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Above seen the 1995 built MLT flag bulker **GAZI** underway offshore Sicily, Italy on Monday 18th April, 2011.

Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

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## EVENTS, INCIDENTS & OPERATIONS



The **KOTA GEMAR** seen anchored off Singapore – Photo : Piet Sinke ©

## The great East Japan earthquake and tsunami: One month on

Just over one month after the earthquake struck in Japan, the energy industry is still feeling the short term effects of the disaster. In the near term, the focus is on getting the energy supply up and running at a normal level again. The longer term effects are more uncertain and are dependent on potential changes to the energy mix change that Japan may make going forwards. There are other far reaching consequences for global energy preferences which may manifest themselves once the Fukushima disaster is finally brought to a close. In the immediate aftermath of the earthquake and tsunami, six refineries with a combined capacity of 1.34m bpd were closed. One month on, operations remain curtailed at three of these plants, capping maximum throughput by a potential 0.56m bpd, almost 12% of

domestic capacity. The closures comprise units at JX Nippon Oil & Energy's 145k bpd Sendai and 189k bpd Kashima refineries, and Cosmos Oil's 228k bpd Chiba plant. JX Nippon has indicated plans to partially restart the Kashima refinery by summer 2011, but the Fire damaged Sendai plant is not expected to resume operations before 2012. The company has reported reduced throughput following the disaster, with March production down 23% on the previous year. The trend is anticipated to continue in April, for which projections indicate a 19% year on year decrease. Cosmo Oil has given no indication of a re-opening date for the fire damaged Chiba refinery.

To compensate for the lost production resulting from these closures, some refiners have increased throughput and raised capacity at unaffected refineries, as outlined in Table 1. Assuming these refineries were running at a pre-quake utilisation equivalent to the Japanese average (90%), expanded capacity plus the effect of full utilisation would imply an increase in throughput of 0.2m bpd (to 1.5m bpd from 1.3m bpd). In addition to statements from these specific refineries/companies, reports suggest that, as of March 30th, average utilisation of operable refineries in Japan had reached 96.5%. Application of this rate to total post-quake operable capacity indicates that the shortfall engendered by the closures discussed above has been completely compensated for domestically.

On the import side, crude and product supply chain restoration efforts are well underway according to the Petroleum Association of Japan. While operations were suspended at 29 oil tank facilities in affected areas immediately after the earthquake, shipping activities had been resumed at 24 (83%) of those facilities as of April 1st. It has been reported that JX has entered a time swap agreement for two million barrels of crude loading in April and May with South Korea's SK Innovation. Under the terms of the agreement, SK will buy JX's April Middle East liftings with the reverse arrangement for May cargoes. The time swap allows the Japanese refiner to delay its crude deliveries by one month such that inventory does not build up in light of the operative closures. There are also indications that Kuwait will donate five million barrels of oil to Japan, equivalent to around 120% of Japan's 4.2 million barrels of daily import.

The Japanese government has, as a secondary measure to ensure continuity of supply, lowered the obligatory level of emergency stocks to be held by industry from 70 to 45 days' worth, releasing an estimated 66m barrels of crude and products into the market. According to the IEA, the Japanese government will 'carefully consider when to replenish the obligatory industry stocks, in close consultation with domestic industries, so that such a move will not have a substantial impact on the oil markets'. Meanwhile, Japan's Ministry of Economy, Trade and Industry (METI) is discussing with Japanese refiners whether to reverse last year's decision to decrease nameplate refining capacity to aid the country during its reconstruction. Cosmo Oil is reportedly considering a reversal of last year's move to reduce its cumulative capacity by 12%. Fuji Oil and Toa Oil are looking to postpone the removal of a combined 160bpd at the Sodegaura and Toa Oil plants. OPEC's outlook on the Japanese situation is that the disaster will 'affect oil demand only marginally'. The IEA viewpoint in March was that Japanese oil demand would decrease by 120,000 bpd year on year. This assessment has now been revised with the agency now forecasting an increase in oil demand in Japan of 30,000 bpd, primarily due to increased thermal power generation capacity following the unfolding situation at Fukushima nuclear power plant. Early fears about a catastrophic impact on Japan's refining and petrochemical industries have been assuaged. The country's engineers and importers have co-operated efficiently with their international partners to minimise disruptions to Japan's oil trade and industry. This is good news for the shipping industry as Japan remains the world's third largest importer of oil and oil products.

It is only now that the position of LNG imports into Japan following the earthquake and tsunami is becoming clearer. Japan's LNG import terminals were left undamaged in the disaster, encouraging the markets to consider an increase in gas imports to substitute for oil. Indeed, initial estimates of additional imports varied between 11 and 18 cargoes per month above normal requirements. Japanese imports in 2010 were at their highest level at just over 70 million tonnes and thus the additional requirements could potentially have had a huge impact on an already tight market.

Global LNG production levels are high with Qatar now producing at maximum levels from its new mega trains. This, combined with product from within the region, has enabled Japan to acquire additional volume without too much difficulty. Other Japanese utility companies have managed to divert a number of cargoes to Tepco to meet its increase in LNG demand with Kogas of Korea supplying eight cargoes in April. In addition, both Shell and Gazprom have diverted cargoes into Japan to meet requirements. Qatar is to supply 20 incremental cargoes to its long term customers in Japan between the end of March and June. TEPCO has met cargo needs for both April and May and the volumes are such that some of these may be moved into June. A tender which had been promised by Pertamina of Indonesia has now been sold to a number of Japanese utilities companies. In addition, Adgas are now to supply additional volumes of one cargo per month (previously tendered as spot cargoes) to TEPCO, who have been their long term offtaker and who had previously reduced their requirements in 2010.

