



Number 109 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 19-04-2011**

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

stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>
SHORECRANES UP TO 208 M / TONS		
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Bovenstaand een fraaie luchtfoto genomen tijdens de ceremoniële binnenkomst van Hr.Ms.Rotterdam in de haven van Aruba op vrijdag 15 april. Hr.Ms. Rotterdam is het stationsschip van de Koninklijke Marine. Voor het eerst vervult een amfibisch transportschip die taak. Het was dan ook de eerste keer dat de Gouverneur van Aruba Hr.Ms. Rotterdam als stationsschip in het Caribisch gebied mocht ontvangen.

Photo : Koninklijke Marine ©

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Above seen at April 10th 3 cruise-ships, P&O's **Ventura** (maiden call), **Oceana** and Aida's **AidaCara** in the port of Le Havre, **Photo : Kévin Galbadon - <http://lescunardersenfrance.over-blog.fr/>**

Shipping bodies raise alarm as pirates take ransom yet keep hostages

The International Chamber of Shipping, ITF, Indian National Shipowners' Association, NUSI, MUI, IMEC, InterManager, Intertanko and BIMCO deplore the latest development in the Indian Ocean piracy crisis as some Indian crew members of a released merchant ship are retained ashore in Somalia.

The **Asphalt Venture**, a 1991 built asphalt/bitumen tanker was hijacked by Somali pirates on September 28th 2010 and, following a ransom payment, the ship was released on April 15. Despite the owners' concluding a dialogue with the pirates for the full release of 15 crew and vessel and payment of the ransom, the vessel was released but the Master has reported that 6 officers and 1 rating were taken off the tanker and made to accompany the pirates ashore.

In subsequent press reports it is suggested that pirates in Harardhere have taken the decision not to honour the agreement made but to prolong the hostage ordeal of the 7 seafarers in retaliation for the arrest of Somali pirates by the Indian Navy in recent weeks.

This is a fundamental change to previous practice and moves the issue from being just between the shipowner and the pirates to being between the pirates and a government. It is a major shift in the pirate-hostage equation which will need to be considered and addressed by the international community.

Our thoughts are very much with these seafarers and their families as well as with all the other seafarers who are being held by the Somali pirates and with their families. As the state of lawlessness spirals downward in the Indian Ocean and the level of violence that pirates are prepared to use to coerce seafarers and to influence the hostage negotiation increases, this breach of the ransom agreement sets a precedent that is of the utmost concern.

The international and national representative organizations are gravely concerned with this new development as international governments continue to fail to adequately respond to this 21st century example of organized and violent criminality that threatens the safe passage of world trade through the region, where 40% of the world's oil is transported, and which may lead to increases in oil prices.

Generator fire forces cruise ship evacuation

Mexico's first cruise line venture has gotten off to a less than trouble-free start. Only days after the inauguration of Ocean Star Cruises, a generator fire caused a power loss that forced the evacuation Saturday of the line's first cruise ship. Almost 560 passengers and crew were taken from the vessel to Huatulco on Mexico's west coast, reports Latin American Herald Tribune.

The interrupted cruise was only the second to be made for Ocean Star by its sole ship, the nearly 40 year old **Ocean Star Pacific**. The ship was originally built for Royal Caribbean as the **Nordic Prince**, but has subsequently had several other owners and names. "There's no emergency, all the passengers are fine, they are safe," Carlos Salazar, representative of the Acapulco-based cruise line, told Latin American Herald Tribune. The newspaper reported the ship as being some 18 kilometers from shore, under tow from a vessel owned by Pemex. **Source : MarineLog**

Shipping consolidation seen

The global container market is poised to consolidate in the next few years as AP Moller Maersk and other major shippers roll out bigger vessels, potentially forcing smaller rivals to drop out of an already oversupplied market. Medium-sized container firms warn that a move by the majors to flood the market with mega ships could spark a "rate war" similar to 2009 when the market plummeted and most firms fell into the red in one of the industry's worst downturns.



The **EMMA MAERSK** seen entering Rotterdam-Europoort – **Photo : Dave van Spronsen ©**

"We believe that ... the largest shipping companies will continue to expand the scale of economies of the industry," said Thomas Knudsen, Maersk Line's chief executive for Asia-Pacific region, at an industry conference in Singapore. "As we drive these scales of economy, it will be difficult for the smaller carriers in these industries to compete. That will drive consolidation." Maersk, the world's top container shipper which holds a 15% share of the container market, is

expanding its fleet by around 8% annually to keep up with economic growth. "We are not doing this aiming at taking market share," Maersk chief executive Nils Andersen told reporters at an industry event. He agreed that consolidation would be the most likely outcome.

Industry leaders in the container markets have placed multi-billion dollar orders for the world's biggest vessels to meet growing demand in Europe and the United States for Chinese manufactured goods. Maersk in February ordered 10 of the world's largest container ships for US\$1.9bil and took options on 20 more vessels of a similar size to capitalise on expected growth on the benchmark Asia-Europe route.

