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The local ferry GAJAH MADA seen departing from Tj Perak (Surabaya) bound for the Island of Madura last Tuesday – Photo : Piet Sinke (c)

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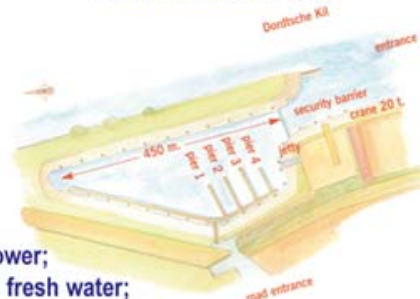
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Above the P&O cruise ship '**ARTEMIS**' seen sailing from Southampton tonight for the last time. Her destination is Bremerhaven where she is due to arrive on 28/4/11 for a refit (costing Eur 20m) where she will emerge as **ARTANIA** for Phoenix Reisen. **Photo : Krispen Atkinson (c)**


Twée bootjes nacht lang vast op eiland Griend in de Waddenzee.

Dinsdagavond rond 23.00 uur meldde de vuurtoren Brandaris op Terschelling aan het Kustwachtcentrum Den Helder dat twee bootjes waren vastgelopen op het eiland Griend in de Waddenzee. De Brandaris en het Kustwachtcentrum hadden telefonisch contact gehad met de opvarenden, maar die wilden geen hulp en zouden het volgende hoog water afwachten om zelf los te komen, ondanks het dringende advies om toch hulp te aanvaarden. De verwachting was dat de komende hoog water niet voldoende zou zijn om los te komen. Desondanks wilden ze geen assistentie. Heden morgen is er weer contact opgenomen met de opvarenden, maar nog steeds werd hulp geweigerd en wilden betrokkenen het hoog water in de middag afwachten. Familie van de opvarenden werden ongerust en zijn zelf ter plaatse gegaan met eten en drinken. Vanmiddag besloot het Kustwachtcentrum in overleg met reddingstation Terschelling van de Koninklijke Nederlandse Redding Maatschappij (KNRM) dat toch reddingboten van station

Terschelling ter plaatse moesten gaan. Ze arriveerden daar rond 16.30 uur en de opvarenden, bestaande uit acht personen, besloten toen toch maar (Paas)eieren voor hun geld te kiezen en met de reddingboot naar de vaste wal te gaan. Het lukte niet om de bootjes mee te nemen. De opvarenden zijn naar het botenhuis van de KNRM in Harlingen gebracht en werden daar opgevangen met soep en koffie. **Bron : Kustwacht**



The **TEKNIK ALPHA** seen in Singapore – Photo : Capt. Jelle de Vries ©



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Firms plan private war against pirates

International naval forces are expected to step up operations against Somali pirates but private security companies are seeking to provide armed escorts for merchant ships to counter the pirates' expansion into the Indian Ocean. The leading British insurer Jardine Lloyd Thompson is organizing a fleet of 18 gunboats to shepherd convoys of vessels across the Gulf of Aden, which runs into Arabian Sea and Indian Ocean, vital trading and oil routes now under increasing threat. The project is known as the Convoy Escort Program, was conceived several months ago by Jardine Lloyd Thompson, which insures around 15 percent of the world's maritime cargo ships. It is working with the London security firm **BTG Global Risk Partners**. Its founder, Liam Morrissey, a former major in the Canadian army, is the principal consultant. Although business sources say much of the funds to finance the program have been secured, the

CEP has not yet been approved by the European Union. Jardine Lloyd Thompson has been seeking to get other maritime insurance companies, as well as major shipping lines, to support the project. If the project comes together, CEP could be operational this year, say insurance sources in London. The EU operates a counter-piracy naval flotilla in the Gulf of Aden, one of several international naval task forces deployed in the waters used by some 30,000 merchant ships every year. Nor have any of the states along the littoral signed on to allowing the CEP gunboats to fly their flag and thus provide a legal framework under which the ships can operate. The plan calls for the escort boats to be armed with heavy .50 caliber/12.7mm machine guns and crewed by armed former military personnel, mainly Britons, South Africans, Australians and New Zealanders. These would coordinate with naval forces and allow the warships to hunt pirates who in recent months have been attacking ships up to 1,000 miles from their longtime coastal hunting grounds deep into the Indian Ocean.

Piracy is costing the global economy \$7 billion-\$12 billion a year, the shipping industry says. A report by One Earth Future, a governance foundation in Colorado, estimated piracy costs the industry up to \$3.2 billion annually in extra insurance and another \$2.95 billion to reroute vessels around the Cape of Good Hope. The average ransom rose from \$3.4 million per ship in 2009 to \$5.4 million in 2010.

A record \$9.5 million was paid out Nov. 6 for the **Samho Dream**, a 300,000-ton South Korean supertanker and its 24-man crew. It was hijacked in the Indian Ocean April 4, 2010, carrying 2 million barrels of Iraqi crude to the United States. The Somali pirates are increasingly threatening global oil supplies from the Persian Gulf as they extend their attacks ever deeper into the Arabian Sea and Indian Ocean. They have achieved this all-weather, deep-water capability by using captured trawlers and small cargo vessels as motherships for the pirates' speedboats.