In the longer term, it seems that additional volumes are likely to stabilise around toe 500/600,000 per month level, although this will be dependent on the Japanese summer and winter of 2011. This translates into between seven and nine additional cargoes per month which, at the current time, seems to be well within the capability of the market.



The BDI has fallen consistently since the earthquake in Japan, from 1562 to 1284 today. If we compare this to similar situations in Japan such as the Kobe earthquake of January 1995 then the BDI fell 6% in the weeks following the quake but then bounced back by 20% in the next three months. It is thought that this resurgence in the market was down to companies effectively reconfiguring their supply chains. This time however, companies will need to focus on the supply of power due not only due to power supply lost during the earthquake but also because of the uncertainty still surrounding the situation at the Fukushima Daiichi plant. A recent timetable released by Tepco, the operator of the plant, suggests that the nuclear crisis could take nine months to resolve. Although ideally this should mean an increase in thermal coal imports in the medium term which could benefit a depressed dry bulk market, this does depend on the ability of Japanese power plants to further increase coal power generation. In 2007, Japan's largest nuclear reactor was shut for 21 months following an earthquake. The following year, coal imports rose from 125m tonnes to just over 130m tonnes. Commodity prices do not seem to have been affected directly by the crisis in Japan. Earlier this month, a UK listed miner settled record prices for the annual thermal coal contracts in spite of the damage to several Japanese coal-fired power plants. Xstrata and Chugoku Electric of Japan closed a deal for the miner to supply thermal coal at \$130 a tonne, up 32.6% from \$98 a tonne of 2010/11. The flooding in Australia's coal-rich state of Queensland significantly reduced coal supply, consequently pushing up coal prices. Factors outside Japan are dominating bulk commodity markets, swamping any effect from the earthquake and tsunami. Furthermore, the exclusion zone around Fukushima is not preventing bulk cargoes from reaching Japan. There have been no further terminal closures, indeed, many of Japan's ports did not experience any damage, providing ample capacity to continue imports of coal and other dry bulk needs. According to reports, only one iron ore and three coal handling ports were damaged. Mining companies are also reporting that sales to Japan are continuing as normal. In the longer term, the aftermath of the earthquake could not only mean an increase in thermal coal but also other commodities which could be used in the rebuilding of the infrastructure damaged by the impact of earthquake and the subsequent tsunami such as steel, cement and wood. Our brokers have not noticed any particular increase in such commodity imports to Japan, indicating that any reconstruction has yet to commence and may not do so for the next six months. **Source: Braemer Shipping**



Newcastle Harbour Pilot boat - Photo : Garry Luxton ©

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The **MOGAMI REEFER** seen outbound from Rotterdam – Photo : Ruud Zegwaard ©

## TUI Sets May Deadline for Hapag-Lloyd Bids

TUI, co-owner of Hapag-Lloyd, asked Chinese group HNA and Oman's Onyx Investments to make binding bids for a stake in the shipping group by late May, three people close to the process told Reuters. While the suitors are currently conducting due diligence, Hapag is simultaneously preparing a prospectus for an initial public offering based on first-quarter figures to put pressure on the bidders, one of the sources told Reuters.



The **TORONTO EXPRESS** seen enroute Antwerp – Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)

TUI confirmed earlier this month that it was seeking outside investors at the same time as it considered an IPO. TUI - owner of tour operator TUI Travel -- may be cutting it close with initial plans to take Hapag public before the summer lull because it aims to delay until late May its decision on how to dispose of its holding in Hapag-Lloyd. "Like so often in these transactions, the deadline for the sale may have to be extended," another source said, adding that especially investors from the Gulf region are known not to rush investment decisions. "I gauge the likelihood of a Hapag IPO in the second quarter as very low," a third person said, who is helping to organize the transaction. TUI currently owns 49 percent of Hapag-Lloyd, but that stake is due to shrink to about 38 percent in late May as it has agreed to sell about 11 percent of shares to co-owner Albert Ballin, a consortium of investors. Source: Journal of Commerce





In Maassluis the **SC MONEYPENNY** was loaded on a truck for transportation to her new owners in the UK

Photo : Jan Steehouwer ©

## Anti-piracy conference calls for another anti-piracy conference

ONE of few new proposals to emerge from the Dubai anti-piracy conference last week, other than to recommend what has been long recommended, is to hold another anti-piracy conference - this time under the auspices of the United Nations. "Participants to this conference call upon relevant United Nations Offices to hold a conference to address this concern, including through identifying specific programmes to alleviate the suffering of victims of piracy," said the end-of conference communique.

In the "Final Declaration of the United Arab Emirates Ministry of Foreign Affairs high-level Counter-Piracy Conference 2011, co-organised with global ports operator DP World", the statement called for funding for a UN programme to prosecute pirates, more money for the Somali transitional government to develop stability, and greater compliance for best practice in the shipping community.

"No durable eradication of maritime piracy is possible without a long-term regional and global solution to counter state failure, instability, and other underlying causes of piracy in Somalia," the declaration said. Astonishingly, it also said: "The military response to maritime piracy has reduced the success rate of pirate attacks". Astonishing because the statement comes only days after the International Maritime Bureau said that world shipping had suffered its worst period of piracy in the first three months of this year.

Said the declaration: "The international community must expand . . . provision of coordinated training as well as material and financial resources to improve land-based security capacity and livelihoods in Somalia, to deter and prevent piracy. "In this context, the pledging of over US\$5 million to the [\$2.4 billion] UN Trust Fund to Support the Initiatives of States to Counter Piracy off the Coast of Somalia and to other industry-led on-shore development projects is recognised as a transformative moment in ensuring a fully resourced, comprehensive public-private counter-piracy approach."