Due for delivery from 2013, Maersk's 18,000 twenty-foot equivalent unit (TEU) container vessels would surpass the current largest box ship of 15,000 TEUs, also owned by the company. Switzerland-based Mediterranean Shipping Company and French privately held CMA-CGM, which are the next two biggest container shippers after Maersk, are also looking to expand their fleet with ships above 10,000 TEUs, according to analysts.

About 50 mega container ships with 10,000 TEU capacity or more are expected to be delivered this year, making up nearly half of the total new capacity of 1.35 million TEUs due for 2011, according to the leading industry consultancy group Alphaliner. The orderbook showed 59 mega ships for 2012. "Bigger is better if you can fill the ship," said Randy Chen, special assistant to the president at Taiwan-based Wan Hai Lines. "If your ships are not full, you need to put the vessels away for the short period of time to make sure the revenue covers the costs."

But major shippers were unlikely to idle new ships, placing the burden of plummeting freight rates on smaller rivals. Spot rates on the Asia-Europe container route have tumbled by about half in the last nine months, trading last week at around US\$978 per TEU from more than US\$1,800 in July 2010. Although the market was expected to rebound slightly in the second half, the battle for survival has already become too difficult for some container firms.

Norway-based The Containership Company has announced it will suspend its container shipping operations on poor cargo volumes and excessive competition, industry group Alphaliner said. Others are poised to follow. US-based container shipper Horizon Lines warned last month it could also be forced to seek bankruptcy protection for not being able to comply with its debt agreements.



The **SANTA CRUZ** seen anchored off Singapore last Sunday – Photo : Piet Sinke ©

"In container ships, a lot of companies are not making money right now," said Janet Lewis, shipping analyst at Macquarie Securities, adding that Chilean CSAV was also under pressure. Last month, Standard & Poor's cut its outlook on CSAV's corporate credit rating to "negative" from "positive" to reflect its view of the container shipping company's weak business risk profile and aggressive financial risk profile.

Vulnerable container companies are likely to be allowed to fall into bankruptcy instead of being saved by a larger firm through an acquisition, experts said. "I doubt if operators have any interest in taking over an organisation. They are

more interested in buying fleets, just buying the ships and hardware,” Harald Serck-Hanssen, head of global shipping for DnB Nor, told Reuters.

Industry executives said smaller companies could turn to shorter niche routes. “I don’t fully support the notion bigger size is necessarily better. It depends on your shipping network,” said Eng Aik Meng, president of APL container shipping line, a unit of Singapore’s Neptune Orient Lines .

“Shipping lines are quite flexible. There are many other trades in the world, not just Asia-Europe and transpacific, but also Latin American and intra-Asia trades.” Industry officials, however, pointed out that the smaller players would not be easily pushed out of the market as many are family-owned or subsidised by governments.



The **YM VANCOUVER** seen anchored at Singapore Western Anchorage last Sunday – Photo : Piet Sinke ©

“In a rate war, no single line can be the winner,” said Kenichi Kuroya, chief executive of Japan’s third largest shipping firm Kawasaki Kisen Kaisha . “What 2009 showed ... is that any rates quoted by the leading lines can be matched by others in one week’s time. The rate war will continue until the bottom line is where no single liner can bear.” **Source :** Reuters



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More than 50 countries to participate in UAE counter-piracy conference

With new attacks on vessels happening daily, government and industry leaders representing over 50 countries will on Monday, April 18 group in Dubai to seek meaningful solutions to the serious humanitarian and economic issue of piracy in the first high-level public-private counter piracy conference to be held in the region on the widespread threats of piracy and collaborative means to eradicate it.

Co-convened by the UAE Ministry of Foreign Affairs and global marine terminal operator DP World, His Highness Sheikh Abdullah Bin Zayed Al Nahyan, Minister of Foreign Affairs of the United Arab Emirates, and His Excellency Sultan Ahmed Bin Sulayem, Chairman, DP World, will inaugurate the two day conference. It brings together officials and industry leaders from more than 50 countries for high level deliberations. Under the theme “Global Challenge, Regional Responses: Forging A Common Approach to Maritime Piracy”, the summit will be attended by more than 30 foreign ministers, including from the GCC countries, senior representatives from a further 25 countries, the United

Nations, the International Maritime Organisation, scores of industry leaders and international experts on maritime security and community development issues.

Included are the Foreign Ministers of most GCC countries, the Foreign Ministers of states directly affected by piracy such as Somalia, Djibouti, the Comoros, and Tanzania, the United Nations Deputy Secretary General, and Foreign Ministers from major international players such as Indonesia, Nigeria, and Pakistan. Those from the maritime industry attending include Morten Engelstoft, COO, Maersk, Peter Swift, President, International Association of Independent Tanker Owners, Ron Widdows, President, and CEO of Neptune Orient Lines (NOL) and Chairman, World Shipping Council, Dr Stefano Messina, CEO, Messina Line and Giles Noakes, Chief Maritime Security Officer, BIMCO. Experts participating include Dr Martin Murphy, Kings College, London, and Pottengal Mukundan, Director, International Maritime Bureau, amongst others.

