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The OLEG STRASHNOV seen moored in Vlissingen – Photo : Nico Parlevliet ©

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EVENTS, INCIDENTS & OPERATIONS



The **BLUE MARLIN** discharged the **BICENTENARIO** in Caracas bay (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Marine Atlantic defends Blue Puttees' safety

Marine Atlantic CEO Wayne Follett spent more than an hour speaking to reporters Friday in an effort to restore confidence in the ferry service. Follett explained, in detail, the technical issues involved in a March 19 incident where the MV **Blue Puttees** rolled 26 degrees during a crossing from Port aux Basques to North Sydney. "As a result of this incident the public confidence in the Blue Puttees may well have been shaken," Follett said. "We've spent every day since March 19 investigating what happened on the morning of March 19, why it happened, and putting in place

measures to ensure that it does not happen again." The incident seems to be an unlikely confluence of factors: a failed stabilizer, rudder movements, the roll period of the ship and the roll period of the waves.

Follett emphasized that the latest incident appears to be totally unrelated to two earlier incidents with the vessel's stabilizer, once when there was a computer problem and another time when a lubrication line broke. Part of the interest in the March 19 incident comes as a result of the death of a passenger more than a week later.

The man, a retired Marine Atlantic employee, fell out of his bunk when the ship rolled, and the province's chief medical examiner is investigating the cause of his death. "At this point in time we are waiting for an autopsy report, which will bring to light the exact sequence of events with relation to this particular (retired) employee," Follett said.

Four crew members reported injuries - one person needed stitches - and two passengers later reported minor injuries.

As far as the vessel itself goes, though, Follett said the public needs to understand that the **Blue Puttees** is safe. Just before 4 a.m. on March 19, as the Blue Puttees was steaming from Port aux Basques, engineers received an alarm that the hydraulic oil levels in the starboard stabilizer were low.

The stabilizer is a device that is extended underwater out from the vessel to keep it steady at sea. After they heard the alarm, crew members investigated, but decided that the oil level in the stabilizer was high enough. Follett said that at sea, the oil sloshes around and sometimes they get false alarms of low oil levels. An hour later, at 5 a.m., the alarm sounded again and the stabilizer automatically retracted into the ship.

That was the decisive moment, Follett said. "The stabilizer was probably the triggering event in terms of the chain of events that occurred and aligned thereafter," he said. Follett said the natural roll period of the vessel - about 11 seconds - lined up with the roll period of the waves. Several minor movements of the rudder - also happening every 10 or 11 seconds - exacerbated the situation.

Then, when they got hit by a big wave, the vessel rolled "vigorously" for about 25 seconds. At the worst of it, the Blue Puttees was at about a 26 degree angle. As a result of the investigation, they will be changing several protocols governing the use of stabilizers and manoeuvring and steering. Stabilizers will be used at all times, and whenever that's not possible, the vessel's autopilot will be used whenever possible. But MP and vocal Marine Atlantic critic Gerry Byrne said an internal investigation by the company isn't enough. He compared the incident to the **Cougar 491** crash, which claimed the lives of 17 people. "I fail to see how this situation should be treated any differently," Byrne said.

"In that particular incident, we did we didn't not accept the point of view of the oil companies or the helicopter company for conclusions of what happened, or recommendations for what must be done in the future." But Follett said that the investigation has been done in the most thorough way possible. At the news conference Friday morning, he was flanked by Capt. Peter Adams, director of fleet operations for Marine Atlantic, and Capt. Chris Hearn, the Marine Institute's director for the centre of marine simulation. The review also included experts from Memorial University and the National Research Council-Institute of Ocean Technology. **Source : thetelegram.com**



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The **KW 174 ANNELIES ILENA** southbound for Pacific / crewchange in Rio - Photo : Robert Dekker (c)

Container Shipping: Growing volumes but even stronger growth in tonnage

Hot on the heels of the success story of the second half of 2010, container shipping is now urged – in vain – to return to tactics like idling of vessels in order to boost freight rates once again as the year progresses, because of severe overcapacity issues.

In a recent report BIMCO said it expects that we go all the way into the peak-season around the third quarter before sustainable spot rate levels are back on main trading lanes from Asia to Europe and US West Coast. "To restore freight rates significantly over the coming quarter, idling of vessels ought to be considered an option. That is, however, not expected to happen and that could jeopardize peak-season earnings even if solid consumer confidence is restored and the high unemployment figures start to come down. European and US consumers still hesitate to go on buying sprees at the mall, but such behaviour would push demand upwards. Without consumer confidence and increased spending, the recovery will stay fragile. Latest data from the Conference Board on US consumer confidence tells a story of rising inflation and souring income expectations, which in tandem with downbeat confidence in the labour market, represents a rather bleak outlook for the near future" said the report.