The UN fund was established with a mandate by the 46 member states (African Union, Arab states and the EU) to defray expenses of prosecuting pirates, "as well as other activities related to combating piracy in all its aspects", according to the UN website. The declaration also said: "The international community must pursue a comprehensive

strategy of support to Somalia, which prioritises assisting the Federal Authority, the regional authorities of Galmudug, Puntland, and Somaliland, in improving security conditions and establishing a system of governance and rule of law."

Source : Schednet



The **DINA ALLIANCE** seen departing from the Wilton harbour in Schiedam – Photo : Jan Simons ©

## Fighting Piracy by Land and By Sea

With maritime piracy hitting record numbers and becoming increasingly violent, nations are donating funding to neutralize Somali pirates, but experts are saying that piracy cannot be quashed by sea action alone. Shipping industry leaders, government officials and international experts participated in a two-day counter-piracy conference in Dubai at which at least \$4 million out of a \$25 million United Nations trust fund to fight piracy was raised.

They had come to drum up international action against pirates who operate from the lawless and war-ravaged Horn of Africa where already this year nearly 100 pirate attacks have occurred and 15 ships have been hijacked despite multi-national naval patrols trying to stop them. "The figures for piracy and armed robbery at sea in the past three months are higher than we've ever recorded in the first quarter of any past year," Capt. Pottengal Mukundan, director of the International Maritime Bureau's Piracy Reporting Center told The Media Line.

Speaking from the conference, Mukundan said that they had also seen a "dramatic increase" in the violence and even torture the pirates have used against captured crew members. "This is a new dynamic and increased the need to prevent the pirates from taking these ships to shore because once they go into Somalia [captives] are at the complete mercy of the pirates." The heavily travelled seas off the east coast of Somalia, in and around the Arabian Sea, record some 30,000 vessels in its waters annually. The conference, called "Global Challenge, Regional Response: Forging a Common Approach to Maritime Piracy," backed the idea of bolstering Somali forces and judiciary to fight piracy.

Hosted by DP World, the global ports operator based in Dubai, the funds raised by donors will largely go to support mechanisms to bring pirates to justice, according to the recommendations of a UN Security Council resolution passed on April 11. To date, most of the fund has been spent on strengthening the judicial system in the Seychelles and Kenya, which have agreed to bring pirates into their court system.

This includes training law enforcement officials on how to gather the evidence needed to detain pirates, as well as prosecutors and judges. "These needs are insignificant when measured against the overall cost of piracy, which amounts to several billion dollars, including insurance, security, naval operations and loss of revenue in the regional economies - not to mention the damage caused to victims, including the loss of human life," Jack Lang, the former UN special adviser on piracy told the conference. But Mohammed Abdulahi Omar Asharq, foreign minister in Somalia's transitional government, blasted world powers for "abandoning" Somalia by adopting a policy of containment against

pirates instead of more robust efforts to end instability in his country. He also rebuked foreign companies for paying ransoms to pirates. "We wait to be convinced that the international community has the will to tackle piracy," Asharq reportedly said. "The Somali government rejects in the strongest possible terms the payment of ransoms."

Stig J. Hansen, an expert on piracy at the Norwegian University of Life Sciences, agreed that paying ransoms, which could amount to some \$4 million per ship, only fueled piracy. "This is one of the major complaints, but the (shipping companies) are thinking mainly of the crew and the bad publicity, particularly since the pirates have been doing more nasty things to them," Hansen told The Media Line. Attacks by Somali pirates have become increasingly violent in recent months. Pirate assaults typically involve multiple skiffs zooming in on a target. The pirates often carry and fire AK-47 assault rifles and rocket-propelled grenades at targets. **Source : themedialine**



The **YM GREAT** seen anchored off Marseille , note the yacht loaded at the stern - **Photo : Clemens Smits ©**

## **Fighting in Misrata continues, aid ship arrives**

Libyan rebels say nine civilians have been killed in government mortar attacks, as fierce clashes continue with pro-government troops ,in the city of Misrata. The rebels added, a road that leads to the city's port had seen major battles, saying there had been a "heavy presence" of NATO aircraft. The insurgents' last major stronghold in the west of the country has been under siege for more than seven weeks. Aid groups say the humanitarian situation is worsening .. with a lack of food and medical supplies. A ship to Misrata arrived in the port on Wednesday , aiming to evacuate more stranded migrants. The vessel also carried 500 tonnes of food, medical supplies, as well as a team of 13 doctors. It was the third time the ferry has made the run. **Source:cntv.cn**



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The **PRINCE OF TOKYO** seen in Rio Grande – Photo : Marcelo Vieira ©

## Four killed in raid on Somali pirates

Foreign naval forces launched an attack on Somali pirates near their base in the town of Hobyo that left at least four dead and six wounded, witnesses and pirates said on Thursday. Foreign anti-piracy forces attacked a suspected pirate "mother ship" at around 7:00 pm (1700 GMT) on Wednesday near the coast between Hobyo and the lair of Eel Dhanane, further north, local elders and residents said. "The foreign forces combating the pirates attacked a boat and killed four people last night," Mohamed Jama, a local elder, told AFP. "Six others were also injured and the boat has now returned to shore with the victims onboard," he said. "I don't know these men and whether they are pirates or not but there was a heavy exchange of fire between the two sides and the boat was badly damaged by the gunshots," said Hussein Adan, a resident. Several other residents gave a similar account and death toll. A local pirate said the targeted boat was being used by the pirates to bring supplies to another hijacked vessel moored off the coast.

