captured. According to Ecoterra International, an NGO monitoring maritime activity in the region, Somali pirates still hold more than 40 vessels which have been confirmed hijacked and around 700 seafarers. The group says several others ships, mainly small fishing vessels, are missing and believed to have been captured. **Source : The Australian**



In Singapore Dockwise **TRUSTEE** loaded the jack up rig **KAN TAN 6** - Photo : André Korver ©

Transocean claims record ocean depth for oil drilling

Offshore oil drilling group Transocean claimed on Tuesday that it had set a world record of deep water drilling at a depth of 3,107 metres (10,194 feet) off the coast of India. The depth was achieved by ultra-deepwater drillship **Dhirubhai Deepwater KG2**, surpassing the previous record of 10,011 feet, also set by Transocean in 2003 in the Gulf of Mexico, the group said in a statement.

It set "what the company believes a world record for the deepest water depth by an offshore drilling rig of 10,194 feet of water while working for Reliance Industries offshore India." Transocean owned BP-leased **Deepwater Horizon** rig that exploded last year in the Gulf of Mexico, killing 11 rig workers and triggering a huge spill along the southern U.S. coast. The disaster also highlighted the growing exploitation of hard-to-reach and costly deep water fields beneath the ocean floor, driven by dwindling resources and higher oil prices. By comparison, the North Sea fields have been largely exploited at water depths of around 100 metres. **Source : AFP**

World's containerisation throughput to reach 731 million teu by 2017

The world's containerisation throughput is set to reach 731.88 million teu by 2017, while the "green shoots" of recovery are expected to strengthen this year, according to a new report by Global Industry Analysts (GIA), ifw-net reports. The Maritime Containerization: A Global Strategic Business Report said continued industrial development and the expansion in commercial operations of businesses across the globe will aid the growth of the global container

shipping industry in the short to medium term. "The maritime industry is expected to witness a sound rebound in exports shipped from Asia to Europe and North America, resulting in sturdy growth in global container traffic between 2010 and 2017," it said.

The report credited the growth in throughput to a number of factors including volume of merchandise trade and bulk cargo transported via containers, increasing trade with Asian trading partners, the use of cutting edge technology, and the rising importance of merchandise trade to global economic activity. "Growth in the container shipping industry went through a rough patch during the years 2008 and 2009 as the icy chill of the worldwide recession spread across all industrial sectors. Declines in containerised trade volume started in mid-2008, and intensified in 2009," it said.

It noted that by the end of 2008, shipping times were increased noticeably through slow-steaming. "However, tightness in credit markets restricted the ability to load cargoes for departure at major ports. Also, debt load of new ship construction was a major setback for shipping companies, causing major implications and bankruptcies for shipyards. This, coupled with the high price volatility of raw commodities resulted in a perfect storm for the worldwide marine commerce."

One of the steepest declines in container traffic was observed on the trans-Pacific route between Asia and the US West Coast. The report said economic recovery and the favourable merchandise imports-exports scenario will cause a resurgence of container throughput at global sea ports. "The green shoots of recovery are expected to become more prominent in the year 2011. Container shipping in emerging nations such as China and India showcases a stabilised picture, and promises a quick rebound in terms of container throughput, and newbuildings. "In fact, exports from Far East to Europe and North America have already rebounded as importers started to restock their depleted inventories and attempt to deal with renewed sales growth," it said.



The **SPRING BOK** seen enroute Rotterdam – Photo : Ruud Zegwaard ©



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Last week the crew of the [Rolldock Sun](#) discharged the brand new IHC [CSD Quibian 1](#) for Panama Channel Authority. When that was finished, the vessel deballasted and prepared the cribbing for the next cargo; The self propelled cutter suction dredger [Vlaanderen XIX](#) of DEME. All went smooth and the RD Sun is now sailing to Antwerp. Photo : [Jakob-Jan Bijlsma](#) ©

CASUALTY REPORTING

Jupiter floatel sinking off Mexico



The [Jupiter](#) accommodation platform in the Gulf of Mexico has partially sunk after listing heavily on Tuesday, operator Pemex said. "After several attempts to rescue the platform failed, it partially sank at 14:30 (local time)," said Pemex in a statement. "No one is injured, the entire staff is safe." Water depth in the area is 38 meters, and given the dimensions of the semi-submersible platform, which is 50 meters wide, the partially sunk floatel remains 13 metres above water levels.