Oversupply is the industry's "poison" in the main routes and the reason behind the weak freight rates. The idle fleet of container ships now stands at 84 vessels, with a total cargo capacity of just 185,000 TEUs, the lowest level since November 2008. At the peak in January 2010, 1.5 million TEUs were idle. The combination of 136 new build vessels with an average cargo capacity of 6,357 TEUs delivered since July 2010 adding to some 150,000 TEUs that have been re-activated – the active fleet has grown by 1 million TEUs in the past 9 months. The potential of slow steaming has been almost fully utilised. This leaves only little upside left for carriers to deploy that tool to a larger extent in the search for a better balance between demand and supply. The active fleet has grown by 1.5% so far in 2011, caused by deliveries of 35 newbuilt vessels with a cargo capacity of 222,498 TEUs, off- set by just 8 vessels with a combined capacity of less than 8,000 TEUs being demolished. BIMCO forecasts inflow of new container tonnage in 2011 to be less than in 2010, expected to hit 1.2 million TEUs. As demolition is expected to be insignificant at just 40,000 TEUs, the fleet is forecast to grow by 8.2% in 2011. As the orderbook-to-fleet ratio has gone back to a "normal" level, new contracts are being signed at increasing pace. Container ships represent the most in-demand ship type at the yards in 2011. During April, the total 2011 newbuilding contracts are set to top the total 2010 newbuilding contract level of

655,000 TEUs. So far, contracts for ships with a total capacity of 485,000 TEUs have been inked in 2011. Two-thirds of the total contracts for new buildings placed since 1 January are to be delivered in 2013. Expected inflow of new tonnage in 2013 has risen significantly since the last update two months ago, hiking expected supply to almost 1 million TEUs from the previous level of 700,000 TEUs. Demand-wise, the report noted that the anticipated strong volume rebound following the Chinese Lunar New Year, didn't materialize, which resulted in continued descending rates on most trading lanes. Towards the end of March, spot freight rates on the Shanghai-Europe trades dropped below USD 1,000 per TEU for the first time since March 2009. Lower volumes than expected for too many ships have triggered fierce competition – sending rates down rapidly. But a stabilization of freight rates may be just around the corner as the rate development was flat on 1 April bringing weekly cuts since 1 January to a halt. But any significant rebound to last year's level is not expected to happen. As compared to last year, rates are 48% lower. The total inbound containers handled by the ports of Los Angeles and Long Beach grew by 16% y-o-y in January and 9% in February. The corresponding figures from ELAA on the Asia-Europe trades display a solid flow of containers bound for Europe in January with a growth rate of 16% as compared to the same period last year (y-o-y). On the trans-Pacific trade, lane spot rates rose by 1.4% to USD 1,631 per FEU, this is 20% lower as compared to the same period last year. Whether this vital corner-turn and increase is an indication of rates bottoming out cannot be said with certainty. An indicator for trans-Pacific container demand is US consumer confidence, as economic confidence is likely to impact spending. The index saw a sharp decline in March – signalling that the US economic situation is still not firmly back on track. While the present index rose slightly, the near future expectation index fell significantly. The Index now stands at 63.4 (1985=100), down from 72.0 in February. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **EVA SCHULTE** seen anchored off Singapore last Sunday – **Photo : Piet Sinke ©**

Fishermen concerned about Port Otago dredging plan

Commercial fishing operations off the Otago coast could become unviable should Port Otago's plan to dredge the harbour and dump spoil offshore proceed. As the Otago Daily Times reported, the port is seeking resource consent for its Project Next Generation, which would result in the harbour's shipping channel being deepened and widened, and 7.2 million cubic metres of spoil being disposed 6km off Taiaroa Head. On day 11 of the consent hearing yesterday, environmental planner Nigel Bryce, representing the Port Chalmers Fishermen's Co-operative Society, Pauamac 5 Inc,

Paua Industry Council, Kina Industry Council, Otago Rock Lobster Industry Association, and the New Zealand Federation of Commercial Fishermen, outlined concerns about the project and its potential effects.

The collective's concerns were based on trawlermen being adversely affected by the disposal of sands and clays over their existing trawling grounds at site AO, and the effect disposal of fine silts and clays would have on the "particularly susceptible" paua, kina and lobster fisheries. Mr Bryce argued the project was "contrary to the purpose and principles of the Resource Management Act 1991".

"Specifically, it will impede the ability of the existing seafood industry to provide for its social, economic and cultural wellbeing, now and in the future," he said. Dumping of fine silts at dredge disposal site AO "will have a detrimental effect on marine habitats". Suspended sediments would move north and inshore, increasing turbidity, affecting water quality, blanketing kelp beds which support marine species, and adversely affecting rock lobster and paua.