"The invading forces attacked one of our boats last night and there was heavy fighting that inflicted casualties on both sides. Three of our men died on the spot," said the pirate, who asked to be identified only as Abdirahman. He said two helicopters were also involved in the operation and the fighting lasted around an hour. According to Ecoterra International, an environmental and human rights organisation monitoring maritime activity in the region, helicopters intervened after the original attack on the pirate boat was met with gunfire. Quoting its own witnesses, Ecoterra spoke of three dead and eight wounded. "Since the attack at Hobyo this evening was launched at night-time, none of the eyewitnesses could clearly identify the attacking nation," it said. There was no immediate reaction from the

European Union, NATO or any of the other naval outfits patrolling the Indian Ocean. According to Ecoterra, more than 40 foreign vessels are held for ransom by Somali pirates. Several other fishing dhows are missing and presumed hijacked. Source : [capitalfm.co.ke](http://capitalfm.co.ke)

## BP sues Transocean for \$40 bln over oil spill

On the first anniversary of the Gulf of Mexico oil spill, BP Plc sued Transocean, seeking at least \$40 billion in damages and other costs from the owner of the Deepwater Horizon rig, Reuters reports. London-based BP also sued Cameron International Corp for negligence, saying a blowout preventer made by Cameron failed to avert the catastrophe. Both complaints were filed Wednesday in federal court in New Orleans. Eleven people died when the Deepwater Horizon rig exploded. About 4.9 million barrels, or more than 200 million gallons, of oil later flowed out of a subsurface BP well. BP has incurred tens of billions of dollars of liabilities from the disaster.

BP accused Transocean of negligence, saying it caused the drilling rig to be "unseaworthy." "The simple fact is that on April 20, 2010, every single safety system and device and well control procedure on the **Deepwater Horizon** failed, resulting in the casualty," BP said. Transocean called the lawsuit a "desperate bid" by BP to renege on a contract to assume full responsibility for pollution and environmental costs. "This suit is specious and unconscionable," it said in a statement. In a separate lawsuit, BP asked U.S. District Judge Carl Barbier, who oversees national litigation over the spill, to order Houston-based Cameron to reimburse it for "all or a part" of its damages. "The blowout preventer failed to work and perform the function it was designed and manufactured to perform -- i.e., to secure the well," BP said. "The blowout preventer was flawed in design, and alternative designs existed that did not have these flaws." BP said it took a \$40.9 billion pre-tax charge in 2010 related to the spill, and by year end had incurred \$17.7 billion of costs.

In a statement on Wednesday, BP said it wants "to ensure that all parties involved in the Macondo well are appropriately held accountable for their roles in contributing to the **Deepwater Horizon** accident." Cameron did not address the substance of BP's claims in an emailed statement, and said Wednesday was a deadline for companies tied to the spill to file claims against each other. In one such case, cruise operator Carnival Corp filed claims against BP, Cameron, Transocean and several other companies connected to the well to recover damages for added fuel and vessel cleaning costs, as well as lost revenue from decreased bookings. A Norwegian testing company concluded in a report issued March 23 that the blowout preventer's failure was caused by a stuck section of drill pipe that blocked cutting devices from shearing and sealing the leaking well.

That finding, in a report commissioned by the U.S. Interior Department and U.S. Coast Guard, is separate from earlier conclusions by a White House commission that oil industry and regulatory missteps set into motion events that led to the biggest offshore oil spill in U.S. history. Last June, BP created a \$20 billion compensation fund for spill victims including businesses, fishermen and property owners, with incentives for people who agree not to sue the company. Kenneth Feinberg, who oversees the fund, in an interview said it is "working as intended." Source : **PortNews**



The **APL RUSSIA** seen arriving on 20th April from Tangier in Southampton, next port was Hamburg

Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) ©





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Vroon's **SCANDINAVIAN EXPRESS** seen leaving the IJmuiden locks outbound – Photo : Marcel Coster ©

## Crew offloaded sat phone too

A day after it came to light that the crew of the detained Danish ship, **MV Danica Sunrise**, had dropped AK-47s and pistols into the sea, investigators have now learnt that the suspects had also dumped a satellite phone along with the weapons.

According to a state home department official, the crew members had been carrying the phone with them all along the journey and had even informed customs staffers about it at the last port of call. "We want to know why they offloaded the sat phone just before reaching India," he said.

Incidentally, the crew told the investigators that they had come to Mumbai for "some ship repair work". "However, the claim seems fishy as the vessel did not have the mandatory landing permission. Also, we are trying to find out as to why they dropped the arms into the sea if they were authorized by their government to carry weapons on the ship?" a sleuth questioned. "What is also adding our suspicion is that when we landed on the vessel with sniffer dogs, we came to know that ship was carrying explosive materials too," he said.

The Indian security establishment, including officials of the National Investigating Agency and National Security Guard commandos, is involved with the investigations ever since an alert had been sounded about the arrival of the Danish-flagged ship. "A high-level meeting was held on Wednesday in the wake of the latest revelations," a senior security official said. The Danish-flagged vessel had been detained by the coast guard on April 17 after an alert that a merchant vessel is carrying arms and ammunition to offload it off Mumbai's coast

The Purulia arms dropping case also featured a Danish citizen, Kim Peter Davy. A large consignment of arms, including several hundred AK-47 rifles, and ammunition were dropped from a Latvian aircraft on the night of December 17, 1995 in West Bengal's Purulia district. **Source : Timesofindia**

## NYK vessel pulls 27 men from life rafts as their fishing boat burns

THE **South Islander**, a multi-purpose ship owned by NYK-Hinode Line, a subsidiary of Japanese shipping line NYK, has rescued 27 fishermen - 10 Japanese, eight Indonesians and nine Kiribatians (Kiribati, a south sea island republic - pop 98,000) - from a fishing vessel that was ablaze 870 kilometres east of Guam, following a fire in its engine room.