During the conference, both public and private initiatives to counter the devastating effects of piracy on the captives and their families and communities as well as the threat it poses to peace and security internationally will be discussed, with the aim of introducing initiatives that merge the efforts of both sectors in areas of community development, security, and information sharing. Panel discussions will also tackle root causes of piracy, relevant international law issues, and opportunities of furthering civilian-military cooperation to ward off attacks. On the sidelines of the conference, the UAE and the United Nations will hold a fundraising session in support of the UN's Trust Fund to Support Initiatives of States Countering Piracy off the Coast of Somalia. The aim of the fundraiser is to attract new and traditional donors to the Fund, which was established in January 2010 by the UN Secretary-General at the request of the international Contact Group on Piracy off the Coast of Somalia.

The Trust Fund has launched a number of land-based counter piracy initiatives established and supported by both public and private sectors. In this vein, UAE Foreign Ministry officials have revealed that the UAE will make a significant contribution to the UN Trust Fund at the conference in reflection of its ongoing commitment to the international efforts in the field of counter-piracy. The conference is also expected to conclude with a declaration outlining areas of cooperation between the private and public sectors with the aim of establishing a working frame to further advance cooperation in various counter piracy initiatives as well as propose others. The UAE's position as a global hub for trade and commerce together with its significant regional and international partnerships are expected to make the event a key platform for the coordination of the urgent international response to end the far reaching and devastating threats of piracy.

According to the International Maritime Bureau, as of April 14, 2011 and despite a heightened level of international response, there were at least 107 incidents of attacks or attempted attacks on commercial cargo ships in the Gulf of Aden, Arabian Sea and off the east African coast – with 17 vessels hijacked. At least 26 ships are currently estimated to be under pirate control, together with 532 mariners held captive, many in appalling conditions. In addition to the devastating human cost of piracy, the financial cost to global trade is also huge, with estimates as high as US\$12 billion a year. **Source: Dubai World Media**

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1st ship since Japan accident arrives in Europe

An EU official says the first ship to reach Europe from Japan since that country's nuclear accident has arrived in the Dutch port of Rotterdam. EU spokeswoman Marlene Holzner says no abnormal levels of radiation have been detected in the ship, which arrived Thursday. She says other ships from Japan are also on their way. Holzner said Friday the EU is recommending uniform levels of acceptable radiation, beyond which it wants national authorities to notify the EU, and to take corrective action. She said the only remedy needed is to wash the ship, which may have been contaminated by rain or seawater, as the radiation does not penetrate the hull to contaminate the cargo.

Source: Associated Press



The **GLENDAMERYL** enroute from 010 (Rotterdam) to 020 (Amsterdam) ☺ equipped with "barbwire"

Photo : Marcel Coster ©

SA probes tanker hijack

The tanker MV **Irene SL** was attacked by Somali pirates in the North Arabian sea more than two months ago. It is now headed for Durban where forensic investigators and detectives will help Interpol in a probe. A team of South African police special forensic investigators and detectives will help Interpol in an international probe into a hijacked oil supertanker now headed for Durban.

The Greek-owned MV **Irene SL**, transporting \$200 million (R1.35bn) of crude oil, was attacked by Somali pirates south-east of Muscat in the North Arabian Sea more than two months ago while it was en route from Fujairah in the United Arab Emirates, to the US. The pirates, armed with an assortment of heavy calibre weapons, believed to include rocket-propelled grenades and rocket launchers, managed to board the 161 175 ton ship on February 9 and forced the captain to sail to Somalia where they held it for 57 days.

Released on April 7 after a multi-million-dollar ransom was paid by the ship's owners, the vessel is now sailing to Durban where it is expected to arrive tomorrow to stop while a team of Interpol investigators from France work with their South African counterparts on the investigation. The probe comes as the South African National Defence Force steps up naval military operations in the Mozambique Channel as the threat of piracy to southern Africa's waters increases.

The **SAS Mendi**, one of South Africa's four frigates, is currently on patrol in the channel and is believed to be carrying a team of specially trained Special Forces operators who are carrying out a series of boarding missions on suspicious vessels in the area. On board the very large crude carrier, with a deadweight of 319 247 tons, is a crew of 25 sailors, including seven Greek nationals, 17 Filipinos and a Georgian.

French embassy spokesman, Matt Wate, yesterday confirmed that a team of Interpol investigators from France would come to South Africa to take part in the investigation. According to an internal memo, a special request by the Interpol secretary-general was made to the SAPS to conduct a crime scene investigation of the vessel. The document states that the team is to contain the crime scene to prevent any contamination of exhibits, to question the crew and attend to the injured. It is believed that several sailors were injured during the attack on the ship and have been unable to get proper medical attention since being hijacked.

But according to the European naval force patrolling pirate waters off Somalia, the tanker owner reported that the crew was safe and in good health.

Hawks spokesman, McIntosh Polela, has confirmed the operation and said that a 20-man team of police forensic specialists and Organised Crime detectives would be involved. "It is going to be a massive investigation involving a number of highly specialised units. Because of the size of the ship it cannot berth in the harbour and will have to anchor out at sea."

The tanker is 330m long, has a beam of 60m and a draft of 22.5m. "The team, including a group of medical specialists, will fly out to the ship along with translators where they will begin their investigation," Polela said.