The habitat that sustains feed for sole and elephant fish would be destroyed, and trawler fishing would be affected by sediment softening the ocean floor. Steve Little, from the Port Chalmers co-operative, was concerned about the lack of consultation by Port Otago with the co-operative and how its research was "not up to scratch". "I think better communication between the port and the local fishing industry would have probably resulted in our concerns being better understood and appropriate mitigation provided for," he said.

The Blueskin Bay area was an important year-long "hot spot" fishing resource for both small and large operations. The fresh fish resource was also "highly sought after by the local community", he said.



The **ABIS BERGEN** seen entering the IJmuiden locks outbound for Emden – Photo : H.Blomvliet ©

The profit making business of Somali pirates

Though Indian navy has caught at least 100 pirates, at least 53 Indians are still in Somali pirates' captivity. These pirates are mere foot soldiers of a thriving multi-million dollar piracy industry in Somalia. And this industry has well-

entrenched international connections too. Somali pirates are not just brute buccaneers, but part of a thriving business model with international connections. CNN-IBN reveals how the business of piracy is conducted in Somalia. Elders in the pirates' family tree form a de-facto government. Their role is hostage negotiations and liaisons with the outside world. Businessmen and international financiers provide the capital for their operations. The Commanders marshal resources, recruit subordinates, and organize operations. They decide the target based on the type of ship and cargo, owner and port of origin. All this information is often acquired from ports. A 30-member security squad protects the commander and ferries supplies to the attackers. At least a 24-member attack squad comprising of fishermen go out on mother ships for hijacking other ships. Huge sums are spent on their maintenance

S Venkiteswaran, Senior International Maritime Advocate said "the minute there is an incident of piracy we get a call from a firm, our firm is experienced in doing negotiations and we have got couple of people who would be able to negotiate and get this and now it's a big racket, a big business. In this business there are a lot of players who make money, big money." Along with private security agencies who claim to be experts in delivering ransom and freeing ships insurance companies are also charging millions for piracy policies from ship owners. Abdul Gani Serang, General Secretary, NUSI said "I don't think it is controlled in Somalia or any pirate infested area, the control centre could be somewhere else" Once the ransom is received, 50 per cent of the ransom goes to the Financers, 30 per cent goes to Commander, mother ship crew and attack squad Commander, mothership crew and attack squad share 30 per cent. 10 per cent ransom is given to Elders and 10 per cent to Security guards. "Our country has more at stake because substantial number of seafarers around the world, even on foreign-flagged ships is Indians", said Venkiteswaran. Piracy is already costing global economy several billion US dollars annually, and if not nipped in the bud now, it will turn into a global monster. **Source: IBN**

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As Piracy Rises, Shipowners Harden Fleets, Hire Guards

The International Maritime Bureau reported that global piracy hit an all-time high in the first quarter of 2011, driven by a rise in attacks off the coast of Somalia. The IMB's Piracy Reporting Centre in Kuala Lumpur said last week that it recorded 142 incidents over the first three months of the year, up from 67 in the same period in 2010. Of the 142 attacks, 97 took place off the coast of Somalia.

In the most recent hostage crisis involving Somali pirates a multi-million dollar ransom was paid for the ship Asphalt Venture, whose ownership is located in Mumbai, India, but negotiations are still on to get the Indian crew released.

Somali pirates, who are estimated to account for 95 percent of all global hijackings, have now extended their reach hundreds of miles beyond the coast of Somalia, into the Indian Ocean and Arabian Sea. "It is an enormous problem. There is not enough being done to combat it," Morten Arntzen, president & CEO of Overseas Shipholding Group told CNBC. "There are times now when you can't transit safely through anywhere in the Indian Ocean, which is quite a big body of water. The industry is increasingly putting armed guards on ships, something the industry was reluctant to do."

According to a report by the One Earth Future Foundation in Colorado, piracy attacks are costing the global economy a whopping \$7 to \$12 billion a year, while an estimated \$363 million to \$2.5 billion is spent on security equipment every year. As attacks become more violent and costly, the shipping industry has begun to adopt tougher measures to deal with the risks. One measure is to 'harden' ships before they enter the high-risk areas near the Gulf of Aden. Wallem Shipmanagement in Hong Kong, which manages more than 350 vessels, installs physical barriers such as razor wires or concave drums around the periphery of ships to prevent pirates from climbing on board. They also use floodlights and high power hoses to detect and deter pirate skiffs. In addition, ships are advised to cruise at high speed, manoeuvre to create a bigger wake, and are required to give progress reports every 6 hours via telephone.