Three supertankers have been seized this year, the first time that such a number have been captured in a three-month period. The International Maritime Bureau in London reports that piracy hit an all-time high in the first quarter of 2011 with 142 attacks worldwide, mostly by Somali sea bandits. Of the 97 attacks pinned on Somali pirates, up from 35 in the equivalent period in 2010, 37 were on tankers, IMB said. The piracy problem "is spinning out of control into the entire Indian Ocean," Joe Angelo, managing director of the International Association of Independent Tanker Owners, declared in February. "If piracy in the Indian Ocean is left unabated, it will strangle these crucial shipping lanes with the potential to severely disrupt oil flows to the United States and the rest of the world," he said. "We want to see a significant increase in government will to eradicate piracy in this area, and not just contain it." Some shipping lines employ "guns for hire" from private security contractors on their vessels. But the IMB has voiced concerns about this. "Ships are not an ideal place for a gun battle," declared IMB Director Capt. Pottengal Mukundan. "While we understand that owners want to protect their ships, we don't agree in principle with putting armed security on ships." **Source :** upi.com

81 MTR LONG "AIR" SPOTTED IN ROTTERDAM



Photo : Michael van der Meer (c)

Builder of mega luxury yacht **AIR** is Koninklijke de Vries Scheepbouw (Leadship. Exterior Design, Engineering Design and Naval Architecture is done by De Voogts. The luxurious motor yacht will feature a beautiful modern interior design by French designer Remier Tessier Design, and will offer accommodation for up to 12 guests, in seven suites,

including a stunning split level master cabin. There are six guest suites; two on the upper deck, one on the main deck and three on the lower deck. Amongst her many features are a sundeck pool, a well-equipped sundeck gym, an elevator to all decks, massage & steam rooms and a fully certified helicopter pad which, should a client require, can be used to operate commercially operated helicopters. Luxury motor yacht Air will be captained by **Captain Mark Finch** and **Captain Stephen Warren**, who look forward to a spectacular first season in the Mediterranean. Guest Accommodation: 14 in 6 cabins including owner Crew accommodation: 20 crew in 12 cabins, plus Captain Construction: Steel hull, Aluminium Superstructure Classification: Lloyds Maltese Cross 100A1-SSC Yacht (p) Mono, G6 LMC, UMS

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JOOP AND JULIE KOOIJMAN 50 YEARS MARRIED



Newsclippings contributor from Willemstad (Curacao) **Joop Kooijman** boarded together with his wife **Julie** the **GRANDEUR OF THE SEAS** in Willemstad to celebrate their **50 years marriage** during a cruise to Europe



Thanks Joop for all your support to the newsclippings and on behalf of all the readers I wish you both a wonderful trip and enjoy !

Joop will report from the **GRANDEUR OF THE SEAS** regularly to the newsclippings readers.

Photo's : Kees Bustraan ©

It's Time to Strike Hard at Pirates Who Threaten Seafarers' Lives

Piracy in the Gulf of Aden around the Horn of Africa and beyond is making big news these days. Dubai just hosted a high profile conference on the subject and it made headlines around the world. The main focus of the event was on the economic impact piracy is having on world trade. This is, of course, significant but in my opinion far less important

than the lives of the men and woman on board the vessels being targeted. Why is it that when a plane is hijacked no one talks about money lost yet when an oil tanker is taken it's all about the value of the cargo?

Perhaps it is because of the picture one creates when the words oil and tanker are put together. You would be forgiven for just seeing in your mind's eye a colossal ship with millions of dollars of oil on board. However we must not forget that there are human beings on that oil tanker and they are a lot more precious than any amount of oil. That is why I have made the people involved, the mariners, the victims of this sick multi-million dollar ransom game, my priority. And so they should be for all security professionals being pulled into this spreading piratical plague. Any advice dispensed by fellow security consultants should revolve around really protecting the people affected and at risk from pirates -- providing real protective solutions that save lives as opposed to security deterrents that are not actually effective but appease the insurance companies.

I write this article after being inundated by one common question: "What is the best way for ships to secure their passage through dangerous pirate-infested waters?"

My answer is:

"Install a carefully selected, professional, armed security team with a police or military background who follow strict and clearly set out rules of engagement and employ a stringent command and control structure." Yes, there is the violence escalation trajectory to worry about but that will only really come into play when the vast majority of vessels travelling through dangerous waters have armed security teams on board – and we are far from that at the moment. And before we get to that point a solution to this problem must be sought and achieved on land. I arrived at the conclusion that having an armed security team on board is the best solution through empirical experience gained in Africa working as a police officer and from professional expertise and familiarity in providing close personal protection to my clients in hostile environments.

I am sure you would come to the same conclusion if you gave the subject some thought. For instance who would you want on board a ship protecting your loved ones?

1. An unarmed security officer giving his team and the vessels crew verbal instructions on how to defend against AK47 and RPG wielding thugs?
Or
2. A highly trained ex-forces operative sufficiently armed to give the pirates back as much as they could dish out?

I am not writing this article to debate the potential solutions, again. Just to call a spade a spade and point out that placing some of the non-lethal measures on board the vessels may actually increase the danger and not reduce the risk. Such as the unarmed security team that I know changed their clothes when locked in the citadel when the pirates boarded so as to not look like the "security team". Or the instance when the three unarmed security officers jumped overboard after the "sound gun" they had deployed against AK47s failed.