An incident onboard the floatel was first reported at 7:39am yesterday morning when 638 personnel were immediately evacuated to the nearby [Abkatun-Alfa platform](#). It is believed that a valve problem caused the unit to take in water. "According to procedures, we applied the emergency response plan of the system and the majority of staff onboard were immediately evacuated," said Pemex. "Seventy five crew members remained to meet the contingency."



Specialised divers attempted to review water entry into the vessel and seal the pontoon, but the work had to be suspended for the safety of the divers, said Pemex. "Bilge pumps from the installation were insufficient to counteract the ingress of water so we proceeded to complete evacuation at 13:30," said the operator.



The floater, which is owned by Cotemar and managed by PEP, has 2075 barrels of diesel stored in the pontoons and 82 barrels of jet fuel stored in containers on the deck.

"There is no evidence of leakage," said Pemex. "We will continue to monitor the area to detect the presence of any spill around the platform." The company said it

now plans to start investigations into the cause of the incident and review salvage options for the platform.

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NAVY NEWS

Raytheon Delivers First Phalanx to Republic of Korea Navy

Raytheon Company delivered the first Phalanx Close-In Weapon System to the Republic of Korea Navy for batch one of the new Ulsan-1 class FFX ship program. The direct commercial sale calls for the Phalanx Block 1B system to be installed on the lead ship of the 2,300-ton frigate class this year; it represents Phalanx's introduction into the ROK fleet. Raytheon expects to sign a contract with South Korea for an additional five Phalanx systems in the near future. "The Phalanx system is fully capable of defending against all types of air and surface threats in the naval environment," said Rick Nelson, vice president of Raytheon's Naval Weapons Systems product line. "Coupled with the reliability and availability of this world-class system, the South Korean fleet will have the best possible ship self-defense available."

Phalanx is a rapid-fire, computer-controlled radar and 20 mm gun system that automatically acquires, tracks and destroys enemy threats that have penetrated all other ship defense systems. More than 890 systems have been built and deployed in the navies of 25 nations. The Republic of Korea's new FFX ship class will replace the current Ulsan and other smaller frigates. Ulsan-1 is designed for anti-ship, anti-submarine and anti-aircraft warfare. Raytheon Company, with 2010 sales of \$25 billion, is a technology and innovation leader specializing in defense, homeland security and other government markets throughout the world. With a history of innovation spanning 89 years, Raytheon provides state-of-the-art electronics, mission systems integration and other capabilities in the areas of sensing; effects; and command, control, communications and intelligence systems, as well as a broad range of mission support services. With headquarters in Waltham, Mass., Raytheon employs 72,000 people worldwide. **Source:** Raytheon.

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Sailor in court over sub shootings

A Royal Navy sailor from Dartford will make his first crown court appearance accused of the murder of a colleague and the attempted murders of three other crew on board a nuclear submarine in Southampton. Able Seaman Ryan Samuel Donovan, 22, of Hillside Road, Dartford, was remanded in custody at Southampton Magistrates' Court on Monday until the hearing at Winchester Crown Court. Donovan has been charged with the murder of Lieutenant Commander Ian Molyneux, 36, who was fatally shot on board **HMS Astute** while it was docked on Friday. He has also been charged with the attempted murders of Petty Officer Christopher Brown, 36, Chief Petty Officer David McCoy, 37, and Lieutenant Commander Christopher Hodge, 45. The hearing is the first chance that the defendant is able to make an application for bail although it is unclear at this stage whether he will do so.