However, these measures only go so far in preventing attacks. "As companies adopt new measures, the pirates are also trying to change tactics," says Captain Chittur Subramanian of Wallem. The worsening situation has prompted authorities and shipowners alike to change their stance on the use of armed personnel on board. The International Transport Workers' Federation (ITF) is now advising the use of guards, as are insurance companies. The trained guards are predominantly former military men. While team leaders cost \$600-\$800 a day, other guards cost \$450-\$600 per day.

The numbers employed per ship depends on the risk to the vessel, which in turn is dictated by its speed, size and design. Ships on average travel with 3 to 6 armed men, but this can rise to 20 guards in high-risk cases. "Everyone started against armed protection; however, in the last 3 to 6 months this attitude has changed as shipping companies are less willing to become a victim," explains Hugh Martin, director of Fox Delta, a London-based management risk company that specializes in waterborne security. "No ship that has security guards on board has been hijacked in the last 3 years. So the view between all stakeholders is becoming more united." Protection measures though are far from uniform, with companies adopting different levels of security. This is due to the industry's many governing bodies — a ship's security policy is determined by the vessel's flag-state, while protection of the crew is a concern of the national seafarers' organizations. "The shipping industry never really talks as one voice," explains Arthur Bowring, managing director of the Hong Kong Shipowners' Association. "It's a problem for everybody and nobody," sums up Lee Wai Pong, executive director of the Singapore Chamber of Maritime Arbitration. At the human level, crews receive special training in how to avoid attacks and what to do in the event of a hijacking. Most ships contain a citadel, or strong room, in which the crew can lock themselves from pirates, while they wait to be rescued. While the use of armed guards has proved the most successful measure so far, arming ships presents its own set of problems. A Hong Kong-based shipowner recalls how one of his ships was recently docked in South Africa to take on armed guards ahead of a voyage along the coast of East Africa to Saudi Arabia, when the crew refused to make the journey saying it was too dangerous with armed guards on board. "It's counter-intuitive," he said, "and that shows you the extent of the situation".

In the end, the ship had to take a longer route, deeper into the Indian Ocean, which extended the voyage by 10 days at an extra cost of at least \$100,000. Some ships regularly avoid the pirate-infested areas off the coast of Somalia. Japanese ships, for example, often make the long trip around the Cape of Good Hope — a rerouting that costs the maritime industry up to \$2.95 billion each year. That cost, along with all the others, ultimately finds its way to the consumer. Ultimately, the solution to the problem lies on land and not at sea, but until the political situation changes in Somalia, shipowners will have to continue spending to harden vessels to protect their cargo and crew. **Source:** CNBC



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

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The Malaysian (Swedish CB 90H type) personnel landing craft [LCP] **101** seen patrolling off Pasir Gudang (Malaysia)

Photo : Piet Sinke (c)

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Range: 260/20 **Fuel:** 2.5 tons **Crew:** 4 tot. + 20 troops



The **USNS WALTER S DIEHL** seen in drydock at the Sembawang shipyard in Singapore - **Photo : Bart Klos ©**

Taiwan To Build New 'Stealth' Warship

Taiwan plans to build a new 'stealth' warship armed with guided-missiles next year in response to China's naval build-up, a top military officer and a lawmaker said April 18. Construction of the prototype of the 500-ton corvette is due to start in 2012 for completion in 2014, deputy defense minister Lin Yu-pao said in answer to a question by Kuomintang party legislator Lin Yu-fang at parliament.

The warship, which the navy says is harder to detect on radar, is expected to emerge after China puts into service its first battle carrier group, the legislator said. The twin-hulled boat will be armed with up to eight home-grown Hsiung-feng II ship-to-ship missiles and eight other more lethal Hsiung-feng III anti-ship supersonic missiles. The remarks

came as China has been restoring Varyag, a former Soviet aircraft carrier bought in 1998. The aircraft carrier will be used for training and as a model for a future indigenously-built ship, according to Andrei Chang, head of the Kanwa Information Centre, which monitors China's military. The ship, currently based in the northeast port of Dalian, could make its first sea trip "very soon," he said. Calls have been mounting on the island for the military to come up with counter-measures against the perceived threat.

Ties between Taiwan and China have eased markedly since Ma Ying-jeou of the China-friendly Kuomintang party came to power in 2008, ramping up trade and allowing in more Chinese tourists. But Beijing still refuses to renounce the use of force, even though Taiwan has been self-governing since 1949 at the end of a civil war, prompting the island to keep modernizing its forces. **Source : defense News**

SHIPYARD NEWS

Two pusher tugs launched



The launching ceremony of two pusher tugs that Karachi Shipyard and Engineering Works (KSEW) built for Karachi Port Trust (KPT) was held on Monday at KSEW. KSEW was given the task to build three vessels, two pusher tugs and one dredger tender.

These pusher tugs are modern twin propeller vessels for inland waters, harbour and coastal services, built in steel with optimal lay-out and high quality machinery and equipment, having overall length of 16.89 meters with 55 tons displacement, 10.7 tons bollard pull and 9.7 knots speed.