Let's all get real for a second and think about it from a human perspective, from the perspective of a sailor who faces the possibility of being kidnapped and held hostage for months or possibly years. Matters of economy, insurance and law are important -- but nowhere near as important as really trying to protect human life and dignity. Since Concept Tactical Worldwide has entered the maritime security field through the demand for expert security advice and counsel we have been submerged in offers of non-lethal, static or experimental security solutions from companies wanting us to give our stamp of approval to their clients and ours. And the majority of the measures are ineffective - people and companies just attempting to profit from a sad and disturbing situation. Placing static barbed wire on ships is an impotent idea. I have seen street kids as young as 12 climb on barbed wire barefoot in Johannesburg. And if the pirates don't have as thick a skin, barbed wire can be easily countered by using a thick blanket. Seeking safe haven inside Citadels will only prove effective for a while -- until the pirates start to bring explosives or cutting tools on board. Or start to smoke out the crew. Enough is surely enough. It is time to fight fire with fire. At the moment the pirates are laughing as they accept ransoms yet hold certain Indian crew members back because they don't like the way in which the Indian Navy has taken the battle to them. Let's stop only thinking in economic terms and start thinking in human terms. The world's seafarers are under siege and need the rest of the world to take note and take action. In this battle the gloves need to come off, after all you can't take a knife to a gun fight and you certainly cannot use over engineered submissive defensive tactics to defend against uneducated bullets. **Source: Concept Tactical Worldwide**



The **CRESTWAY** seen arriving from Harwich at the river Tyne for Whitehill Point, North Shields. She's going to be working at various sites on the river for around a month. Photo : Kevin Blair ©

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Gaddafi's forces bombard Misrata port

Libyan government forces are continuing to bombard the port of Misrata, in a relentless assault on the sole lifeline of a battered population that has been under siege for the past two months. While forces loyal to Muammar Gaddafi pulled out of the city over the weekend under pressure from NATO airstrikes, they have since unleashed a withering rocket and mortar barrage on Misrata that has killed dozens.

The bombardment was constant throughout the afternoon and into the evening yesterday, and loud explosions could be heard thundering across the city. "It was horrific, like a scene from World War II," said resident Saddoun el-Misurati who was waiting to evacuate his mother from the port when the rockets began to fall. "I stopped counting after nine."

Hundreds of residents, including migrant African labourers, had been waiting at the port for the expected afternoon arrival of the Red Star 1, an Albanian ship chartered by the International Organisation of Migration to evacuate people from the besieged city. The crowd gathered on the docks scrambled for cover when the rockets began falling, hiding in cars and shipping crates or just fleeing the port area, said el-Misurati.

Even after sundown, Gaddafi's forces continued to shell the port. Abdullah Abodabbous, a 25-year-old from Benghazi, said he was trying to leave on a small, previously arranged vessel when a barrage of at least 10 Grad rockets slammed into the port around 9pm, forcing him to hide under a table in offices near the main entrance.

With Gaddafi's troops besieging the city on all sides by land, the port has become a key point in the battle for Misrata.

It has served as a lifeline for the city, allowing in desperately needed medical supplies and food and ferrying out residents looking to flee the fierce fighting that has left swaths of the city in ruins. Tuesday's assault by pro-Gaddafi forces temporarily suspended the flow of aid and people. An Albanian passenger ferry carrying ten shipping containers of aid and two ambulances was expected to dock around noon, but instead motored off the coast for hours as Gaddafi's forces pounded the port.

"It was too risky to go in given the darkness and the security situation inside the city in general. Hopefully we will be able to go in tomorrow," said an official with the International Organisation for Migration, which organised the ship.

Belbeisi said the decision was made after consulting with the port authority. The battle for Misrata, which has claimed hundreds of lives in the past two months, has become the focal point of the armed rebellion against Gaddafi since fighting on the eastern front near the city of Ajdabiya is deadlocked. Video of Misrata civilians being killed and wounded by Gaddafi's heavy weapons, including Grad rockets and tank shells, have spurred calls for more forceful international intervention to stop the bloodshed.

The Libyan government has denied that it engages in indiscriminate shelling of civilian population centres.

It is precisely to protect civilians that NATO launched its air campaign March 19 against the forces of Libyan leader Muammar Gaddafi that were seeking to retake parts of the country lost to a rebel uprising that began in mid-February.

Much of the east of the country is now in rebel hands, along with a scattering of mountain towns on the western border and Misrata itself, 200km southeast of Tripoli. On Monday, NATO bombs slammed into a building in Gaddafi's official residence in Tripoli, in what the government maintained was an assassination attempt.

US Defence Secretary Robert Gates defended the alliance's decision, and said military command centres are legitimate targets for US and NATO air attack, suggesting Gaddafi himself is increasingly in danger. "We are not targeting him specifically, but we do consider command and control targets to be legitimate targets wherever we find them," Gates told reporters in Washington after a meeting with his British counterpart, Liam Fox.

Although Gates said such targets have been considered legitimate from the beginning of the NATO-led air campaign more than one month ago, the initial bombing focus was on Gaddafi's air defences, supply depots and maneuvering ground forces. Now NATO is attempting to ratchet up pressure on Gaddafi and those in his inner circle by holding at risk his command centres as well as related structures that enable the regime to exercise power. The rebels received another boost Tuesday when the Obama administration said it has eased its sanctions on Libya to allow for the sale of oil controlled by the opposition. The move will allow the rebel forces to use the income from oil sales to purchase weapons and other supplies. **Source : NZ Herald**

CASUALTY REPORTING



Last Tuesday the **VYG** encountered engine problems and was towed by the **SMIT ZWEDEN** and escorted by the **TEXELBANK** to Van Brink in Rotterdam-Pernis –**Photo : Jan Oosterboer ©**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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NAVY NEWS



The Indonesian Frosch I Class LSM **533 KRI TELUK CENDRAWASIH** (ex Frankfurt/Oder (613)) seen moored in Tj Perak - Photo : Piet Sinke ©



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Comfort docks in Jamaica

HAVE you ever imagined the rush of doctors and nurses on a ship, saving the lives of emergency patients or those suffering the effects of a natural disaster? Or just the mere thought of an operating theatre with recovery wards and a pharmacy on water? Well, the US Navy's Military Sealift Command **USNS Comfort (T-AH 20)** Hospital ship has gone above and beyond the imagination. Their mission is to provide a floating, mobile, surgical medical facility to the US Military that is flexible and capable of supporting expeditionary warfare, and to also provide full hospital services to support US disaster relief and humanitarian operations worldwide.