The **South Islander** and its crew of 20 Filipinos rushed to the scene after receiving an assistance request from the US Coast Guard. Eight hours later, having travelled 220 kilometres, they found the abandoned fishermen in life rafts a safe distance from the burning **Daiichi Shoen Maru**. All 27 fishermen were reported to be in good health and taken aboard the **South Islander**, which continued to Honiara, Solomon Islands from Yokohama. **Source : Schednet**



Alstership's **CLARA K** seen at the Westerscheldt River – **Photo : Henk de Winde ©**

## NAVY NEWS



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## Aegis Combat Systems Installed on Two New U.S. Navy Destroyers

The U.S. Navy, supported by Lockheed Martin, has installed the Aegis Combat System aboard two new Navy destroyers, **USS Gravelly (DDG 107)** and **USS Jason Dunham (DDG 109)**. The Aegis Combat Systems aboard the ships have also been certified as fully operational through the tests known as Combat Systems Ship Qualification Trials.

During the trials, the ships' Aegis Combat Systems were evaluated for combat-readiness through comprehensive surface, subsurface and anti-air warfare exercises. These included manned raids and electronic attack scenarios, as



well as thorough testing of the systems' tactical data link and air defense capabilities. "The Aegis systems installed on these two ships represent continued improvements to what is a very agile and capable Aegis system," said Carmen Valentino, Lockheed Martin's vice president of Future Surface Combat systems. "Our Aegis team has successfully delivered 15 technological evolutions to the Navy, taking the Aegis combat system from an anti-ship missile system to the basis for the U.S. approach to global missile defense."

The Aegis Weapon System includes the SPY-1 radar, the Navy's most advanced radar system. When paired with the MK 41 Vertical Launching System, it is capable of delivering missiles for every mission and threat environment in naval warfare. Including these two new Navy ships, the Aegis Weapon System is deployed on 95 ships around the globe. Aegis is the weapon system of choice for Australia, Japan, Norway, the Republic of Korea and Spain. Aegis-equipped ships combined have more than 1,200 years of at-sea operational experience and have launched more than 3,800 missiles in tests and actual operations.

The **USS Gravelly** and **USS Jason Dunham** are both Arleigh Burke class guided-missile destroyers.

Headquartered in Bethesda, Md., Lockheed Martin is a global security company that employs about 132,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration and sustainment of advanced technology systems, products and services. The Corporation's 2010 sales from continuing operations were \$45.8 billion.

## SHIPYARD NEWS



The tug **THEO** with the newbuilding hull **YN 9407** seen in Harlingen – Photo : Jan de Koning ©

## Yaroslavlsky Shipyard launches 2nd sea diving vessel

Yaroslavlsky Shipbuilding Plant JSC (YSZ) today, April 21, 2011 launched the Rostov, a second sea diving vessel of project SDS08, the project designer Marine Engineering Bureau said. The ship was ordered by the Federal Agency for Maritime and River Transport for FGI Gosmorspassluzhba (Russian Marine Emergency Rescue Service). The Rostov will join the fleet of Novorossiysk department of salvage and underwater engineering works.

The vessel has onboard diving equipment for diving and underwater engineering work at depths of 100 m and has no analogues on the existing vessels operated by Gosmorspassluzhba. Also, the ship is equipped with two marine air-foam fire monitors that will enable the ship to extinguish fires on other ships and different vessels. There is a towing winch making the vessel a tugboat. The vessel can be used for deployment of containment booms during OSR operations. The ship can effectively operate in rough seas with wave height of up to 3m. However, she can sail and approach the site of rescue operation at wave height up to 7 m. The SDS08 series lead ship 'Stolny Grad Yaroslavl' was commissioned on October 25, 2010. The second ship '**Rostov the Great**' was launched on April 21, 2011. The third ship '**Uglich**' was laid on March 16, 2010. Yaroslavlsky Shipbuilding Plant is located in central Russia, on the Volga river. Incorporated in 1993. The company specializes in building civilian ships and vessels for the Russian Navy. Marine Engineering Bureau is a non-governmental design and engineering firm recognized by Russian Maritime Register of Shipping Russian River Register and Register of Shipping Ukraine. The firm designed 14 new ships, built and commissioned in 2010, and 12 vessels, delivered to customers after major remodeling. **Source : PortNews**

## NEW REPRESENTATIVE FOR NIESTERN SANDER IN GERMANY

Starting from April 2011, Shiprepair yard **NIESTERN SANDER REPAIR** has a new representative for Germany. HHR SHIPPING, with offices in Jork and Leer, will represent the repair yard for docking, repairs and conversions. Niestern Sander Repair located in Delfzijl, the Netherlands, has 2 floating docks (max. capacity 185 x 25 m and 10.000T lifting capacity) and a slipway. The yard has her own machine workshop, construction halls and carpentry workshop. Total fixed employees count up to 90 people. For port-repairs Niestern Sander has a service unit in the Eemshaven. HHR Shipping is an allround shipping company providing broker and agency services. The Docking & Repair department is managed by mrs. Buxbaum and represents 15 shipyards all over the globe.

For more information and contact details: [www.niesternsander.com](http://www.niesternsander.com) or [www.hhrshipping.de](http://www.hhrshipping.de)



Seatrade's **NEERLANDIC** seen moored at the Curacao Dry-Dock Company at Curacao

Photo : John Smit ©

## ROUTE, PORTS & SERVICES

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The **HELLESPONT PROSPERITY** seen anchored off Singapore - Photo : Piet Sinke ©

## ABS to class Mexican-built jack-up rig

ABS says it will class **INDEPENDENCIA 1**, the first ever offshore drilling rig built in Mexico. This is significant in that it represents new offshore construction in the country after a 25 year hiatus, notes the classification society.