Commodore Sajid Wazir Khan, General Manager (Shipbuilding), KSEW, said that KSEW is now fully capable to handle shipbuilding projects of entire maritime sector of

Pakistan including KPT. He said both vessels would be handed over to KPT after sea trials at the scheduled time.

A dredger tender is under construction for KPT having length of 19.11 meter with displacement of 125 tons. Construction of a F-22p frigate is in full swing and its launching is planned in June this year. Two small tanker cum utility ships built for Pakistan Navy (PN) will also be handed over to PN by the end of this month, said Commodore Khan.

Nasreen Haq, Chairperson KPT, while talking to the media, said that after a long time KPT got something built by KSEW. To encourage the local industry KPT has given various repair jobs to KSEW, she said. "We have also asked KSEW to repair the floating crane "Hathi" of KPT." **Source : The News International**

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The **KENDAL** is Hallin's latest 60M DP2 ROVSV which was launched at ASL Batam 18th April 2011.
Vessel will be delivered in July 2011 **Photo : Mike Meade - M3 Marine ©**

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S.Korea's Samsung Heavy says wins \$607.6 mln order

South Korea's Samsung Heavy Industries Co Ltd said on Tuesday that it has signed 661.4 billion won (\$607.6 million) deal to supply a drill ship to a shipping company in Oceania, Reuters reports. The company said in a regulatory filing that delivery would be made by July 31, 2013. **Source : PortNews**



Above seen the bulkers **PRIMA** and **SMYRNI** seen under construction at the Rongsheng Yard in Rugao near Nantong. **Photo : Willem Poot ©**

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Major dredging and construction project planned for Chittagong Port

Port Technology says Maritime and Dredging Corporation of Malaysia is to execute a capital dredging and jetty construction project at Chittagong Port, Bangladesh, in a deal worth TK 20.3 billion (around US\$2.8 billion). The company will sign an agreement with port officials on April 28th. Around 3.5 million m3 of sand will be dredged from

from 2.6km area of Karnaphuli river at the downstream of the port's jetty Number 1. A 2.6km long riverbank protection and a 400m jetty will also be constructed. The Bangladeshi shipping ministry approved the project on October 19, 2009.

"The port's container management procedure will be digitalised by the end of May. Work in this regard is almost complete," shipping minister Shahjahan Khan said at a press conference. **Source : Dredging News online**



Above seen the maiden arrival of the brand new 5000 tons monohull installation / crane vessel **OLEG STRASHNOV** in the port of Vlissingen, the planning is that the vessel will make 17 port calls in the Westhof harbour to load monopiles, transition pieces and substation decks for installation at the Sheringham Shoal Windmolen park.

Photo : Wim Kosten Sr. - <http://www.maritimephoto.com> ©

APL: Volumes surge, but overcapacity threatens booming intra-Asia trade

BIGGER ships in greater numbers pour into the intra-Asia trades and threaten carrier profitability in an otherwise booming trade, says APL vice president Jason Wong. In an interview with London's International Freighting Weekly, the APL intra Asia-Australian trade chief said "high single-digit growth" was driven by regional free-trade agreements and soaring Asian consumer demand.

Analyst Box Trade Intelligence's (BTI) says that 2010 intra-Asia trade volumes grew 15 per cent year on year after a 2009 decline of 3.1 per cent. BTI expects a seven per cent intra-Asia volume rise this year. Said Mr Wong: "Volumes are healthy. The only downside is supply. We are seeing 5,000-6,000 TEU vessels being cascaded into longer hauls, so there is some pressure on yields. And we're seeing 7,000-8,000 TEU vessels on routes to the Middle East. Main line operators are also focusing more on this area."

But increasing fuel prices are a worry because bunker surcharges are new to the trade in which all-in rates are the rule. But he said that carriers are bracing themselves to introduce bunker adjustment factors (BAF) come what may.

Mr Wong also said the shallow waters of major south east Asian ports will keep 2,000 - 3500-TEU ships in business for some time. Nonetheless, ship sizes are up and would continue to rise on most routes. Of ancillary services, he said: "Lines that offer logistical support, have their own terminal facilities, offer multiple frequencies, a more balanced trade and the right-size ships will have the advantage over a port-to-port operator." APL's intra-Asia services focus on Far East to the Middle East and subcontinent routes. **Source : Schednet**



Unicorn's **PONDO** seen arriving in Amsterdam – Photo : H. Blomvliet ©

Naming of "Finnbreeze" and "Finnsea"

The first two of six state-of-the-art new ro-ro vessels that will be built over the next two years for Finnlines were recently named at the Jinling Shipyard, China. A series of six ro-ro vessels is built for Finnlines at Jinling Shipyard