As a part of their humanitarian mission, which began in 2007, the hospital ship came to Jamaica from the 13th to 23rd of April, providing free health-care services. Health care was provided through the Ministry of Health, which pre-screened and assessed patients at the National Arena and the Windward Road Health Centre.

The **USNS Comfort** has a sister ship, **USNS Mercy (T-AH-19)**, which is currently docked in San Diego. Comfort is the second Mercy-class hospital ship to join the navy fleet, and it is a non-commissioned ship owned by the US Navy. It is crewed by civil service Marines and medical personnel. Both hospital ships were built and converted from oil tankers. Previous Comforts have served during the world wars, but this **Comfort**, which is the third ship to bear the name, was delivered to the Navy's Military Sealift Command in December 1987. Now being a hospital ship, Comfort can transition to full operating status in five days and can care for approximately 200-250 patients a day. Patients are transported to the ship primarily by helicopter and small boats and they are assessed in the casualty area for medical treatment.

Comfort has one of the largest trauma facilities in the US and amenities include a full range of surgical and medical services, a physical therapy centre, X-rays and a CAT scan unit, two oxygen-producing plants, and dental services.

The ship also has storage for up to 5000 units of blood. It also handles food and water system assessments, medical and nursing education and veterinary services, in which Army veterinarians are sent out to provide vaccination and health care to animals.

Other host sations include Costa Rica, El Salvador, Peru and Haiti, where they assisted in relief efforts following the 2010 earthquake. In providing these services to host nations upon request and requirements, the US Government agencies, partners, host nations and non-governmental organisations aim to ensure a robust network is in place to respond rapidly in crises that affect the region, and also to build relationships with other Caribbean countries and enhance team building for the future. **Source : jamaicaobserver.com**



Last of the four Type 22 Frigates **HMS CORNWALL F99** proceeds into Devonport Naval Base to pay off for sale or scrap, another useful ship cut down in her prime by The Coalition Government Defence Revue. The same fate has been suffered by **CHATHAM**, **CAMPBELTOWN** and **CUMBERLAND** all in recent weeks. However **CORNWALL** went out with a bang firing her gun salute as she passed in front of Plymouth Hoe being escorted by tugs running their fire hoses in salute and many waving well wishers on the shore. **Photo : Ian Denton (c)**



The British nuclear powered submarine **TORBAY** visited Brest naval base – Photo : Jacques Carney (c)

SHIPYARD NEWS



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Zvezdochka Shipyard to supply spare parts to Vietnam Navy

Following negotiations held in Vietnam on April 18-20, Zvezdochka Shipyard and the Navy of Vietnam signed the protocol on supply of spare parts and tools to the country, the shipbuilder's press service said.

Negotiations with the Navy Command of Vietnam and the General Export and Import Company Wang Xuan of the Ministry of National Defense of Vietnam were conducted in accordance with the recommendations of the Federal Service for Military and Technical Cooperation of Russia. The two parties also discussed issues of maintenance and modernization of the Navy of Vietnam and considered the prospects of participation of Zvezdochka firm in the reconstruction of Cam Ranh shipyard.

Severodvinsk-based JSC Ship Repair Center 'Zvezdochka' (Russia's Arkhangelsk Region, a subsidiary of United Shipbuilding Corporation) specializes in building ships and platforms, ship repair, manufacturing propellers for various purposes. **Source : PortNews**

Rongsheng to spend \$329m on takeover of Quanchai Group

China Rongsheng Heavy Industries has inked an agreement to spend RMB2.15bn (\$329.3m) in a total takeover of Quanchai Group, giving it the leverage to produce high-speed diesel engine, Seatrade-asia reports. "It enables the group to secure a stable and reliable supply of engine parts, which in turn will aid the sustainable growth of the group's engineering machinery segment," Rongsheng said Tuesday. Quanchai is currently 100% owned by the Chinese

government of Quanjiao County, Anhui Province. Rongsheng's subsidiary Jiangsu Rongsheng Heavy Industries made the takeover bid which is still subject to approval. **Source : PortNews**



The 4000 bhp/55 ton BP **TANGGUH EWAKO** seen fitting out at the PT PAL shipyard in Tj Perak (Surabaya)

Photo : Piet Sinke ©

Electricity restored to Nerpa shipyard

Electricity is back at the Nerpa naval shipyard on the Kola Peninsula after the yard made an agreement with the local electricity company on repayment of a 50 million rubles debt. The shipyard, which is involved in scrapping of nuclear submarines and repairs of vessels for Russia's Northern Fleet, was cut off from power on April 6 by the Kolnergosbyt electricity company after failing to fulfill an agreement on repayment of a €1,2 million debt, BarentsObserver reported.

Power was restored to the yard only a few days later, after Nerpa and Kolnergosbyt concluded yet another agreement on repayment, Murmansk Business News reports. The shipyard has committed to repay its debt in three months.