The hearing on Monday was told by Nick Hawkins, chief prosecutor for Hampshire Crown Prosecution Service, that the Director of Service Prosecutions had agreed to hand over jurisdiction of the case to the civilian courts. Mr Hawkins said that the allegation against Donovan was that he fired an SA80 rifle six times, aiming at the four named victims, killing Lt Cdr Molyneux. Lt Cdr Molyneux's widow, Gillian, described the father-of-four from Wigan as "utterly devoted to his

family". She added: "Everything he did was for us. He was very proud to be an officer in the Royal Navy Submarine Service." The shootings took place as local dignitaries, including the city council's mayor, chief executive and leader, were being given a tour of the submarine while it was berthed at the Eastern Docks on a five-day official visit to the city. **Source : Press Association**

ADELAIDE SCUTTLED OFF AVOCA BEACH



Ex **HMAS Adelaide** Scuttling 1.8km's off Avoca Beach on the Central Coast. - **Photo's : Garry Luxton (c)**



SHIPYARD NEWS

China Shipbuilding to raise 12.5 billion yuan

China Shipbuilding Industry Co. plans to raise as much as 12.5 billion yuan by way of private placement of as many as 1 billion shares, according to a statement to Shanghai's stock exchange. The company will sell the shares at no less than 12.44 yuan each in the placement, according to the statement. Funds raised will be used to buy assets from the company's parent and also to add shipbuilding capacity, it said. China Shipbuilding Industry will resume trading in Shanghai today. **Source: CSJ**



After first some trials inside the port of Vlissingen the latest Amels newbuilding **AMELS#458** left the port for her first dancing steps at the Westerscheldt River with speeds upto 18 knots

Photo : Wim Kosten - www.maritimephoto.com ©

COSCO gets \$66m rig order

COSCO Corporation (Singapore) Ltd's subsidiary has secured a contract with Seadrill to construct a new drilling rig valued at \$66m, Seatrade-asia reports. Seadrill has exercised one of the options awarded by COSCO after it was awarded altogether two options in February 2011. COSCO (Nantong) Shipyard will delivery the rig equipped with enhanced drilling capabilities allowing it to drill at 6,500 feet and a drilling depth capacity of 20,000 feet. The contract excludes owner furnished drilling equipment. Seadrill currently operates a fleet of 61 units that comprises drillships, jack-up rigs, semi-submersible rigs and tender rigs for operations in shallow to ultra-deepwater areas in harsh environment and benign environments. **Source : PortNews**

ROUTE, PORTS & SERVICES

Sri Lanka port gets new cranes

Sri Lanka Ports Authority (SLPA) has taken delivery of new cranes to replace old ones at its main container terminal in Colombo port that will help improve productivity, officials said. A Chinese ship that brought the new cranes began unloading them at the Jaya Container Terminal (JCT) Tuesday. The cranes are from China's Shanghai Zhenhua Heavy Industry Company (ZMPC) whose equipment is used in container ports in almost 100 countries, the SLPA said in a statement. Deputy minister of ports and highways Rohitha Abeygunawardhane said the cranes are the first new lifting machinery to be installed at the JCT in 25 years.

"It fulfils the need for new equipment to replace aging cranes and boost productivity at the JCT," he said. SLPA chairman Priyath Wickrama said the new cranes will help the port cope with double-digit growth in container volumes. "The new cranes will improve the port's efficiency and help retain Colombo's position as south Asia's transshipment hub," he told reporters. "They will enable the terminal to handle bigger ships now being deployed on the Asia-to-

Europe trade routes." Three ship-to-shore gantry cranes and six transfer cranes used to move boxes at the container yard were delivered Tuesday. The SLPA said 18 more transfer cranes are to be delivered. The first batch of cranes was delivered in 11 months although they had been expected only 16 months after the order was placed in May 2010, the SLPA said. The equipment purchase was funded with a loan of 62.5 million US dollars the SLPA got from state-owned Bank of Ceylon in 2010. The SLPA said they will replace more than 25-year-old machinery installed at the JCT when it was built in 1985. The company which supplied the original cranes is no longer functioning, making the supply of spares a problem, it said. **Source: LBO**