Finnlines could take delivery of the first unit, "**Finnbreeze**". Second vessel, "**Finnsea**" is to follow within short time. The 188.4 m long and 26.5 m wide new buildings are classified of Lloyd's Register and will sail under the Finnish flag. Two main engines providing 10,000 kW allow a service speed of 21 kts. Finnlines focussing on reducing the carbon footprint of its vessels, "Finnbreeze" and "Finnsea" come with rudder/propeller combination technology designed to achieve significant improvements in fuel effectiveness, while the bulbous bow has been modified for better fuel economy. Flexible loading arrangements will also make them more efficient. Cargo is carried on four decks, with three internal ramps to speed up loading. The car decks, two of which are hoistable, have room for about 600 cars, and there is also room for more than 200 trailers and about 470 TEU.

Safety is also part of environmental responsibility, and Finnlines always does extensive training of new crew members before they take over. On new buildings, some key personnel attend sea trials, while the rest of the crew arrives on site well before delivery. The "Finnbreeze" crew, for instance, attended an extensive training programme provided by the shipyard. **Source : shipandoffshore**

DryShips Announces Signing of \$800 Million Loan Facility by Ocean Rig UDW Inc. and Fleet Expansion

DryShips Inc., a global provider of marine transportation services for drybulk and petroleum cargoes and off-shore contract drilling oil services, announced the signing, by its majority-owned subsidiary Ocean Rig UDW Inc. ("Ocean Rig"), of the \$800 million syndicated secured term loan facility to partially finance the construction costs of the Ocean Rig Corcovado and Olympia. This facility has a 5 year term and 12 year repayment profile, and bears interest at LIBOR plus a margin. The Lead Arrangers are Nordea Bank and ABN AMRO. Also participating in this financing is Garanti-Instituttet for Eksportkreditt (GIEK), Norway's export credit agency, DVB Bank, Deutsche Bank and National Bank of Greece.

The Company concluded an order for two Capesize 176,000 DWT dry bulk carriers, with the leading state owned Chinese shipyard, for a price of \$54.2 million each. The vessels are expected to be delivered in the third and the fourth quarter of 2012, respectively. George Economou, Chairman and CEO, commented

We are pleased to announce the signing of this loan facility. Following the drawdown of this \$800 million and the expected drawdown of the \$495 million Deutsche Bank led facility for the Ocean Rig Poseidon, the current drillship newbuilding program will be fully funded. I would like to thank the participating banks for their continuing support.

DryShips Inc., based in Greece, is an owner of drybulk carriers and tankers that operate worldwide. Through its majority owned subsidiary, Ocean Rig UDW, Inc., DryShips owns and operates 6 offshore ultra deepwater drilling units, comprising of 2 ultra deepwater semisubmersible drilling rigs and 4 ultra deepwater drillships, 2 of which remain to be delivered to the company during 2011. As of the day of this release, DryShips owns a fleet of 40 drybulk carriers (including newbuildings), comprising 9 Capesize, 29 Panamax and 2 Supramax, with a combined deadweight tonnage of about 3.8 million tons, and 12 tankers (including newbuildings), comprising 6 Suezmax and 6 Aframax, with a combined deadweight tonnage of over 1.6 million tons. **Source: DryShips Inc.**



The **IRON LINDREW** seen enroute Rotterdam – Photo : Bert Bot ©

An advertisement for Lamnalco Group. The background is a blue sky with white clouds. In the foreground, two tugboats are shown moving through the water, leaving white wakes. On the left, a worker in an orange safety suit and white hard hat is holding a radio. On the right, two workers in orange safety suits and white hard hats are standing on a tugboat. The Lamnalco Group logo is in the top center. The text 'Customer inspired' and 'Quality & performance' is in the center. At the bottom, the head office address and contact information are listed.

LAMNALCO GROUP

Customer inspired
Quality & performance

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Cargotec receives MacGregor RoRo cargo access equipment order for two new DFDS multi-role vessels

Commercial vessels with capabilities for special types of cargo benefit from proven RoRo access technology

In March this year, Cargotec received an order for MacGregor RoRo cargo access equipment for two multi role vessels under construction at the German yard P+S Werften in Stralsund for ferry operator DFDS Seaways. Both vessels are due to be delivered in the first half of 2012.

The 3,000 lane-metre capacity newbuildings will also have room for 342 TEU on the weather deck, a special requirement of the Danish-German ARK project for the transport of military vehicles and containers.

The extensive outfit of MacGregor equipment for each ship comprises:

- Stern ramp/door stbd
- Stern ramp/door port
- Side ramp/door port
- Ramp cover
- Front door
- Hoistable car deck
- Movable ramp to car deck
- Pilot/bunker doors
- Engine room hatch
- Main power pack

Göran Hugon, Sales Manager, RoRo Ships says: "Cargotec has co-operated both with the yard and the owner for many years, and we won this order because of the proven record of MacGregor RoRo equipment installed in previous newbuildings for DFDS."