Nerpa is not the only shipyard owned by the Ministry of Defense that has high electricity bills. According to Komsomolskaya Pravda, four ship repair yards in and around Murmansk has a total debt of more than 120 million rubles to Kolnergosbyt. **Source : BarentsObserver**



New building **RWS 78** has left the construction hall of Ship Yard De Haas Maassluis for fitting out. With the first new building **RWS 70** beside her you can clearly see the difference in the structure. RWS 78 will be operating in the Westerschelde area and can also be used as a sailing command post in case of calamities. The vessel will be equipped with the latest communication and navigation equipment.

photo: Cees Kloppenburg - www.photomaassluis.com

Drydocks World delivers record-breaking AHTS vessel to EMAS Marine

Drydocks World delivered **Lewek Fulmar**, the world's first UT788 CD Multi-functional Ultra Deep Water Anchor Handling Tug, Supply and Service vessel (AHTS). The vessel was built at Drydocks World's Singapore facility. The vessel has broken the world bollard pull record by an AHTS at **402.4T**, surpassing the previous record of 397T.

"We have now built four such vessels at our facility in Nanindah and a sixth vessel is under construction in Singapore. As a result of our proven experience and diverse capabilities in building work boats and support vessels, we have built up a strong international clientele accumulated over the past decades of operation. Our new building programme has achieved a great impetus recently and we are pushing towards operational excellence through lean management and improving efficiency at all levels. We are emphasising on providing value added services to our customers," said Khamis Juma Buamim, Chairman of Drydocks World and Maritime World.

Lewek Fulmar is one of the most advanced subsea construction vessels in the global oil and gas industry, equipped with an ultra-deepwater UT788 CD AHTS system and subsea equipment such as wellheads, manifolds and jumpers. It was specially designed to handle supply duties between land bases and drilling sites, towing of threatening objects, assist during deepwater anchor handling and tanker loading. In addition, it is capable of carrying out field inspection, maintenance and repair roles. The vessel will be able to perform a major part of the work done by most deepwater vessels, but at a much more competitive price as a result of the use of a diesel electric engine which makes for low fuel consumption.

Mr Lionel Lee, Group Managing Director of EMAS said: "We are delighted to have achieved this world record for an AHTS. **Lewek Fulmar** is one of our four new state-of-the-art vessels which will significantly add to the Group's expansion into ultradeepwater territory. We are continually expanding the capabilities of our vessels so as to provide a diverse offering across the offshore oil and gas industry." Source : PortNews

FERNAO DE MAGELHAES DEPARTED FROM THE BUILDERS



Above seen Jan de Nul's latest delivery: **"Fernao de Magalhaes"**. Which left the builders, Uljanik shipyard in Pula, Croatia, on last Friday. Below also the last of 4 newbuild self propelled cutterdredgers can be seen, the **"Niccolo Machiavelli"**, of which the crew watched the Fernao leaving. **Photo's : crew Niccolo Machiavelli ©**



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The **DOLE AMERICA** seen leaving the Antwerp locks assisted by the **UNION 8** – Photo : Walter Beckers ©

Hellenic Shipping News Worldwide BUNKER PRICES (2011-04-26)									
PORTS	IFO380		IFO180		MDO		MGO-0.1%, L.S		
PIRAEUS	654.00	4 ↑	691.00	4 ↑	0.00	0 ∅	1035.00	5 ↑	
Hamburg	655.00	11 ↑	672.00	7 ↑	0.00	0 ∅	1040.00	3 ↑	
FUJAIRAH	682.00	2 ↑	710.00	5 ↑	0.00	0 ∅	1045.00	-5 ↓	
SINGAPORE	667.00	-3 ↓	678.00	-3 ↓	1015.00	-5 ↓	1025.00	-5 ↓	
ROTTERDAM	650.00	2 ↑	675.00	3 ↑	0.00	0 ∅	1020.00	-5 ↓	
HOUSTON	658.00	0 ∅	685.00	0 ∅	1020.00	0 ∅	0.00	0 ∅	
L.ANGELES	680.00	-11 ↓	710.00	-15 ↓	1055.00	0 ∅	0.00	0 ∅	

Total throughput stable – containers bullish in Rotterdam



The **MIAMI MAIDEN** seen moored in Rotterdam-Caland canal – Photo : Rob Smith ©

For the first quarter, throughput in the port of Rotterdam was at more or less exactly the same level as the same period last year: 107 million tonnes. In comparison with last year's strong and broad growth, the picture is now more differentiated. Agribulk (+49%), other dry bulk (+20%), containers (+12%), other general cargo (+35%) and roll on/roll off (+8%) did very well. Figures for the three liquid product groups – crude oil (-1%), mineral oil products (-18%) and other liquid bulk (-2%) - were negative. As the 'heavy' products iron ore (-5%) and coal (-8%) were also down, the balance was neutral.

The Port of Rotterdam Authority's Chief Executive Officer, Hans Smits: "As expected, the abundant growth is over, although 12% for containers is still striking. The forecast for this year was and is an increase of about 2%. Taking into account traditional seasonal patterns, and on the basis of confidence on the part of the producers and buyers, that is realistic."