"The entire ship is being treated as a crime scene and our investigators along with South African Interpol investigators will be working with their French counterparts in the investigation." **Source : Daily News / iol.co.za**

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The tanker **SEA BAY** seen loading at the SPM bouy of Bashayer 2 - Port Sudan in the Red Sea

Photo : Hessel Terpstra ©

BIMCO president rages over pirates kidnapping and murder

THE shipping industry is being urged to stage a "highly audible protest" against piracy and for ships' sirens to sound for 30 seconds every day at noon, in every port in the world, to "draw public attention to the criminals who are now menacing world trade, and who are holding nearly 800 seafarers captive," said BIMCO's president.

Speaking at the regional cooperation agreement on combating piracy and armed robbery against ships in Asia (ReCAAP) conference in Singapore, BIMCO president Robert Lorenz-Meyer suggested that such a protest was necessary to remind governments of the urgency of measures to deal with the piracy problem. He warned that attacks on merchant vessels by Somali pirates are "about to cut the sea lanes in and out of the Persian Gulf and are attacking an industry "on which the world depends for economic stability and growth."

A statement issued by BIMCO said Mr Lorenz-Meyer "praised the work of the multi-national naval force protecting merchant shipping in the Gulf of Aden and Indian Ocean, in particular noting the 'brilliant examples' set by some of the Asian warships in successfully confronting the pirates' use of captured vessels as motherships."

Mr Lorenz-Meyer contrasted the work done by some of the states involved in the action against pirates and their robust work to free ships and captive seafarers with the 'silk gloves' worn by others in dealing with the menace."

BIMCO said its members are of the opinion that unless there are "serious consequences" for the criminals, they will continue to attack merchant shipping. The president pointed out that not all states have ratified UNCLOS or the SUA conventions, while some states that have ratified these international documents do not yet have national legislation in place enabling their enforcement agencies to arrest and prosecute pirates. He welcomed the harsh sentences of 20 or 30 years being meted out in the courts of Kenya and the Seychelles for those convicted.

Governments of the world, said Mr Lorenz-Meyer, "must get their act together" on piracy and establish a comprehensive strategy to deal with the problem. Such action "must aim to reverse the malicious will of the pirates, rather than pretend to reduce their capability," he said. It must, he added, fundamentally change the risk/reward ratio currently in favour of the pirates and offer them alternative livelihoods. Such matters, he said, were the responsibility of governments. **Source : Schednet**

Icebreakers to escort 22 ships in the Gulf of Finland

As of April 18th (8:00am - MT), masters of 22 vessels requested icebreaker assistance in the eastern part of the Gulf of Finland, the Port Authority of Big Port St. Petersburg reports. The PA reports of total 34 merchant ships currently located in the water area, 12 of them - in motion.

Over the past day 15 ships have reached the entrance buoy of St Petersburg port. 19 vessels are westbound from the Gulf area, 10 ships called at the port, 16 - departed. Overall, there are 48 cargo ships and 411 local ships at the port.

The **Porhov** that has delivered heavy-lift cargo to the port of Ust-Luga is subject to ice restrictions. **Source : PortNews**

Singapore tests its readiness to deal with major chemical spill



SINGAPORE has staged a chemical spill exercise for delegates attending the International Chemical and Oil Pollution Conference and Exhibition (ICOPCE) 2011 to demonstrate the Lion City's readiness to respond to a major spill.

Aimed at testing and validating the chemical contingency plan for the marine environment the exercise consisted of two aspects: a seaward equipment deployment demonstration and a table-top exercise at

the Maritime and Port Authority's port operations control centre 2 at PSA Vista.

"With the Straits of Malacca and Singapore being heavily used by vessels, it is essential for us to be operationally ready in case of any major spills. Regular exercises ensure that various agencies are prepared at all times and that our contingency plans are regularly reviewed. The multi-agency involvement in this chemical spill exercise is a good example of how close coordination allows Singapore to respond quickly and effectively to any spills in Singapore's waters," said Capt M Segar, MPA's group director (hub port), in a statement from the authority.

Code-named '**Chemspill 2011**,' the scenario involved a chemical tanker suffering a steering failure and being hit by another tanker in the Sinki Fairway off Jurong Island. The chemical tanker, loaded with 10,000 tonnes of benzene, suffered damage to its cargo tanks and some 500 tonnes of benzene was spilled. The impact of the collision also caused three crewmembers of the chemical carrier, who were on the catwalk, to fall to the main deck. One crewman was seriously injured and required immediate medical attention.

The spill response teams deployed primary and secondary booms and treated the spill with foam to prevent more benzene escaping from the damaged tanks. **Api Api**, MPA's fire-fighting craft also sprayed water at the site of the spill to reduce the risk of fire, cool the surface and disperse the flammable gas



cloud. An air force helicopter was also activated to provide medical evacuation of the injured crew.

More than 10 vessels and 120 personnel from 13 agencies were involved in the exercise that was held in conjunction with the 6th Singapore Maritime Week. The agencies included the Singapore armed forces, the police coast guard, the Ministry of Health, the Ministry of Transport, the National Environment Agency and MPA.