The rig is a modification of an existing Friede and Goldman design reviewed in accordance with the ABS Rules for Building and Classing Mobile Offshore Drilling Units.

The jack-up was built in three different locations. Legs and jacking gears were built in Guadalajara; quarters, spud cans, cantilever and helideck were built in Puerto Viejo; and the total combined construction is taking place in Tuxpan, Mexico. The **INDEPENDENCIA 1**, is expected to be delivered the end of July. The rig will be owned and operated by Operadora CISCA. Source : MarineLog



The **CMB CHARLOTTE** seen in Rio Grande – Photo : Marcelo Vieira ©

## Queensland bounces back from disasters

Devastating floods and cyclone damage have failed to dent Queensland's ever-expanding coal industry. While Queensland suffered extensive damage to infrastructure across the state, coal port infrastructure remained largely untouched, allowing ambitious plans for Hay Point and Abbot Point to go ahead.

The Queensland Government announced last month it had engaged consultants Aurecon Hatch to prepare a Port Development Master Plan to further expand the Port of Hay Point, one of the world's largest coal export ports located 40km south of the city of Mackay. "The international demand for Queensland coal is significant and is forecast to continue to increase," Queensland's Ports Minister Craig Wallace said. "Based on initial requests from industry, the Port of Hay Point could potentially double in export capacity within the next five to 10 years." The announcement follows endorsement last year of Dalrymple Bay Coal Terminal Management (DBCT) and the Adani Group as the preferred proponents for the development of the proposed new coal export infrastructure at Dudgeon Point, located at Hay Point.

Hay Point, along with the Mackay, Abbot Point and Weipa ports, is managed by the North Queensland Bulk Ports Corporation (NQBP). NQBP chief executive officer Brad Fish said Dudgeon Point offered huge potential, with the Adani Group and DBCT Management working with NQBP to plan and construct additional coal infrastructure. "We could see about 120m tonnes in place at Hay Point in five or six years," he said. "It is extremely exciting and requires a lot of careful planning and coordination." DBCT Management leases the adjacent Dalrymple Bay Coal Terminal which it has recently expanded to 85m tonnes per annum - the maximum capacity on the available footprint. DBCT Management plans to provide new capacity in the Port of Hay Point in response to requests from the mining industry. "We are seeing very strong growth from the Goonyella System, particularly from coking coal," Mr Fish said. "The throughput may be less than it could have been for the year. We won't recover everything lost by flood, but we are still predicting a record year for the Port of Hay Point."

The prediction follows a record throughput of 99.5m tonnes for the port in 2009-10 – more than 36m tonnes through the Hay Point Coal Terminal and about 63m tonnes through the neighbouring Dalrymple Bay Coal Terminal. That total was close to 17m tonnes higher than the previous year. At Abbot Point, 25 kilometres north of Bowen, the ports corporation is preparing for the completion of the X50 expansion and the first ship is expected to be loaded from the new berth by the end of April. "Current exports are 17-18 mtpa," Mr Fish said. "That will expand to 50m tonnes by 2015-16. That is pretty strong growth. On top of that, we have awarded preferred developer status to BHP Billiton and Hancock Coal Pty Ltd for two major expansions (known as terminals two and three) at the Port of Abbot Point. That will happen over the next three to four years." The two additional terminals will eventually add an estimated 110m tonnes of coal per annum to the port's throughput, with an initial capacity of 50m tonnes per annum. Mr Fish said NQBP was in discussions with the coal market about future terminals past terminals two and three. "At present, we are talking about four more terminals. The market will determine how this progresses," he said. "This development is right across metallurgical and thermal coal. We are seeing a very strong demand - many existing partners wishing to expand, and a number of new partners seeking to enter the market." Also progressing is the Multi Cargo Facility planned for Abbot Point, a project aimed at diversification of the port and the development of major industry in Queensland's declared State Development Area. "We are going to the market with the Multi Cargo Facility construction," Mr Fish said. "It is looking very positive. Subject to getting all the balls in the air down in our hands, we will be starting construction by the end of the year." **Source: Port Strategy**

## **Seaspan Accepts Delivery of Fifty-Ninth Containership**

Seaspan Corporation announced that it accepted delivery of the **COSCO Vietnam**, an 8500 TEU containership, from Hyundai Heavy Industries Co., Ltd. The new containership is Seaspan's fourth delivery in 2011 and expands the Company's operating fleet to 59 vessels. The **COSCO Vietnam** is on charter to COSCO Container Lines Co., Ltd. ("COSCON") under a twelve-year, fixed-rate time charter with options to COSCON to extend the charter term up to an additional three years. The vessel is the last of eight 8500 TEU sister ships and the tenth of a total of eighteen vessels to be chartered by Seaspan to COSCON.

## **Exciting and useful OCTOPUS Presentation & User Group Meeting**



On 12 and 13 of April, The first OCTOPUS Presentation & third User Group Meeting was held at Hotel New York in Rotterdam (The Netherlands).

The meetings proved to be a good chance for potential new OCTOPUS clients and users to become (further) acquainted with Amarcon's products and each other. Several interesting discussions and presentations took place in an informal setting, while enjoying the beautiful facilities of Hotel New York. Amongst the speakers were Radboud van Dijk from Heerema Marine Contractors Nederland,

Jan de Jonge from Dockwise and Bart Jansen from SMIT Heavy Lift Europe. All the speakers gave a presentation on how OCTOPUS products are used in their daily operations. Amarcon took the chance to highlight her new fuel saving solution within OCTOPUS-Onboard: OCTOPUS-Performance.

Next to the presentations about the use of OCTOPUS-Onboard by existing Amarcon clients, there were also more broad discussions on different trends and topics in the shipping and offshore construction industry. Amarcon gladly received positive feedback on developments within OCTOPUS-Onboard and OCTOPUS-Office.