Dry bulk

The decrease in incoming trade in iron ore, to 9 million tonnes, is due to the high ore prices. Stocks are therefore being run down. Outgoing trade, by rail and inland shipping, remains at a good level. Demand for coal for energy production is still under pressure from the low price of natural gas, but is recovering thanks to the reduction in the generation of nuclear power. For the time being, the stocks at the terminals are being drawn on. There was a sharp increase in the handling of other dry bulk (minerals, building materials, biomass), to 3.4 million tonnes. Demand from the metal industry continues to rise, supposedly for the production of export goods. We need not assume an increase in demand from the construction sector this year. 2.2 million tonnes of agribulk were shipped in, way up on 2010. This was thanks to, among other things, imports of maize for the new Abengoa bio-ethanol plant. There was also a lot of activity at the buoys in the Waalhaven.

Liquid bulk

Incoming trade in crude oil was down 340,000 tonnes (two medium-sized tankers), to 24.4 million tonnes. Throughput of mineral oil products fell by 3 million tonnes. This mainly involves fuel oil and gas oil/diesel, the two main product types. These come from Russia, via the Baltic Sea, where the extremely harsh winter seriously obstructed shipping traffic and probably had an influence on exports to Rotterdam. The main thing is the influence of the declining contango (price now lower than later) for middle distillates (gas oil, diesel, kerosene) during the first quarter of 2010. That led to a wave of discharging ships, to both shore tanks and ship-to-ship to other tankers. The relative and absolute fall were taken into account in the forecasts. At the moment, the floating storage in the North

Sea is at a normal level. Other liquid bulk (chemical basic products, biofuels, vegetable oils and fats, fruit juices) fell slightly, by over 100,000 tonnes to just under 8 million tonnes. The chemical industry continues to operate at a good level and exports were even up a little. Ethanol throughput remains constant and that for biodiesel continued the slightly downward trend of 2010. The handling of vegetable oil seems comparable to that in 2010, restrained slightly by the high price of palm oil. Companies are therefore not buying more than necessary.



The **STENA SIRITA** seen moored in Rotterdam-Europoort – Photo : Robert Smith ©

General cargo

Container throughput continued the rising trend of 2010: up by more than 3 million tonnes to 29.8 million tonnes. Measured in 20-foot units too, the growth was substantial: 10% to 2.9 million TEU. This healthy state of affairs was largely attributable to traffic with Asia. Intra-European traffic is recovering slowly due to the cautious growth of the British economy. The harsh Baltic winter also hampered container traffic with Russia and, due to the high ship's costs (fuel oil and chartering), a few services abandoned the longer Rotterdam route. Nevertheless, Russia remains a growth market. Roll on/roll off traffic, which focuses almost completely on England, is also being buoyed up by the improving economic climate in the UK: over 300,000 tonnes more, to 4.4 million tonnes. Other general cargo finally hit the jackpot again with an increase of 0.5 million tonnes to 1.9 million. This was due largely to the increasing transshipment of steel (slabs) at the Steinweg terminal on the Maasvlakte. Source: Port of Rotterdam



Above seen the Boskalis dredger **CORNELIS ZANEN** in action in Pointe Noire inner harbour.

Photo : Capt. Christian Schmidt - Afrishore Mosselbay ©

Ro-Ro Ships Ply Sangay-Caramoan Starting May 1

Starting May 1, 2011, Roll on/Roll off (Ro-Ro) vessels shall ply between Nato, Sangay and Guijalo, Caramoan along the coast of Lagonoy Gulf. This was revealed by Sangay Mayor Evelyn Fuentebella during an interview on Monday night.



Mayor Fuentebella is the wife of Congressman Noli Fuentebella of the 4th District of the province. Asked for opinion about the proposal to create a new province as contained in a bill to be sponsored by her husband, she said: "there is no retreat, no surrender" on the pushing of the bill. The new province shall be called Nueva Camarines, according to Mayor Fuentebella. Some proponents prefer to call the new province Camarines Oriental.

The Fuentebella family promises to promote tours to the different islands in Caramoan once a new province is created. The islands off Caramoan peninsula are now world-renowned tourist destinations. In the same interview, Mayor Fuentebella also promoted the 2011 Magayon Festival, a summer festival in Sangay that opened last Easter Sunday. One of its highlights is the Bikini Open, a pageantry of beauties in bikinis.

The townfolks of Sangay are now on a clean-up drive along the beach shores from barangays Nato to Sto. Nino in preparation for the festivities. Many tourists have already arrived. Balikbayans from Manila and abroad have come home for the Holy week and the festival. Mayor Fuentebella added that boats going to Catanduanes may soon also embark from Nato port, an alternative start point to Tabaco City port. This will shorten the travel time and cut costs---long time dreams of the people of Camarines Sur and Camarines Norte. **Source : vox bikol**



Above seen April 25th 2011 the coastal ferry "**BARBAT**" owned by Rapska Plovidba in Jablanac - CROATIA Ferry is connecting shore (Jablanac) and island RAB. - **Photo : Svetozar Catovic RRM ©**

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Asian feeder vessels body to hike freight, bunker rates

The Asian Feeder Discussion Group, the association of feeder vessel operators based in Singapore, has proposed to increase freight and bunker rates with effect from May 1. In a notice sent to the trade, the Group informed that a decision in this regard has been taken in view of the continuing increase in the operating cost. The freight rates have been increased by \$40/ TEU from Colombo to Chennai, Tuticorin, Kochi and vice-versa.

On Critical Bunker Recovery (CBR) and ancillary charges, the Group said that it is no longer tenable for them to continue to absorb the bunker cost increases with the recent steep increase in bunker prices over the last two months. Given the situation, there will be an increase of \$40/ TEU in bunker prices in the Colombo - Kochi and Colombo – Chennai sector and \$30/ TEU in Colombo – Tuticorin sector.