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HAL's **PRINSENDAM** seen moored in Kotor (Macedonia) – **Photo : Robert Vlaardingerbroek (c)**

CMA CGM to resume Ivory Coast port calls

French container shipping group CMA CGM is to resume services to Ivory Coast, with a first ship due to arrive in Abidjan on April 18, the company said on Tuesday, Reuters reports. The decision followed the lifting of European Union sanctions against Ivory Coast and a gradual return to a normal situation in the country, the company said in an emailed statement.

The shipper said that all of the group's vessels calling at Ivory Coast can charge cocoa. Cocoa trade in the world's top producer has ground to a halt in recent months after a disputed presidential election in November led to months of violence, EU sanctions against the country, a cocoa export ban and a crippled banking system. The lifting of EU sanctions on Friday, combined with the arrest of Ivory Coast's defeated leader Laurent Gbagbo on Monday, gave hope that cocoa exports might resume in the near future. Earlier this week a unit of Danish shipping and oil group A.P. Moller-Maersk said it planned to make its first call to Ivory Coast's Abidjan port on April 13 to collect cargo including cocoa.

Trade houses said they were keen to restart exporting cocoa but awaited further detail on the administrative process, banks to resume activity and for the country to stabilise. "We will aim to recommence exports, and subsequently will aim to return to normal operations, as soon as the conditions and the functions in the country permit," a spokesperson at U.S. agribusiness Cargill said. "We are seeking clarification from the Ivorian authorities about the process for resuming exports and a key element of this process is for the local banking system to restart."

International trade house Archer Daniels Midland Co. (ADM) said it continued to monitor the situation in Ivory Coast.

"Our first concern remains the safety of our employees," a spokesperson said **Source : PortNews**



Noble drilling, deep water compact drillship "Noble Bully 1" leaving for dry dock to put on sponsors.

Photo : Patrick van Troost (c)

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**Port of Singapore's Q1 cargo
throughput up 1.5% to 126 m tons**

Freight traffic passing through the port of Singapore in the first quarter of 2011 increased by 1.5% from the same period of 2010, to 126 million tons, the Singapore Port Authority press release said. Three-month volume of crude oil transshipment was down by 4.2%, while container trade rose by 2% to 7,06 million TEUs. Singapore is a city-state located on an island in Southeast Asia. In 2010, the Port of Singapore handled 502 million tons of cargo. **Source :** PortNews



The new **ORANGE STAR** seen during the sunset over Vlaardingen outbound from Rotterdam bound for Santos (Brazil) - **Photo : George Vermeulen ©**

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SUBSEA

A subsea construction site featuring two large cranes on a barge, working on a structure in the water.

CIVIL CONSTRUCTION

A civil construction site showing a large, rectangular concrete structure being built in a body of water, with cranes and other equipment nearby.

ENGINEERING

An engineering site with a large crane on a barge, positioned next to a red ship, likely for maintenance or construction work.

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PORT OF BALTIMORE CELEBRATES INAUGURATION OF AN INNOVATIVE PASSENGER BOARDING BRIDGE DESIGNED BY TEAM

TEAM, the world leading designer and manufacturer of sophisticated Passenger Boarding Bridges (PBBs) for cruise and ferry terminals celebrated today with officials of the State of Maryland and the Port of Baltimore the official debut of TEAM's innovative KRONUS Passenger Boarding Bridge at the beginning of a five-day sailing of Royal Caribbean's **Enchantment of the Seas** from the Cruise Maryland Terminal in Baltimore to Bermuda.

