



**Number 119 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 29-04-2011**

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

The advertisement for Huisman is split into three sections. On the left is a photograph of a large white Huisman crane lifting a heavy, circular industrial component. In the center, the Huisman logo is displayed with the tagline 'Worldwide Lifting, Drilling and Subsea Solutions'. Below the logo, there is a Dutch text announcement about a new colleague and a website link. On the right is a portrait of a man wearing a white Huisman hard hat and a dark polo shirt, standing with his arms crossed.

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The **ITC CYCLONE** seen alongside the **TRANSOCEAN DRILLER SS 50** in the Santos basin Brasil

**Photo : Capt Ton Firet – Master Chinook (c)**

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The **DELAGRACHT** seen in Rio Grande – Photo : Marcelo Vieira (c)

## Dry bulk market lacks activity, rates keep retreating

With the Easter Holidays for a large of the world now behind, the dry bulk market kept lacking activity on Tuesday, which led the Baltic Dry Index (BDI) further down to 1,250 points, 0.32% lower than the previous session. The Panamax segment once again suffered the bulk of the losses, while the Capesize market was marginally higher by

0.39% to 1,546 points. In its weekly report, shipbroker Barry Rogliano Salles said that the Capesize market was relatively inactive last week, partly due to the Easter holidays which triggered a lull in the market. "The levels remained grossly flat at the weak level of about US\$6/7000/day on average. Partly due to chtrs holding back nominations under their COA's until the end of the quarter, a severe lack of cargo was felt, particularly for loading in the Atlantic, which meant that owners had to lower their rates to obtain the rare business around, and a TARV was worth a very low US\$4/5,000/day while Fronthaul business gave returns in the high teens.

A more regular amount of activity in the Pacific enabled the rates to sustain themselves unusually higher than in the Atlantic, standing at around US\$6-7,000/day. Backhaul cargoes were still extremely scarce and continued to pay a negative return of about minus US\$7,000/day. Ships in the PG could obtain mid teens return for a trip via India to china. On the period front, short period deals are now worth in the low teens dely China redly ww, depending mainly on eco consumptions as in these market conditions of rock bottom TC rates and very healthy bunker levels the vast majority of the cape fleet is slow steaming. This week started quietly and we will need to see a fresh income of Atlantic cargoes to make the market move" said the report. Regarding the Panamax market, BRS noted that during the course of the past, the Baltic Panamax Index eased by \$1,000 in all basins which represent a significant loss of around 10%. The Pacific rounds were fixed at mid US\$8,000/day and the TA round at just below US\$11,000/day. The main reason of this trend was the lack of cargoes worldwide and the good number of spot vessel looking for business. The Period activity was the most impacted market as it tumbled and lost US\$2,500/day opening the week at US\$14,500/day and closing it US\$12,000/12,500/day for nice TES 74 dwt.

As for the Supramax/Handy segments, "ast week we had a slow activity on the market due to the Easter holidays break, the Supramax market has been slowly sliding down in all areas. During this Easter mood, the BSI lost only 13 points to reach on average of the TC routes of US\$14,645 at the end of the week. Out of the USG owners were fixing their Supras around US\$23,000 daily for redelivery Skaw/Passero whereas redelivery Singapore/Japan was fixed in the low US\$30,000. The Black Sea/Med area was not improving, most of the ships were ballasting out, the lucky ones fixing clinker or steels. A large supra was fixed at US\$7,000 delivery Black Sea/redel USG. The Supramax market in the Pacific has been on a downfall since last week. Owners were trying to resist as feel market will bounce back this week due to more iron ore, nickel ore cargoes coming out but charterers pulling rates further down. WCI India iron ore stems have increased as miners are trying to move as much as possible before the monsoons start. A few Indo coal stems, which were usually covered on COAs have been seen on the spot market. The Index for the pacific round ended in the 14k-15k levels. Modern Supramaxes are getting interest for short periods in the mid teens" concluded the shipbroker.

Meanwhile, in a separate report, Commodore Research & Consultancy focused on China developments, noting that 11 vessels were chartered to export thermal coal to China last week, 8 more than the week before that. "Domestic thermal coal prices remain relatively low compared with international coal prices but the overall price differential is slowly increasing. Australian coal cargoes remain unattractive, however, as freight costs exceed the difference between Datong and Newcastle prices. The differential between Datong and Newcastle FOB prices has increased to \$7.50; last week the differential was \$6 (the price of Datong coal has held steady at \$129/ton; the FOB price of Newcastle coal has declined to \$121.50/ton). The cost of freight to ship Australian coal to China currently stands at roughly \$12/ton, well above the \$7.50 price differential. Chinese iron ore production has increased significantly on a month-on-month and year-on-year basis. Approximately 94.4 million tons of iron ore was produced in March, an increase of 21.9mt (30%) from 72.5mt produced in February and 14.7mt (18%) more than the 79.7mt produced in March 2010. Compared to the first three months of 2010, Chinese iron ore production has increased this year by 36.6mt (18%). Domestic iron ore production has remained at high levels due to lucrative prices. Production is expected to remain firm while prices stay high. Although iron ore imports will continue to be negatively affected by robust domestic production, imports have been able to remain at firm levels as demand has stayed robust" concluded the US-based consultancy. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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The **MSC SHANGHAI** seen in Rio Grande – Photo : Marcelo Vieira (c)