Photo's : Arturo Baluyot ©

CASUALTY REPORTING

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Two seamen killed in ship collision on Kiel Canal



Two seamen were knocked overboard and drowned on Thursday when the UK-flag container ship **OOCL Finland** collided with the Russian-flag freighter **Tyumen-2** on the Kiel Canal in Germany. The two vessels were approaching each other in dense fog when the **OOCL Finland's** bow struck the wheelhouse of the **Tyumen-2**, tearing it off.

There were four crew members on the wheelhouse deck of the **Tyumen-2** at the time of the collision. The pilot and a channel controller were killed and two crewmen from the **Tyumen-2** were seriously injured. The **Tyumen-2** was badly damaged and drifted until it grounded blocking the canal, which runs between the North Sea and the Baltic Sea.

The **OOCL Finland** suffered minor damage to the bow and several containers were damaged. The **OOCL Finland** continued on to Rendsburg while the **Tyumen-2** had to be towed to Fischerhuetten to allow canal traffic to continue. Reports state that the tanker **Clipper Sund** and another vessel ran into the canal embankment to avoid colliding with the wrecked vessels.

NAVY NEWS



The Taiwanese Yuen Feng-class transports [AP] **526 HSIN KANG** seen moored in Kaohsiung

Photo : Jacob Hoogendorp ©

India plans first defence pact with South Korea

India and South Korea are likely to ink their first defence contract as the Defence Ministry is negotiating for six minesweepers from a South Korean firm. While two vessels will be supplied by the manufacturer, the remaining minesweepers will be built in India.

Bilateral defence ties got a boost last year when Defence Minister AK Antony visited Seoul and held wide-ranging discussions with the Korean leadership. South Korea, famous for world-class ship-building facilities, evinced keen interest in industry-to-industry relations with India, besides regular military exchanges like joint exercises with the Indian armed forces.

The South Korean leadership also expressed a keen desire to cooperate with India in the field of hi-tech defence equipment, sources said on Sunday. They added that Korean firm Kangnam Corporation was the lowest bidder and met technical and other requirements.

The Ministry had short-listed two vendors — Kangnam and Italian firm Intermarine — for minesweepers which clear the sea lanes of mines and ensure that they do not cause any damage to warships.

The navy is also considering procuring two American used Osprey-class minesweepers, navy officials said.

At present, the Navy operates 12 minesweepers of the Pondicherry and Karwar class that are deployed in equal numbers along the eastern and the western sea board. The warships were built in the 1970s and 1980s and the Navy is planning to replace them with the modern vessels.

The contract was to be signed with Kangnam earlier but it got delayed after the Italian firm went to the Central Vigilance Commission (CVC) against the decision. However, the issue was now resolved and contract negotiations were progressing well, officials said.

According to the tender, Kangnam will be required to build the first two warships, following which Goa Shipyard Limited will be commissioned to build the rest minesweepers at its facilities. **Source : The Siasat Daily**

UK's nuke submarine fleet secrets mistakenly revealed on website

British defence ministry officials are facing an embarrassing situation after secrets related to the country's nuclear-powered submarines was mistakenly published on a website. The exposed materials include expert opinion about the fleet's ability to withstand a catastrophic accident, and also details measures used by the US Navy to protect its own nuclear submarines, the Daily Mail reports.

The information has also revealed about a fatal flaw in the safety of British nuclear submarines when faced with an onboard accident, besides detailing the way the American nuclear fleet would react in the case of a similar disaster, the Scotsman reports. The paper quoted Tory MP Patrick Mercer, who served in the Army, as saying that the information would be "hugely interesting" to Britain's enemies and its release "potentially catastrophic".

The documents released on the Parliament website also said that the existing reactors were "potentially vulnerable" to fatal accidents, leading ministers to suggest new versions would be used. According to reports, anyone browsing the document could read the classified text simply by simply highlighting it and then copying and pasting to another document.

"It's a staggeringly stupid thing to do. Anyone with even an elementary knowledge of computing would know how to read it. I can only assume they gave it to a junior member of staff to deal with. If this document is like this, who knows what else is? It's very sloppy security," Graham Cluley of online security experts Sophos, said. The concern came at a time when safety on board Britain's nuclear submarines has come under scrutiny after the fatal shooting on board **HMS Astute** earlier this month. **Source : Asian News International/DailyIndia.com**

Iran to unveil 500-ton submarines

Deputy Commander of Iran's naval forces Admiral Amir Farhadi A top Iranian military commander has announced plans to manufacture and deploy new domestically built submarines to patrol the country's southern coasts.

Deputy Commander of Iran's naval forces Admiral Amir Farhadi said the 500-ton submarine would join the Army's naval fleet by July 2012, in an interview with IRNA on Sunday. The medium-size vessel was primarily designed to patrol Iran's southern waterways, especially the Persian Gulf and Strait of Hormuz, Farhadi added.

Last August, four additional 120-ton **Ghadir submarines** joined the Iranian naval fleet on the country's southern coast. The Ghadir submarine was first unveiled in 2007. Iran now operates more than ten of them, primarily in the Persian Gulf and the Sea of Oman.