The inauguration ceremony, which started today at 11.00, was presided over by James J. White, Executive Director of the Maryland Port Administration and Beverley Swaim-Staley, Secretary of Transportation of the State of Maryland. TEAM's Vice President Jordi Floreta, TEAM's USA Project Director Don Mesecher and TEAM's Project Engineer Alex Sivila whom all attended the ceremony, were recognized for the on-time delivery of a PBB which design provides maximum flexibility to accommodate various vessel door heights, vessel placement longitudinally along the pier, and

clear-span working area under the PBB. TEAM was contracted for the design and delivery of a mobile PBB in July 2010 by the Maryland Port Administration after winning a competitive tender process.



The KRONUS with Mobile Walkway Module is an innovative mobile Passenger Boarding Bridge that has been uniquely designed for the Port of Baltimore. This air-conditioned and ADA (Americans With Disabilities) compliant PBB enables a comfortable embarkation of cruise guests from quay level to the cruise ship and vice versa. The Mobile Walkway Module is composed of fixed ramps in enclosed tunnels sections and is connected with the three telescopic tunnels of the KRONUS via a Rotunda, a unique invention that has been filed for patent by TEAM. The KRONUS is

furthermore supported by a gantry equipped with motorized wheels that allow radial and linear movement. The gantry's main function is to ensure electro-mechanical elevation and for the sophisticated docking cabin to reach the required service heights of the variety of cruise ships sailing from Baltimore.

In 2011 the Port of Baltimore will have a record of 112 cruises served by the Carnival Pride and Royal Caribbean's Enchantment of the Seas. The Carnival Pride will sail to the Bahamas, Bermuda and the Caribbean while Royal Caribbean's **Enchantment of the Seas** sails to New England/Canada, the Bahamas, Bermuda, and the Caribbean. In 2010, a record 210,549 people sailed on a then-record 91 cruises from the Cruise Maryland Terminal.

In the USA, TEAM has installed a total of 13 PBBs at cruise terminals of the following ports: Baltimore, Miami, New York, Mobile, Norfolk, San Diego and San Juan.



The **HANSEATIC SWAN** passing Puttershoek – Photo : Marijn van Hoorn ©

FPSO demand likely to double

With FPSOs the only valid option for the growing number of deepwater oil fields, Stig Hoffmeyer, CEO of Maersk FPSO and Maersk LNG, said he sees growth ahead for the sector. "I think the industry will grow dramatically in the next 20 years," Hoffmeyer told the FPSO conference at the Singapore Maritime Week, adding that there are now 196 projects in the pipeline worldwide.

"For over 100 of those, FPSOs will be the preferred solution," said Mr Hoffmeyer in a report by IHS Fairplay. Two other trends he signaled are the growing number of leased FPSOs and a change of risk cost. "In the future, we will share more risk with the oil companies," he predicted. Where contractors such as Maersk used to take up to 90 per cent of the risk, a 50-50 division is developing.

Together with a closer co-operation, this will lead to higher quality FPSOs, he added. Robin Allan, Asia director for the UK's Premier Oil, said he shares the positive outlook, pointing out that in the North Sea alone, 20-30 small fields need an FPSO. He added a fourth reason for the growing popularity of FPSOs: "Abandonment cost of oil fields are tremendous. So if it helps to minimise our footprint, we prefer to use FPSOs."

All of this is why "FPSO demand will double this year," predicted Zahar Mohd Hashim Bin Zainuddin, CEO of Global Mariner Offshore Services of Malaysia.



The **SHANNON FISHER** seen outward bound from Ijmuiden – Photo : Simon Wolf ©

Guangzhou and Maersk sign deal

The Guangzhou municipal government has signed a memorandum of cooperation with AP Moeller-Maersk to strengthen their long-term cooperation on international container shipping business and on Guangzhou port's expansion, Xinhua reports. Separately, Maersk Line has also signed an agreement with the Guangzhou Port Group on strengthening cooperation on the business in Nansha port area. According to the agreement, Guangzhou Port Group will provide Maersk Line with operation services in higher efficiency and security to cement the latter's client base in south and west China hinterland.