The **EMMA MAERSK**, as seen in silhouette form, passing Off Texel TSS heading for Bremerhaven.

Photo : Pat McCardle - Highland Trader ©

Sovcomflot's tanker takes onboard 92,000 tons of oil cargo at Ust-Luga port

Rosneftbunker's export oil terminal has handled the Primorsky Prospekt tanker, the first Aframax size vessel (owner Sovcomflot, SCF Group) ever called at the port of Ust-Luga (Leningrad region). The port's stevedore loaded 92,000 tons of fuel oil onto the tanker, the Sovkomflot's press release said.

The 114,000DWT tanker has Ice Class 1B. The ship's overall length is 250 m, beam - 44 m, max. draft - 15 m. The Primorsky Prospekt was designed to operate in the Baltic and the Far East seas, for transportation of hydrocarbons from the Russian ports of Primorsk, Ust-Luga and Kozmino. Rosneftbunker's export oil terminal was launched in a test mode on Jan. 31st 2011 when the first 44-ton cargo of fuel oil was loaded onto a tanker of 44,125dwt. Customer-developer of the oil terminal is Gunvor's business unit Rosneftbunker. The terminal's projected capacity is 30 million tons of exported oil products a year. This year Rosneftbunker plans to handle 10-11 million tons.

St.Petersburg-headquartered Sovcomflot (SCF Group) ranks the fifth top tanker company in the world. The Company specializes in global transportation of crude oil, petroleum products and other energy sources. The Group's fleet comprises 154 vessels of total deadweight of nearly 12 million tons, the average age of the tanker fleet is 6,6 years. SCF's newbuildings program includes 15 vessels of total deadweight of about 1,72 million tons. **Source : PortNews**



The **RED PANTHER** seen at the Tyne – **Photo : Kevin Blair (c)**

Govt plans Rs 1.09 lakh cr investment in 13 major ports

The government is looking at an investment of over Rs one lakh crore in 13 major ports, majority of which will come from the private sector, to expand their capacity by 767.15 million tonnes (MT) in the next 10 years. "We have identified 352 projects for major ports to increase their capacity by 767 MT. This will entail Rs 1.09 lakh crore investment of which Rs 72,878 crore have been estimated to come from the private sector," a Shipping Ministry official told PTI. The major ports capacity was recorded at 616.73 MT on March 31, 2010. Balance Rs 36,571 crore be would be funded through internal resources and the budgetary support, he said. The proposed investment is in addition to 72 ongoing projects with a total cost of Rs 18,493 crore to generate a capacity of 143 MT. India at present has 13 major ports - Mumbai, Jawaharlal Nehru Port Trust, Kolkata (with Haldia), Chennai, Visakhapatnam, Cochin, Paradip, New Mangalore, Marmagao, Ennore, Tuticorin, Kandla and Port Blair under the control of Centre. The development projects

have been identified for deepening of channels, construction and re-construction of berths, procurement and modernisation of equipments, hinterland connectivity etc to be undertaken in three phases. The first phase will end by 2012, the terminal year of the current 11th Five Year Plan while the second phase will be implemented during the 12th Five Year Plan (2012-17) and the final phase will end by 2020. The government today unveiled a new policy for the Shipping sector that entails an investment of Rs 5 lakh crore by 2020 to take the ports capacity to 3,200 MT and bring in major reforms in the space. Earlier, this year, the government unveiled a new Maritime Agenda to take ports capacity to 3,200 million tonnes (MT) from 617 MT on March 31, 2010. **Source: PTI**



The **CALM SEA** seen anchored off Singapore last Sunday – **Photo : Piet Sinke (c)**

Pertamina launches VLGC newbuilding tender

Pertamina has launched a tender for its first very large gas carrier (VLGC) newbuilding. The Indonesian state oil and gas firm is planning to acquire one 84,000 cu m newbuilding. Interested foreign shipyards have been invited to bid for the tender. Indonesia has no domestic yards capable of building such a vessel. Registration for the tender started on Monday. **Source : PortNews**

An advertisement for Mammoet Salvage. It features a red truck with 'MAMMOET Salvage' written on its side, parked next to several large orange containers. In the background, there are blue and white airplanes. The text 'Smart solutions, united experience' is visible in the top right corner. A large red banner at the bottom contains the text '24/7' in white. To the right of the banner, the phone number '+31 (0)10 2042 445' is listed, along with the email 'salvage@mammoet.com' and the website 'www.mammoetsalvage.com'.