In recent years, Iran has made important breakthroughs in its defense sector and attained self-sufficiency in producing important military equipment and systems. The Islamic Republic has repeatedly assured that its military might poses no threat to other countries, stating that Tehran's defense doctrine is based on deterrence only. **Source : presstv**

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The **PIONEER 5002** seen in Singapore – Photo : Capt. Jelle de Vries ©

Boskalis signs contract for Sydney harbour dredging

CBC reports that Sydney Ports Corporation in Canada has signed a contract with a Dutch company, Boskalis, to do dredging work in Sydney harbour. Port officials say a deeper harbour will be able to accommodate bigger vessels, and could lead to construction of a container terminal. It is estimated additional cargo ship traffic will generate thousands of new jobs over the short and long term.

"When the world economy picks up and the bigger ships get into the container ports, we will be ready. In the meantime, any other business that comes along, the opening of the channel will facilitate bigger and more loaded ships," said Curdis Karrel for the Ports Corporation.

It took a couple of years to convince the various levels of government to fund the project at a price of about C\$38 million.

Karrel said some of the onshore work would get underway very soon. "There's some development work to be done over at the Sydport site, on the land end of it. We need to prepare the land for the receiving of the dredged material, and there are still some details to be worked out with Boskalis, so that when they arrive in the fall, everything will be ready." He said the dredging will take six to eight weeks. **Source : dredging News Online**



A loaded **TEAL** seen in Rio de Janeiro – Photo : Rogerio Cordeiro ©

Expansion for HvS Dredging Support BV: New unique DP Support Vessel!

HvS Dredging Support BV, marine support company from Harlingen (The Netherlands) is proud to inform you that, in addition to their current Support Vessel "**Zwerver I**", a new unique Multi Purpose DP-1 Support Vessel is built, which will be called "**Zwerver III**". The vessel is especially designed for supporting Wind farm-/Renewable Energy-, Offshore installation- and dredging projects.

HvS Dredging Support BV is responsible for the design and the vessel is further developed, in our close cooperation, by "**Scheepswerf Gebr. Kooiman BV**" Zwijndrecht, who is also the constructor of the vessel. The vessel enters a new class of "Support Vessels", which makes her able to compete with larger AHTS/Supply-/Support vessels in the market

worldwide. This design includes many specific features which are not introduced before on this kind of Support Vessels. These features make her perfectly suitable for the "Renewable Energy Market":

Dimensions: 35 m x 15 m, DP-1, Powerful Bollard Pull of over 50 Tons, A minimum shallow draught of 2.70 m, Accommodation on board for more than 12 persons. Deck equipment: 2 Large Anchor-handling/towing winches of 100 and 200 Tons pull capacity 2 Knuckle-boom cranes of 370 Tm with a reach of 20 m 3 Tugger winches of 15 T pull, New unique feature: the hydraulic operated bow-door which protects deck cargo against flushing of the decks in rough weather; a serious problem that occurs frequently in today's market support vessels.

The "**Zwerver III**" is scheduled to be delivered in November 2011. General: **HvS Dredging Support BV**, owned by Hans van Stee and Arjan van Stee, has served over 30 years many offshore and dredging contractors on their projects worldwide. These projects contain jobs like anchor-handling, towing/pushing, barge-handling, wind turbine-access/maintenance, pipe-/cable lay-barge assistance and so on. The current vessel "**Zwerver I**" has proven her qualities in this area since 2007. For more information: Arjan van Stee, tel. +31 (0) 653663292 HvS Dredging Support BV Noorderhaven 96 8861 AR Harlingen www.hvsds.nl or via info@hvsds.nl

Antwerpen Q1 container throughput up 7.9 percent to 2.17 million TEUs

First-quarter container throughput at the port of Antwerp climbed 7.9 percent from the same quarter last year, as its terminal handled a record volume of 2.17 million 20-foot-equivalent units, compared to 2.01 million a year earlier, Journal of Commerce reports. The port handled 47,374,451 metric tons of cargo in the first quarter, up 12.7 percent from a year ago.



The **SPAARNEGRACHT** seen outbound from Antwerp locks – Photo : Stan Muller ©

The total cargo volume, the container volume and the volume of liquid bulk were all higher than the level reached at the same point in the record year of 2008. "The port of Antwerp has clearly shaken off the recession, even if the volumes of conventional/breakbulk and dry bulk continue to lag," said Antwerp Port Authority CEO Eddy Bruyninckx.

"Both these sectors suffered heavily during the recession, but are slowly recovering. Moreover, the recovery is not simply related to the state of the economy," he said. In terms of tonnage, the Antwerp container volume in the first quarter of this year grew 7.8 percent to 26.2 million metric tons, compared to 24.3 million metric tons a year earlier.

The port handled 2.9 million metric tons of breakbulk cargo, an increase of 11.7 percent year-over-year. The best performer in this segment was steel, which rose in volume 41.8 percent to 1.9 million metric tons. Roll-on, roll-off volume was up 24.1 percent to 1 million metric tons, with the number of cars handled growing 27.9 percent to 252,532. During the first quarter, a total of 3,741 seagoing ships called at Antwerp, 6.9 percent more than in the same period last year.