Nansha port area is the focus of Guangzhou port's future development. The port has already handled more than one million TEU this year. The world's top 20 carriers operate 40 services to Guangzhou's port facilities. Last year, it lifted 7.2 million TEU, nearly two million were foreign trade cargo. Maersk Line is the largest carrier in the world with

business volume accounting for 20 per cent of the world's total. APM Terminals, terminal operation arm of AP Moeller-Maersk, is one of the major shareholders of Nansha. **Source : PortNews**

SBM Offshore N.V. orders new Diving Support & Construction Vessel (DSCV) confirming investment in offshore contracting

SBM Offshore has awarded a contract to Keppel Singmarine in Singapore for the detailed design and construction of a multi-purpose Diving Support & Construction Vessel (DSCV). This investment is an important element of the Company's strategy to grow offshore contracting activities within the Turnkey Services segment, adding to its fleet a modern vessel with high performance and reliability. The ship will be a MT-6024 design from Marin Teknisk in Norway and will be built to DNV rules and international regulations. The vessel will have a class III DP system and be equipped with a fully integrated 12-man saturation diving system capable of operating in up to 300 metres of water depth. It will include a patented "double-deck" concept which will provide a large storage / construction area on the upper deck while keeping the conventional main deck unobstructed for anchor handling equipment. A 250 tonnes knuckle boom crane and an active heave compensated 150 tonnes winch will enable the vessel to carry out offshore construction and installation work in water depth of up to 1,500 metres. Operations will be supported by one work-class and one observation-class ROV.

Delivery is scheduled for the second quarter of 2013. The vessel will be fully owned and operated by SBM Offshore. On the Company's website (www.sbmoffshore.com) a media pack is available with additional information on the vessel.

Source: SBM Offshore.



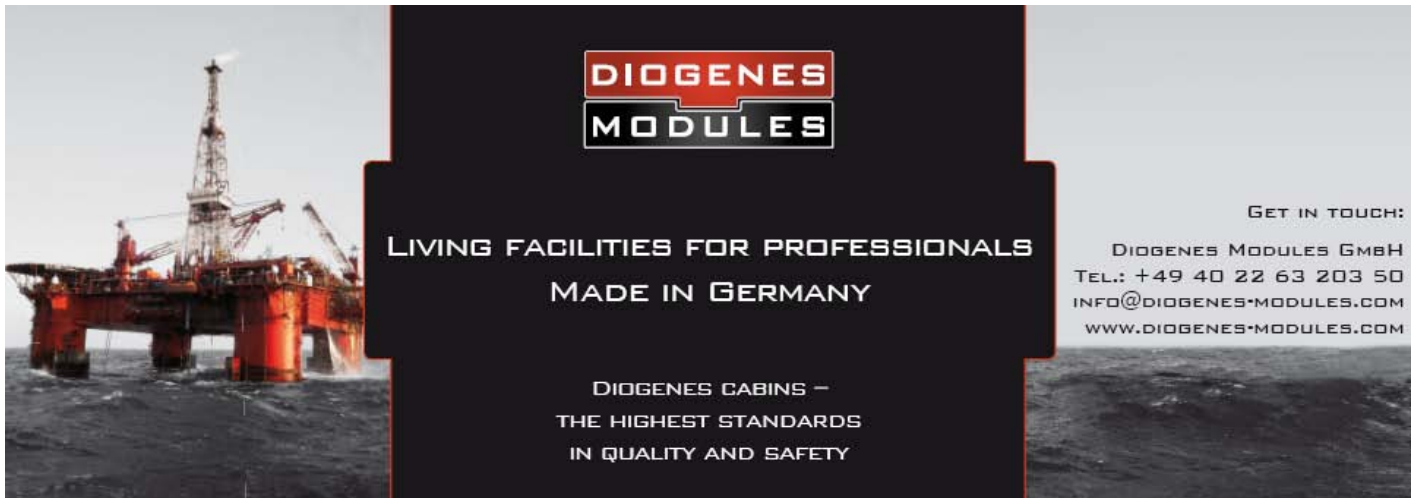
The **OCEAN COUNTESS** seen enroute Amsterdam - **Photo : Joop Marechal (c)**