The CBR will be applicable for all inbound and outbound SOC (ship owned containers) shipments (empty and laden) loaded at the ports served by feeder operators. The Group has informed all the Mainline Operators and NVOCC (non vessel operating container carriers) in this regard. At present, the revised rates will be enforced in Colombo-Tuticorin, Colombo – Chennai and Colombo – Kochi sector and other sectors will be followed soon. With the rate increase coming into force from May 1, the trade has to pay a general rate of \$ 210/ TEU in the Kochi – Colombo sector on freight and bunker surcharge from the present rate of \$130/ TEU.

Mr C.S. Kartha, General Manager, Bengal Tiger Line, said that the terminal handling charges is not at all connected with feeder operators and it is actually the rates collected by container operators (MLO's and NVOCC). The feeder operators cannot be penalised for this, he said adding, that the vessel related charges comprising port dues, pilotage and berth hire in Kochi at present is \$10,000, while in Tuticorin, Mangalore and Colombo, it was \$3,500, \$3,500 and \$2,500, respectively. **Source: The Hindu Business Line**



Above seen at Warnemünde/Rostock the M/V **Kroonborg** entering fully laden the river Warnow

Photo : Berthold Rossmann ©

Container Ships Set Record for Capacity Growth

Record deliveries of container ships in the next few months likely will add further down pressure on ocean freight rates and reverse the rally in vessel charter rates, according to Alphaliner. Thirty-two ships with an aggregate capacity of 226,500 20-foot equivalent units will be delivered in April, the highest level of monthly deliveries, the container market analyst said.

Shipyards are set to hand over a further 41 vessels of 204,000 TEUs in May, bringing total deliveries in the first five months of the year to 688,000 TEUs. This flood of new capacity is hitting the market at a time when demand growth shows signs of slowing down. South China ports increased throughput only 2.2 percent in the first three months of the year compared with 23.7 percent in the same period in 2010.

The 430,000 TEUs of new capacity to be delivered in April and May is equivalent to 3 percent of the total cellular container fleet. Total deliveries in 2011 are expected to reach 1.35 million TEUs, based on Alphaliner's figures, which are adjusted for delivery deferrals.

A large number of the ships already delivered this year were deferred from 2009 and 2010. Many vessels were fully completed in 2010 but their commissioning was delayed at their owners' request. As funding issues have been resolved for the majority of these vessels, further delivery delays are unlikely, Alphaliner said. As a result, the cellular container ship fleet is projected to increase 8.6 percent this year, including provisions for scrapping of older tonnage.

"Hence the demand-supply balance is gradually moving against the ship-owners' favor," Alphaliner said.

Source: Journal of Commerce

Topaz Marine marks entry into West Africa market

UAE-based oilfield services firm Topaz has expanded into West Africa by winning a two-vessel contract off Nigeria during 2011, the company said. The firm has already mobilized two anchor handling tug supply vessels for an eight-month contract to support operations at three oilfields off the Nigeria coast.

The contract was awarded by AXXIS Petroconsultants. The value of the deal was not disclosed. "This award fits well with our international expansion plan and is significant since it lays the first cornerstone of Topaz's strategic presence in the region," said Topaz CEO Fazel Fazelbhoj in an emailed statement. "These markets are large, high growth and will reward those that are well prepared with the right strategy."

Earlier this year, Topaz entered the Brazilian offshore sector via the purchase of two anchor handling vessels in Brazil for \$40m. The company is operating the vessels on three-year contracts for state energy giant Petrobras. Topaz was bought by Oman's Renaissance Services in 2005 via a share swap deal. The company had planned to list in March this year on the London Stock Exchange, but the \$500m IPO was pulled due to valuation concerns and regional unrest. Topaz said last week it would not appeal a ruling against it by London's High Court of Justice in a contract cancellation dispute with Adyard Abu Dhabi relating to the building of two ships. Topaz posted profits of \$70m last year on revenues of \$408m. **Source: Arabian Business**



Above seen the BP operated **FPSO Greater Plutonio** in Block 18 off Angola - **Photo : Rajesh Kumar ©**

Sea Star, Crowley confirm antitrust payouts

Sea Star Line and Crowley Maritime will proceed with their parts of a settlement in which they and Horizon Lines agreed to pay shippers a total of \$52.25 million to settle allegations of price-fixing in the U.S. mainland-Puerto Rico trade, the Journal of Commerce reports. Sea Star will pay \$18.5 million and Crowley will pay \$13.75 million, the companies told a federal court in San Juan. Horizon has until Friday to decide whether to pay its \$20 million share of the settlement.

The deadline for the carriers to decide whether to go through with the settlement was extended several times after numerous shippers opted out of the class-action settlement. Shippers that opted out of the class action are free to pursue individual claims with the carriers. Horizon announced in February it had settled with one of the opt-out shippers, Wal-Mart, for an undisclosed amount.

The class action consolidated 32 civil antitrust lawsuits filed on behalf of cargo interests in the wake of a federal criminal investigation that has netted guilty pleas by five former carrier officials - three from Horizon, two from Sea Star - for antitrust conspiracy or hiding evidence. Horizon, Sea Star and Crowley agreed this month to settle a separate class-action civil lawsuit filed on behalf of indirect purchasers, or shippers' customers, who claimed they paid inflated prices because of carrier price-fixing between 2002 and 2008.