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## Sealestial Marine Takes Lead In Regional Anti-Piracy Training

Following recent reports of piracy incidents around the maritime areas of Kota Kinabalu and Labuan, a maritime security training was carried out by local-based company, Sealestial Marine Sdn Bhd. The training was related to the International Ship and Port Facility Security (ISPS) Code for key security personnel from all the major ports in Sabah under the management of Sabah Ports Sdn Bhd. The relevance of the code comes at a critical moment, due to the fact of the proximity of the recent piracy reports to Brunei Darussalam's Exclusive Economic Zone (EEZ). With this latest feather in its cap, Bakhtiar DP Hj Yahya, Managing Director of Sealestial Marine Sdn Bhd remarked, "We managed to secure the award for this training amidst stiff competition from other foreign training service providers, so this demonstrated the confidence that the maritime, ports and shipping industry has in Sealestial Marine in providing, quality and effective training within the BIMP-EAGA region."

Its client base has been expanding over the past few years, during which the company has also been receiving inquiries from Singaporean shipping companies wishing to train their employees, dealing with Offshore Supply Vessels (OSV), as Sealestial Marine's offshore aspect of its maritime services is one of its key areas of specialisation.

Its quality of service has already received the recognition of being audited and the company is in the process of obtaining the internationally-recognised ISO 9001: 2008 Quality Management System certification. The ISPS Code, a worldwide implemented requirement, was developed by the International Maritime Organisation (IMO) to provide an international framework involving cooperation between various governments, local administrations and the shipping and port industry to detect as well as address security threats and take preventive measures against security-incidents affecting ships and ports around the world. Twenty representatives from Kota Kinabalu Port, Sepangar Bay Container Port, Sepangar Bay Oil Terminal, Sandakan Port, Lahad Datu Port, Tawau Port, Kudat Jetty and Kunak Oil Terminal attended the training that was held in Kota Kinabalu. **Source: Borneo Bulletin**

## Jumbo Offshore to install protection structures for Laggan & Tormore



In June 2011, Jumbo's DP2 Offshore Heavy Lift Vessel **Fairplayer** will install 4 subsea protection structures for production flowlines at 600 m water depth in the Laggan & Tormore fields. These gas condensate fields, owned by Total and Dong Energy, are located 125 km north-west of the Shetland Islands. This region contains approx. 17% of the remaining UK oil and gas reserves. The subcontract, commissioned by client Allseas, will combine transport and installation, Jumbo Offshore's hallmark.

The fields' subsea production and pipeline system is the deepest system in UK waters and includes two 18-inch production flowlines. The flowlines will connect the subsea production facilities to the onshore processing terminal at Sullom Voe (Shetland). The two flowlines require protection structures at the Tormore starting point and at the Laggan tie-

in location. HLV **Fairplayer** will mobilize in Rotterdam (The Netherlands), e.g. taking temporary accommodation units

onboard (max. 65 persons) and preparing its Deepwater Deployment System (DDS). The four structures (composed of six elements) vary in weight from 180 t to 270 t and measure 38 x 21 x 6 m. **Fairplayer** will make two consecutive trips. Each trip Jumbo will transport and install two structures in three lifts. Using its DDS, the structures will be installed at 600 m water depth in a single voyage.

The Laggan & Tormore subsea installation project confirms Jumbo Offshore's 'added-value concept' of providing a single solution for loading, transporting and installing subsea structures in water depths up to 3,000 m. Once again, **Fairplayer's** DP2 capabilities,

Deepwater Deployment System and twin 900 t mast cranes prove to be constructive to a high-technology offshore project. After project completion Jumbo plans to keep HLV **Fairplayer** in the North Sea area for other installation opportunities.