**For more information about Amarcon, please visit [www.amarcon.com](http://www.amarcon.com)**



Above seen the **Bourbon Ungundja**, the first of 10 DP3 vessels being produced by Zhijiang shipyard China.

**Photo : Richard Purser ©**

## **Maersk switches to low-sulfur in Singapore**

Maersk Line has participated in the Maritime Singapore Green Initiative by switching to low-sulfur fuel in Singapore.

The fuel switch supports the Maritime and Port Authority of Singapore's engagement with the shipping line community to reduce carbon and sulfur emissions in Singapore. "We are pleased with the Singapore port authority's initiative to



promote sustainable shipping and to support the shipping lines that actively drive environmental performance" says Thomas Riber Knudsen, CEO, Maersk Line Asia Pacific.



The **MAERSK DAMIETTA** seen passing the Panama canal – Photo : Alex van Wingerden ©

Maersk Line signed the Maritime Singapore Green Pledge, stating its commitment to safeguard the Singaporean environment by driving towards cleaner and more fuel efficient shipping services. "Singapore is at the forefront with sustainable economic development and a role model for a wide industry engagement driving tangible results in our sector. We have enjoyed being part of the process of establishing the Singapore Green Pledge, and we fully support Singapore's environmental ambitions" says Anders Lund Kristensen, Head of Liner Operations, Maersk Line Asia Pacific.

Maersk Line's goal is to drive its operations towards zero sulfur while cutting CO2 by at least 25% per container between 2007 and 2020. Since its first fuel switch in 2006 in California, Maersk Line has advocated for sulfur reductions beyond regulatory requirements, and for establishing a level playing field in partnership with ports, authorities, shipping lines and customers. "Maersk Line is supporting the Singapore initiative along with other leading shipping lines. We encourage more shipping lines to follow suit. Sulfur emissions represent a health concern which our industry must address actively" says Jacob Sterling, Head of Climate & Environment, Maersk Line, Copenhagen. As part of the company's global 'Zero SOx' program, Maersk Line has committed itself to implementing at least ten fuel switch programs before 2015. (EHL) Source : mb.com.ph



## Horizon Lines names Bill Hamlin as Senior VP Operations

Horizon Lines, Inc. announced that William A. Hamlin has been named Senior Vice President of Operations for the company's Horizon Lines, LLC operating subsidiary. Mr. Hamlin reports to Brian Taylor, Executive Vice President and

Chief Operating Officer, of Horizon Lines, Inc. In his new role, Mr. Hamlin oversees Horizon Lines' ocean transportation services, inland services, the order-to-cash cycle, maintenance, safety, security, network operations, North America terminals and technology. He is based in the Dallas, Texas operations center, which he helped develop during his tenure with the company's predecessor, Sea-Land Service, Inc. (Sea-Land).



The **HORIZON RELIANCE** seen moored in Honolulu – Photo : Raymond Schaefer ©

"Bill Hamlin brings an extensive background in all aspects of our operating environment and unique experience working with other leaders in our industry," said Mr. Taylor. "In addition, he has strong relationships with sea-going and shore-side maritime union leaders. Throughout his career, Bill has demonstrated the management and team-building skills critical to creating successful organizations. He is a very welcome addition at Horizon Lines."

Mr. Hamlin played an important leadership role during the years of growth and expansion at Sea-Land. Joining the company in 1986, he managed the global container and chassis fleet, as well rail and truck operations, and set an industry standard for container asset utilization. Mr. Hamlin was Vice President Transportation and Equipment Operations when he left Sea-Land in 1999, after the international business was sold to A.P. Moller-Maersk Group.

He then joined American President Lines (APL) as Vice President Operations, responsible for all port, equipment and inland transportation for the Americas. He rose to President of APL North America and also served as President of APL's Eagle Marine Services unit, overseeing operations for four U.S. West Coast terminals in Los Angeles, Oakland, Seattle and Dutch Harbor, Alaska. In 2004, Mr. Hamlin joined Norwegian Cruise Line as Executive Vice President and was responsible for Fleet Operations and new builds. He led the project team in France that built the \$1.5 billion Norwegian Epic, the second-largest cruise ship ever built at that time.

Mr. Hamlin began his career in Saudi Arabia, after graduating from the University of Maine. He held several positions in international trade and transportation in Riyadh and Jeddah before joining U.S. Lines, where he was stationed in both Saudi Arabia and Brazil.

Mr. Hamlin has served as a board member of the Pacific Maritime Association and the Pacific Merchant Shipping Association. He is a member of the board of the University of Denver Intermodal Transportation Institute, as well as other industry affiliations, including Chair of the Ocean Carrier Equipment Management Association (OCEMA) and Co-Chair of the Intermodal Freight Transportation Working Group (IFTWG). Source : MarineLog

## GulfNav inks VLCC newbuild charter deals

Dubai-based Gulf Navigation will double the size of its VLCC fleet to four after announcing a newbuildings deal with a Chinese shipyard. GulfNav has penned a AED1bn (\$285m) deal with the yard's parent, Grand China Logistics, to charter the ships for 10-years from delivery. The twin 320,000-dwt vessels will be built at Jinhai Heavy Industry for delivery in December 2012 and May 2013. Source : Seatrade Asia





The **WESTERDAM** seen passing the Panama Canal ( **note** : the extra lifeboat stored at the forecstle)

Photo : Alex van Wingerden ©

## Hong Kong positions itself as the greenest port in Asia

Drawing upon its broad network of correspondents across the region the latest issue of Seatrade Asia Week is just out tackling key issues such as the environment, ship finance and offshore construction, Seatrade-asia reports. Read about government initiatives in Hong Kong to make the port greener. Inside are exclusive profiles on low profile, but important shipowners such as containerline SITC and Cido Shipping while the weekly paper also includes a feature glimpsing at what the shipping markets might hold in store by the year 2020. On offshore, readers will find out how many of India's yards now have close to 50% of their orderbook in offshore contracts while Singapore's Keppel is making moves on the lucrative drillship sector, currently the sole preserve of Korean yards.