Bluetooth als fileverklikker

Havenbedrijf Rotterdam gebruikt bluetooth-technologie om informatie te verkrijgen over het weggebruik en de verkeerssituatie. Van de A15 in het havengebied tot aan Belgische en Duitse grenslocaties heeft het langs de snelwegen en eigen havenwegen 60 kastjes opgehangen die Bluetooth-signalen kunnen ontvangen. Uit gemiddeld 30 procent van de auto's komt inmiddels een dergelijk signaal naar bijvoorbeeld mobiele telefoons.

Havenbedrijf Rotterdam stelt alles in het werk om de A15 zo veel mogelijk te ontlasten en de bereikbaarheid van de haven te bevorderen. Daartoe ondersteunt het ondermeer de vestiging van een werknemershotel op de Maasvlakte, de oprichting van de Verkeersonderneming, de vestiging van een containertransferium in Alblasterdam en het contractueel vastleggen van achterlandvervoer over rails en water. Bluetooth is een open standaard voor draadloze verbindingen tussen apparaten op korte afstand. Dankzij Bluetooth kunnen bijvoorbeeld gegevens tussen mobiele

telefoons worden uitgewisseld, kan snel vanaf een handheld computer worden geprint, of kan een mobiele telefoon worden uitgerust met een draadloze headset. De techniek is ontwikkeld door het Zweedse Ericsson.



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Samudera takes delivery of second supramax

Samudera Shipping's subsidiary has taken delivery of a newly built 57,700 dwt Supramax from a shipyard in South Korea, the company announced Tuesday. The Indonesian firm's subsidiary Foremost Maritime took the last of the two supramaxes that the group contracted in early 2008. Sinar Kapuas will be deployed under timecharter and is on her maiden voyage for loading of cargo in China destined for discharge in India. Samudera took delivery of its first supramax Sinar Kutai on 21 March. The company believes the addition of two supramaxes will contribute positively to its business. Late last week in Singapore, Samudera took delivery of Sinar Solo, a 1,054 teu container vessel. **Source :** PortNews



The HARBOUR BRIDGE seen outbound from Rotterdam – **Photo : Kees Torn (c)**

Zim revamps Pacific leg of ZCS service to focus on north east Asia

ISRAEL's Zim Integrated Shipping Services has restructured the transpacific all water leg of its ZCS service to dedicate the loop to the north east Asia trade, starting from May. "The South China service is enhanced, together with our partners the Grand Alliance and Hyundai, with the SCE and SCE2," a statement from the carrier said.

The revised port rotation for the ZCS service is: Ningbo, Shanghai, Busan, Balboa, Panama Canal, Kingston, Savannah, New York, Halifax, Tarragona, Haifa, Piraeus, Genoa, Livorno, Tarragona, Halifax, New York, Savannah, Kingston, Panama Canal, Los Angeles, Oakland, Ningbo. The new rotation is scheduled to commence on May 20 with the first sailing departing from Ningbo. It also said the SCE2 and SCE becomes effective from May 12 and 13, respectively.

The port rotation for the SCE is: Kaohsiung, Shenzhen-Shekou, Hong Kong, Panama Canal, New York, Norfolk, Savannah, Miami, Panama Canal returning to Kaohsiung. The port rotation of the SCE2 is: Busan, Shanghai-

Yangshan, Xiamen, Shenzhen-Da Chan Bay, Hong Kong, Shenzhen-Yantian, Panama Canal, Manzanillo, Kingston, Savannah, Charleston, Kingston, Manzanillo, Panama Canal and back to Busan.