Philippines' Mindanao port operations to stop on Friday

The Philippines' Mindanao Container Terminal (MCT) will suspend operations during the Lenten Season, or Holy Week, Seatrade-asia reports. The temporary suspension of terminal operations in MCT in Tagoloan, Misamis Oriental, will

start at 0700hrs on 22 April and resume at 0700hrs on 23 April. The temporary suspension of transactions in the billing and documentation sections will also be effected during the same timeframe. The operator has informed all shipping lines, container operators, brokers and forwarders, trucking companies, exporters and importers and all other port users for them to make the necessary adjustments in their schedule during the season. The above schedule is consistent with the temporary suspension of port operations in the Manila South Harbour, Manila International Container Terminal and Manila North Harbour. **Source : PortNews**



Unicorn's **BASUTO** seen outbound at the Westerscheldt River – **Photo : Hendrik de Winde ©**

Shipping giant on a prosperous voyage

“Vietnam is a focus market due to its role as a manufacturing and sourcing base.” During his first visit to Vietnam last week, A.P. Moller-Maersk Group chief executive officer Nils Smedegaard Andersen told VIR about the group's strong commitment to Vietnam's growth and development of the country's shipping industry. What are Maersk's current commitments in Vietnam and what does the future hold?

The A.P. Moller-Maersk Group has been operating in Vietnam for the past 20 years. Our operations include Maersk Line, the leading container liner in Vietnam, Damco – one of the largest export logistics providers locally and MCC Transport – one of the leading intra-Asia feeder network service providers in Southeast Asia and Cai Mep international terminal, which is the first deepwater container terminal to offer shipping lines access to the newly dredged Cai Mep terminal channel. Vietnam is an exciting and fast-growing market with high growth potential. At present, we have seven business units, growing strongly and collectively employing over 1,200 workers. A total of 95 per cent of our workers are Vietnamese and we are committed to the continual training and development of our staff. We have been contributing to the local community through school building and repair projects and disaster relief work. We want to maintain our leadership position in container-shipping and grow our business in Vietnam.

Vietnam is a focus market due to its role as a manufacturing and sourcing base. At present, we are one of the largest international logistics providers in Vietnam with a leading market position in supply chain management and the largest shipping line in the country. We are ready to continue offering job opportunities and bring foreign expertise and know-how to Vietnam. At present, we are considering additional investment opportunities in ports and domestic feeders.

How does Maersk view Vietnam's growth potential?

We see strong potential in Vietnam, with the number of middle-income consumers booming, also because of our strong history and present excellent position in the country. Vietnam's government is supportive and committed to driving economic growth. It is open with businesses while continuously streamlining legal regulations and administrative procedures. We are happy to see progress and a good dialogue with the business community, and I stress that it is critical that the progress in the above fields continues. Vietnam is also an increasingly important market for our intra-Asia business. We had 38 per cent year-on-year export volume growth for MCC Transport in 2010.

This month, we have launched a new direct service from Vietnam to Taiwan. Last year, we launched two direct services from Vietnam to China, Japan and Korea. In the future, we will also seek more direct services between Vietnam and other ports in the Southeast Asia. What is your take on the Vietnamese government's development of its sea-oriented and sea-based economy? Vietnam has good access to major shipping routes and with exports making up about 75 per cent of Vietnam's GDP at present further development of infrastructure is crucial. I think it is most important that the government ensures it is easy to do import and export in the country. The shipping industry will benefit from the country's growth, more open trade and easy administration such as low port dues. In particular, we believe it is important to create a few large ports with sufficient terminal length rather than having many small

terminals, as it is simple not efficient for the ports and for the shipping lines. Such efforts will also help improve Vietnam's global competitiveness and woo more investors. However, there is a need for more skilled workers. It is important to look into improving the quality of education to develop a higher qualified labour force.

How can Maersk support Vietnam's shipping industry? Maersk Line can contribute to international trade, because it is the leading container liner in Vietnam. We can create opportunities for Vietnamese exporters as we have the broadest global coverage. Damco provides competitive integrated logistics solutions to local and international customers operating in Vietnam. It will open a new integrated logistics centre this month. Strategically located to connect with Cai Mep international terminal and Cat Lai port, the centre will support export growth for its customers. Besides, Damco will also look at offering trucking solutions connecting Laos, Cambodia and Vietnam. Furthermore, APM Terminals' investment in Cai Mep international terminal provides essential port infrastructure to facilitate the country's trade growth. **Source:Vietnam Business**



Fishermen in port for the Songkran (Thai new year) in Khao Takiap. - **Photo : Erik Matzinger ©**

.... PHOTO OF THE DAY



The **Ostsee** in action at Delftlandse kust, the Netherlands, seen from the bridge.

Photo : **Henk van den Ham** - Chief. engineer TSHD Ostsee ©

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