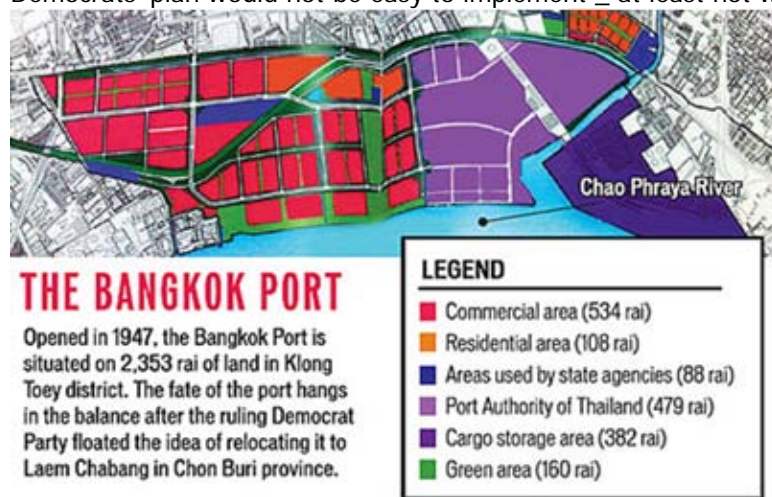
## Democrats unveil plan to move port, build park

The Transport Ministry is questioning the feasibility of the Democrat Party's ambitious plan to relocate Klong Toey port and build a recreational public park there in a couple of years. The Democrat Party plans to relocate Klong Toey port and replace it with a recreational public park. However, some officials have questioned the plan's feasibility.

Transport Minister Sohpon Zarum said while the ministry had a plan to develop Klong Toey port, relocation of freight services was never part of the ministry's proposal. He said the ministry was setting its sights on reducing the port's capacity to make it more efficient. Klong Toey port has been overwhelmed with 1.34 million twenty-foot equivalent units (TEU) of containers passing through it every year. In unveiling the Democrat Party's policy platform, Korbsak Sabhavas, chair of the committee on strategy and policies, floated a scheme to cut the container count from 1.34 million TEUs to zero in four years. Traffic through the port would be shifted to Laem Chabang port in Chon Buri. The Democrats plan to develop a vast 1,000-rai public park to serve as a city lung and recreational area.



Deputy Transport Minister Kuerkul Danchaivichit, who oversees the Port Authority of Thailand, said yesterday the Democrats' plan would not be easy to implement \_ at least not within four to five years.



"It is impossible to relocate the port within four to five years. It will increase the costs for operators and undermine their competitiveness.

"And this is not to mention pressure and resistance from residents," he said. Mr Kuerkul said the ministry had conducted a feasibility study and drawn up a master plan for the development and use of 2,353 rai of land, including Klong Toey port. The master plan has been submitted to the Finance Ministry for consideration. It outlines zoning of the areas \_ green, commercial and residential \_ and development of transport and linkages to mass transit systems among others. The plan needs cabinet approval to be implemented, he said.

No details on the cost were given or who would pay if the project is implemented. Mr Kuerkul said Laem Chabang could be further expanded and developed to increase its capacity. "But that will take 15-20 years to develop infrastructure and give the operators incentives to move out," he said. Democrat spokesman Buranat Samutarak has confirmed the party's policy platform to develop part of Klong Toey port into a recreational area. He said that under the party's plan, there would be no relocation of residents and the top priority would be job placement for those affected by the relocation of shipment services. He said the public would be allowed to take part in the design of the public park that would serve as an eco-system learning centre. "After relocation, traffic on Rama IV Road and the expressway will ease. And there will be no huge car park. There will be a feeder system to the mass transit routes," he said. However, he said it would take years before the project started to take shape as development of infrastructure in the country to facilitate transportation to Laem Chabang had not been completed. He said development of the public park would make it to the Democrat Party's policy platform for the general election. **Source : Bangkokpost**

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## **Singapore's March exports increase 10pc year on year**

SINGAPORE's non oil domestic exports (NODX) increased 10 per cent in March, following a 6.9 per cent increase the previous month due to the movement of non-electronic NODX products. Non oil re-exports (NORX) decreased by 2.1 per cent in March, following a 4.2 per cent decline the previous month. Year-on-year NORX expanded by 2.6 per cent in March, after a 6.8 per cent increase the previous month, due to both electronic and non-electronic NORX.

A government statement said non oil retained imports of intermediate goods (NORI) increased to S\$5.93 billion (US\$4.75 billion) in March, up S\$1.13 billion over the previous month. It said total trade expanded by 9.2 per cent in March, compared to the 6.5 per cent drop the previous month. Total exports rose by 2.3 per cent in March, in contrast to a 4.6 per cent decline the previous month. Total imports grew 18 per cent in March after the previous month's 8.6 per cent decline. Year on year, trade increased 15 per cent in March, following a 6.2 per cent increase over the previous month. Total exports grew 13 per cent in March, following a 10 per cent expansion the previous month. Total imports increased by 17 per cent in March, following the 2.1 per cent rise the preceding month. **Source : Schednet**

## .... PHOTO OF THE DAY ....



Sponsons, for the **Noble Bully 1** are being transported from Keppel ship yard, in Singapore.

Photo : Patrick van Troost ©

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