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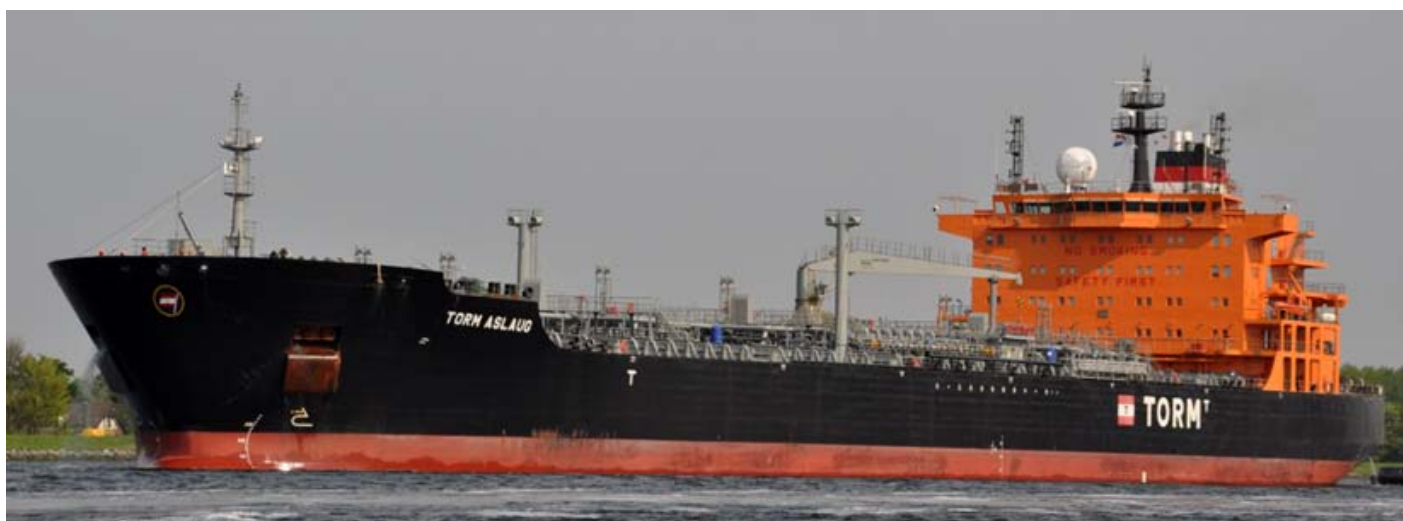
The **FUGRO SYMPHONY** seen in Bergen (Norway) Photo : Rene van der Lugt ©

## Baltic Dry Index nudges up after days of losses

After consecutive falls, the dry bulk freight market, as followed through the Baltic Dry Index, finally caught a breather yesterday, with the BDI managing to post small gains of 0.72% to reach 1,259 points. While, these levels are among the lowest this year and by far the lowest since the start of 2009, demand seems to be picking up recently, especially for thermal coal cargoes. As a result, the Panamax market, which had been severely suffering lately, finally managed to get up to speed and post increases of 2.05% on a daily basis, with the relative Baltic Panamax Index (BPI) reaching 1,392 points. On a similar note, the Capesize market ended on positive territory yesterday, reaching 1,566 points, up by 1.29%. Still, average earnings for the heavily oversupplied Capesize segment of the market, remain below break-even levels and well below this year's forecasts by leading investment and shipbroker firms. According to the latest weekly report from shipbroker Fearnley's, as expected the end of last week was quiet for the Capesize sector, due to the Easter Holidays. "This working week started flat, but a flurry of activity on the Pacific drove the rates back up to the upper usd 7.00 mark for West Australia/China. Activity on front haul has been limited but a fixture has been reported at a usd 19.80 for Brazil/China which is a welcome rise on this route. Period has been dominated by owners re-fixing vessels prematurely redelivered off long Charters, thus pushing the level for 12 months down to usd 12k's. Longer term charters have been concluded on 206kdwt vessels at usd 20k for 5 years. The Atlantic market remains very quiet despite low coal stocks on the Continent. The index has remained largely flat but with a slight positive trend" said Fearnley's.

Commenting on the Panamax market it mentioned that it has been oversupplied with tonnage, both in the Atlantic and the Pacific lately, although activity picked up towards end of last week and cleared out some of the tonnage overhang. "The market remained nervous early this week as well, as most of Europe came back from Easter holidays. Rates in