The tug **NORNE** seen outboard from Rotterdam – Photo : Frans de Lijster ©

	<h1>Monster aan voor een Wereldbaan</h1> <p>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</p> <p>www.redwise.com info@redwise.nl</p> 
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DP World to sell stake in P&O Trans Australia

DP World agreed to sell its remaining stake in container services firm P&O Trans Australia (POTA) for A\$106 million, the port operator's second sale in Australia in the last five months, Reuters reports. DP World will sell the stake to Qube Logistics, the two companies said in separate statements on Monday.

The deal, which consists of the purchase of DP World's shares and related loans, is expected to be completed by the end of April and will provide Qube with a 94.5 percent stake in POTA with management owning the remaining 5.5 percent, Qube said.

Last year, DP World said it planned to sell its Australian operations to private equity firm Citi Infrastructure Investors (CII) in a deal worth \$1.5 billion as it tried to reduce its debts. DP World - considered one of the more profitable units of debt-laden Dubai World - said in January that it was under no pressure from the Dubai government to sell its assets in for debt repayments.

Dubai is estimated to have liabilities of about \$115 billion, with some \$30 billion in bonds and loans owed by state-linked firms slated to mature in 2011-2012. Stakes in assets such as DP World, Emirates Airlines and Dubai Electricity and Water Authority (DEWA) are attracting keen interest from potential investors.

DP World first acquired POTA's 86 ports in 2006, according to POTA's website. The company sold a controlling stake in POTA, a provider of container services transport, in 2007 to a consortium headed by industry leaders including Chris Corrigan, who serves as chairman of Qube's Investment Advisory Committee. **Source : PortNews**



The **NEW VENTURE** seen moored in Santos Port – **Photo : Marcelo Vieira ©**

BFC puts into service new conventional tanker

Baltic Fuel Company (BFC) has commissioned the new conventional tanker **Captain Ponikarovsky**, the company's press service reports.

The 5,000DWT double bottom/double sides tanker meets the requirements of Annex VI to MARPOL. The ship's dimensions: LOA - 105.71 m, beam overall - 17 m. The vessels' classification documents were issued by the Russian Maritime Register of Shipping. The tanker will be engaged in transportation of exported petroleum products from the port of St. Petersburg to European ports, and for bunker supplies to ships at the ports of St. Petersburg, Primorsk, Ust-Luga and to the fishing vessels outside of Russia.

BFC CEO Stanislav Korneev says: "Transportation of oil products, including exports, is one of the key activities of our company. We plan to develop the business through expanding our own logistics solutions - from June this year we start shipment of oil products from refineries in central Russia by our own oil barges via inland waterways of the country. That will allow us to reach the guaranteed delivery volumes. With the commissioning of the **Captain Ponikarovsky** we plan to expand the geography of deliveries outside the Russian Federation."

Baltic Fuel Company is the operator of bunkering fleet. The region of activity - North-West Russia. The company's fleet comprises more than 25 ships **Source : PortNews**



The **STAR MANX** seen enroute Rotterdam passing Maassluis – Photo : Bert Bot ©



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HAL **Amsterdam** & **Nieuw Amsterdam** docked alongside in Cartagena, Spain on 16 April

Photo : Stoyan Stefanov ©

Department of Conservation reaches neutral position on Port Otago dredging plan

Voxy News reports that after reaching agreement with Port Otago over consent conditions that address the Department of Conservation's (DOC's) concerns, the Department has agreed to neither support nor oppose Port Otago's Project Next Generation.

The Otago Conservator Marian van der Goes said after today's Project Next Generation hearing in Dunedin, "These conditions will enable adverse effects on conservation values in and around the dredge spill disposal site to be identified, and then for Port Otago's activities to be subsequently altered."

The agreement follows almost four years of negotiations between DOC and Port Otago to ensure the dredging has minimal environmental impact on marine mammals, birds and areas of public land managed by DOC and other sensitive areas. "Before Port Otago lodged their resource consent application, DOC and Port Otago agreed on many

consent conditions, particularly regarding activities between Port Chalmers and Taiaroa Head, to ensure adverse effects on the environment would be avoided, remedied or mitigated," Ms van der Goes said.

The recent agreement also addresses DOC's concerns about areas outside the area between Port Chalmers and Taiaroa Head. **Source : Dredging news Online**

Shipping Corporation of India buys two resale Supramax bulk carriers

The Shipping Corporation of India Ltd. (SCI) has signed contracts for acquisition of two resale Supramax bulk carriers with M/s Grand Yard Investments Ltd., China on 15th April, 2011, company reports. These vessels have been acquired through a competitive global tendering process and SCI has selected the vessels of M/s Grand Yard Investments based on the technical suitability and commercial competitiveness. These vessels are presently under construction at M/s Guoyu Shipyard, China which is under the same group of M/s Grand Yard Investments Ltd. The vessels are at an advanced stage of construction and would be delivered to SCI within 4 months and 5 months of contract effectiveness respectively.