The lines agreed to pay \$1,766,667 each to settle the indirect purchasers' claims. Plaintiffs' lawyers will collect \$1.3 million of the \$5.3 million, leaving \$4 million for the parties they represented. Horizon agreed in February to plead

guilty to a criminal antitrust violation and pay a \$45 million fine. The company said it expects the fine to put Horizon in violation of its debt covenants this year and is working with lenders to obtain waivers or amendments to its bond agreements. **Source : PortNews**



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Measure sought to counter high shipping fees

The Ministry of Transport is weighing a measure to help prevent local businesses from inappropriate shipping charges and surcharges imposed by ship owners. Entrepreneurs and forwarders at a meeting, held by a delegation led by the ministry's General Transport Department in HCMC last week, showed disagreement with what they see as overcharging by international ship owners.

Nhu Hong Hanh, manager of the import and export department of Viet Tien Garment Corporation, said, "Ship owners, through a forwarder or sales agent, take Container Freight Station (CFS) for US\$10 to US\$15, or even US\$30, without a clear explanation. We have to follow if want to take the goods." As for the container cleaning fee (CCL), it varies from US\$10 to US\$15 per container for ship owners MSC and Gemandep. Meanwhile, Maersk Lines takes US\$25 per container.

Some new charges and surcharges, including the Emergency Bunker Surcharge (EBS) and Container Imbalance Charge (CIC), applied on March 15, also frustrate exporters. Tran Viet Huong, manager of Logistics for CP Vietnam Livestock Co., told the Daily that the CIC, due to the shortage of containers, is supposed to charge ship owners, not exporters. The current level for a 20-foot container is US\$60 and double for a 40-foot container.

Not only exporters but also forwarders, who are responsible for the delivery and obtainment of goods as well as related procedures, complained about the unclear application of charges and surcharges. The owner of a private forwarding firm said there was a huge difference between the levels of container deposit imposed by China Shipping compared to other ship owners.

"China Shipping asks for an approximate US\$700 for each container, while other shipping lines require much less than that," he said. The deposit is required as insurance in case damage occurs to the container on the route.

Delegation member Ngo Viet Anh, manager of the Maritime Law Division of the Legal Department of Vietnam National Shipping Lines, told the Daily a measure that requires ship owners to register all expected charges and surcharges is being considered. In March, the Government Office sent out a document asking the Ministry of Transport to cooperate with the relevant ministries and organizations to establish a task force to investigate, collect evidence and suggest a solution on the over-charging by ship owners. The probe is due to be completed this week. **Source : The Saigon Times Daily**



Heerema's **HERMOD** seen in drydock at Drydocks World Dubai. - Photo : Sander van Wijlick ©

APM Terminals eyes investment in Baltiysk port

AP Moller-Maersk's APM Terminals, is considering the investments in the construction of a new port in Baltiysk (Kaliningrad region), RIA Novosti reports citing the materials for today's visit of Russian Prime Minister Vladimir Putin to Sweden.

Upon completion, the new port will become the gateway for trade flows in the Baltic Sea region and will be able to handle 6m TEUs a year.

The A.P. Moller - Maersk Group incorporates scores of shipping, offshore and terminal assets, etc . worldwide. AP Moller-Maersk operates the world's largest container fleet, and controls the largest share of Danish oil extraction in the North Sea, along with its partners Shell and Chevron. APM Terminals is represented in 34 countries and operates a network of 50 terminals. Source : PortNews

'Port of Hamburg Handbook 2011'

Showcase for Hamburg as a maritime logistics base

Hamburg as a universal port can handle goods of virtually every type. Thousands of service providers operate day and night, ensuring smooth operations in the Port of Hamburg, on the Elbe and in the wider port area. With the new 'Port of Hamburg Handbook 2011' (142 pages), Port of Hamburg Marketing presents the whole spectrum of services from Hamburg's port sector and its partner ports in the region. The focus here is on all modes of transport. For Hamburg's port customers and partners as well as all those interested in the port, the Handbook offers specific and background data, provides information on the structures and tasks of port management, and insights into port development. Green port management as well as exemplary sustainability projects by the Hamburg port and logistics sector play an especially important part here. The opportunities in Hamburg for vocational and further training in the port and logistics fields are also presented in the Port Handbook. First-class training and research facilities contribute towards

enabling the metropolis on the Elbe to position itself successfully as a leading logistics location. The Port of Hamburg maintains close cooperation with the region's ports on the North Sea and the Baltic Region and into the Elbe hinterland to facilitate joint action in international competition. The Port Handbook reports on this cooperation and presents the ports of the region. Along with up-to-the-minute photos of port motifs, the book supplies a wealth of detail, contact addresses as well as profiles of the terminals. The Country Special in the present issue covers Brazil, one of Port of Hamburg's major sources for imports of ores, oilseeds and coffee.

Those interested can order the book for €19.95 in the online shop at www.porthandbook.de. Along with the just published '**Port of Hamburg Liner Services 2010/2011**', the Port Handbook is available for a package price of €34.00.



Tenwolde Transport en Repair BV

Boonsweg 19, 3274 LH
P.O.Box 5023, 3247 ZJ
Heinenoord – The Netherlands
T +31 (0) 186-603333
F +31 (0) 186-603619
E info@tenwolde.com
W www.tenwolde.com

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.... PHOTO OF THE DAY



Work was brought to a halt on the BP owned North Sea oil platform **MAGNUS** after it was hit by the stand by vessel **GRAMPIAN DEFENDER**, more than 200 workers onboard the platform were forced to down tools after the vessel struck it

Photo : Unknown author