The shipping line said the realignment of ZCS is part an effort to meet customers' needs. "We are confident that this change, along with the new services recently introduced by Zim, will optimise and enhance our global network," it said. **Source : Schednet**



The **ADMIRALENGRACHT** outbound from Antwerp - **Photo : Richard Wisse (c)**

ABS fleet hits new record level

Classification society ABS achieved another record performance in fleet size during 2010, reported Chairman Robert D. Somerville at today's annual meeting. An eight percent increase in gross tonnage from year-end 2009 resulted in the ABS-fleet reaching a new record of 173 million gross tons representing 11,191 vessels, MarineLog reports. Mr. Somerville pointed out that ABS is in a strong position with regards to the world shipbuilding orderbook holding more than 20 percent of the newbuilding market. With the ABS orderbook standing at 45.7 million gt at the close of 2010, the backlog provides confidence that classification activity will remain solid for the foreseeable future.

Attractive shipyard pricing led to a surprisingly robust flow of new orders to ABS class during the year, particularly for bulk carriers. There was also a resurgence of interest in newbuildings by container operators based on projections of trade growth. As the class society for the largest containerships currently in service, the designs of which include many technical innovations, ABS is well-positioned to participate in the orders for the new generation of 18,000-20,000teu containership vessels that are currently under discussion," said Mr. Somerville. ABS continued to build on its position as the preferred classification society for mobile offshore drilling units (MODUs). In just the last few months of 2010, ABS received contracts for 43 MODUs, including options. ABS also retained its leading position in the production sector which includes floating production, storage and offloading (FPSO) units; floating, storage and offloading (FSO) units; semisubmersibles, tension leg platforms (TLPs); and spars.

"Our success to-date is attributable to the outstanding service offered by our surveyors, engineering and administrative staff around the world," Mr. Somerville said. He noted that ABS has been at the forefront of raising environmental awareness across the industry. ABS had been educating industry and clients on the impact of various regulations and providing guidance on how to comply with new and pending standards.

"ABS believes there is still much that can be done to further improve the shipping industry's environmental performance," said Mr. Somerville. "Our emphasis is on the development of practical approaches that are effective and enhance safety." Looking to the future, Mr. Somerville has expanded the role of current President Christopher J. Wiernicki to include Chief Executive Officer for the society. Mr. Wiernicki will direct the overall management of the society's operations while Mr. Somerville remains Chairman of both ABS and the ABS Group of Companies continuing to chart the strategic direction for both organizations. "The scope of classification services has expanded significantly over the last few years," said Mr. Wiernicki. "My primary focus is positioning ABS at the forefront when it comes to anticipating and delivering the innovative products and services that defines us as the class society of choice for the future."

MARITIME ARTIST CORNER



Watercolor made by [Ronald van Rikxoort](#), HAL's [Rotterdam](#) seen departing from Rotterdam

NVKK - Algemene Ledenvergadering 20 April 2011 – Hotel Breukelen

Openbaar gedeelte: aanvang +/- 14.30



Lezing: Bewegingsregistratie aan boord van zeeschepen door Kapitein [A. Lenting](#) van Siri Marine – Delfzijl.

Siri Marine levert meetsystemen welke aan boord van zeeschepen en ladingeenheden diverse bewegings- en omgevingsparameters registreren. Deze toepassingen vinden o.a. hun weg in ladingsjorsystemen voor RoRo-schepen, transport van projectlading en bergingswerk. In de lezing zal dhr. Lenting ingaan op een aantal praktische toepassingen waaronder de bergingsopdracht voor het gehavende containerschip '[MSC Nikita](#)'. Het transport van dit schip werd, onder bijzondere en gehavende omstandigheden, in 2010 toegelaten tot de haven van Rotterdam

.... PHOTO OF THE DAY



Above seen the 1996 built NLD flag and owned multicat **NAOMI E** towing the flat top barge **STEMAT 79** offshore Malta underway to Algeciras after she left Valletta earlier in the morning on Friday 8th April 2011.

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

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