SCI presently has 17 bulk carriers in its fleet out of which some of the Handymax bulk carriers would be due for phasing out shortly. The vessels contracted now would enable SCI to partly replace some of these Handymax bulk carriers which have completed their economic life. SCI also has another 6 Handymax bulk carriers on order with STX Shipyard, China which will join the SCI fleet during the year 2011-12. The major economies of the world are on a revival path after the global slowdown. The fundamentals of Asian economies continue to be strong and outlook for dry bulk trade remains positive. SCI would be able to cater to this growing trade with the new vessels upon delivery. SCI also has further plans to augment its bulk carrier fleet by acquiring Panamax and Capesize bulk carriers in the near future. SCI has embarked upon a major fleet acquisition plan and presently has 31 vessels of 20.22 million DWT on order. This includes all types of vessels, i.e. crude oil carriers (VLCCs), dry bulk carriers, cellular container vessels and offshore supply vessels. Total investment for these projects would be over US \$ 1.39 billion (about Rs. 6,200 Crores).

Source : PortNews



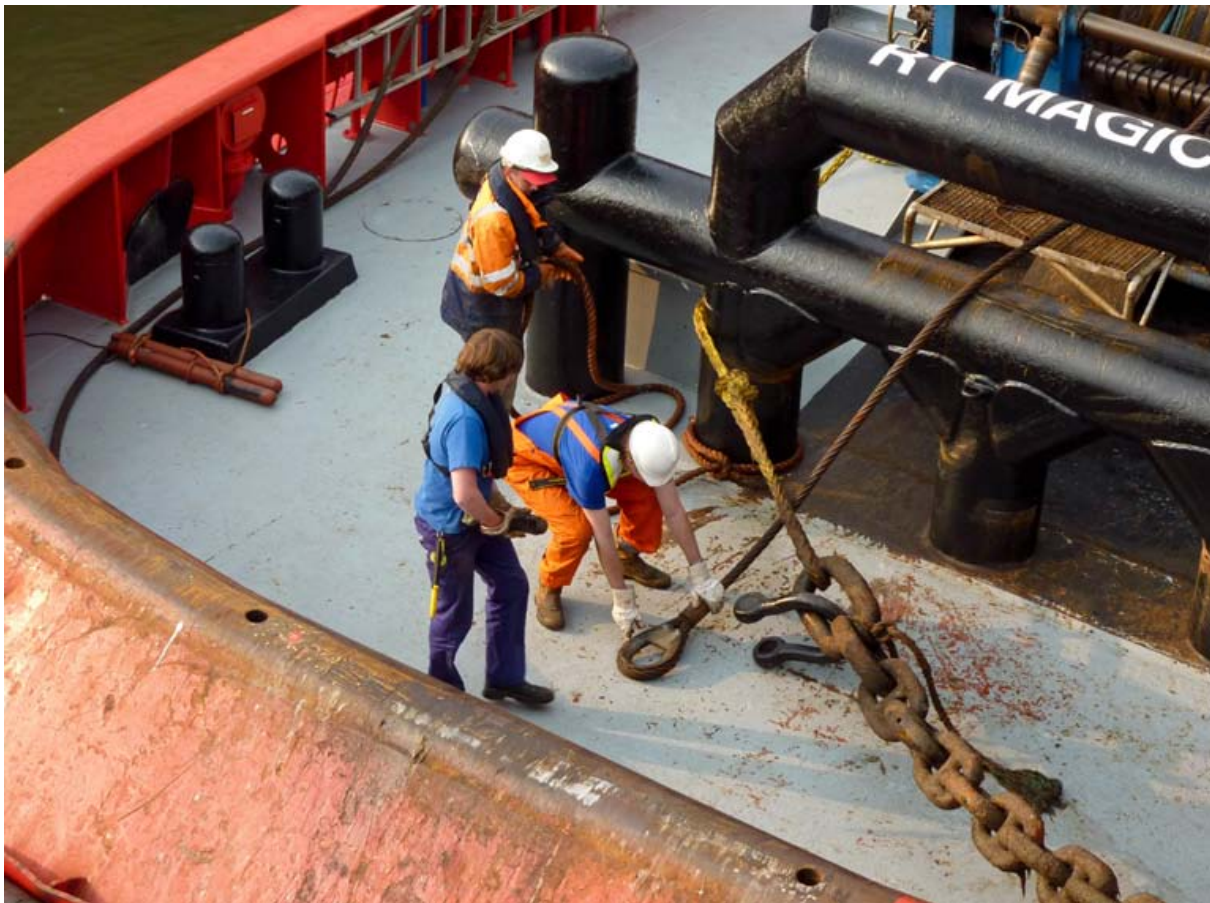
The **BW HERDIS** seen assisted by the **SD SEAHORSE** in Rotterdam-Europoort – **Photo : Jan Verhoog ©**

OLDIE – FROM THE SHOEBOX



Above seen sunrise over the Fremantle docks in Perth, Western Australia in 1973 - [Photo : Peter Clive](#) ©

.... PHOTO OF THE DAY



Above seen the crew of the [RT MAGIC](#) connecting up to the [SMITBARGE 2](#) in Rotterdam-Waalhaven with destination Vlissingen [Photo : Marijn van Hoorn](#) ©

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