Atlantic remained more or less the same with TA's around USD 10-12k, and fronthauls fixed in the USD 20k region. The Far East remained over-tonnaged with rates around 8-10k, but mid week activity and rates indicated signs of some recovery. Period business vague but all the way down to mid 12 for 4-6. The FFA market traded stronger and volumes fair" said the report. As for the Handy/Supramax markets, "in the Atlantic, little changes in rates and a very quiet start to the week. Not many fresh enquiries - it seems Owners and Charterers try to figure out which direction the market will take. A further bank holiday on Monday, England, will surely affect the market with consecutive short weeks – traders will most probably stand by. We expect more enquiries to hit the market in the next weeks (from mid-May?) but will this be enough to stop it from declining and absorb the ever increasing spot tonnage in the Atlantic? The market will remain volatile and positional. Pacific market remains quiet. For Indo-India, Supras in N.China get close to 13k. WCI-China rates slid to 15k - from ECI around 14k, but few ships seen ballasting to Indonesia as not much cargoes ex-ECI. Red Sea, ferts on Hmax/Supras are fixed at very mid 20's pmt on voyage basis to WCI. Not too much activity on short period as market bit volatile and speculative and hear index type vessels fixed at midteens" concluded the shipbroker. It also noted the increased newbuilding activity during the past week. Fearnley's reported increased investments in the container and LNG sectors. In total, 27 container vessels, plus options, have been contracted over the last two weeks. "Seaspan Corp. has placed a huge newbuilding contract at STX for 10 firm plus 10 optional 14,000TEU container vessels. This order comes only few weeks after ordering a series of 10,000TEU vessels at the Yangzijiang shipyard in China. We see great activity in the LNG sector and expect more orders to come over the next few weeks" said the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **TORM ASLAUG** seen outbound from Amsterdam – **Photo : Marcel Coster ©**



## Schepen voeren niet te snel bij verdrinking

Tijdens het verdrinkingsgeval op tweede paasdag bij de Maeslantkering op de Nieuwe Waterweg hebben passerende schepen niet te hard gevaren. Dat is gebleken uit radarbeelden die de politie heeft bekeken. Een woordvoester van de politie zei dit woensdag na een bericht hierover op RTV Rijnmond. Er is wel een schip dat mogelijk een golf heeft veroorzaakt. Een 35-jarige man uit Den Haag, die samen met zijn zoontje stond te vissen bij de kering bij Hoek van



Holland, viel in het water toen een golf over de kant spoelde en verdronk. Van het schip worden gegevens opgevraagd en de kapitein zal worden gehoord.



The **OOCL PANAMA** seen outbound from Melbourne off Sorrento 27-4-2011

Photo : **Andrew Mackinnon** – [www.aquamanships.com](http://www.aquamanships.com) ©

## **Maersk denies Q1 report leaked to SEB Enskilda**

Danish shipping and oil group A.P. Moller-Maersk on Wednesday denied a report it gave analysts at investment bank SEB Enskilda information based on a draft of its first-quarter earnings report, Reuters reports. Danish media had reported on Wednesday that Maersk's head of investor relations, Henrik Lund, met SEB analysts on April 11 and gave them information from a draft of the first-quarter report. Lund told Reuters that SEB Enskilda analysts had not had information based on the draft of the report at the meeting and the report was not ready at the time. In an email to Reuters, an A.P. Moller-Maersk spokeswoman said the group had told the Copenhagen bourse and Danish Financial Supervisory Authority (FSA) of the situation.

"On April 11, A.P. Moller-Maersk had a meeting with analysts from SEB Enskilda. According to (daily) Business.dk we gave information about the upcoming quarterly results -- for the first quarter of 2011 -- based on a first draft of the report, amongst other things," Maersk said in an email to Reuters. "We can plainly deny this. The result of the group's first quarter was not finished at this time," A.P. Moller-Maersk said. An official at the bourse said trade in the shares would not be suspended and declined to comment further. A.P. Moller-Maersk shares were up 0.9 percent at 0720 GMT.

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## **India's govt plans anti-piracy law to protect shippers**



The government is planning an anti-piracy law to counter pirates on the high seas, with clear powers to prosecute and punish the outlaws even if they are caught outside its territorial waters. Of late, India's shipping industry and a large community of sailors has been gripped by worries over riding the seas with Somali pirates who have been involved abductions and hold-ups.

Government sources said once the legislation is in place, authorities will enjoy powers to prosecute and punish pirates, whether they are captured from Indian territorial waters or outside. "The government is working towards an anti-piracy law and the discussion is in an advanced stage. The objective of the legislation would be to give exemplary punishment to these pirates, which at present is not possible," a senior government official said. The team drafting the legislation includes representatives from the ministries of shipping, external affairs, home and defence. The legislation shall have the clauses related to naval operation and capturing of pirates, getting them to India — possibly involving extradition — and prosecuting or punishing them. The recent incident of Somali pirates not releasing seven Indian hostages even after being paid ransoms has made the Indian government sit up and think about tackling the menace with a stringent law. The proposed legislation would be in accordance with international maritime agreements. "It's for the first time the Somali pirates violated the agreement and it is high time the government took strong action against such offenders through a proper legal system," the official said. **Source : PortNews**



The **SIA** seen moored in IJmuiden – **Photo : H. Blomvliet ©**

## **Mideast crude tanker rates slide to 2009 lows**

Crude oil tanker earnings on the key Middle East route fell to their lowest in over 18 months on Tuesday as growing vessel supply weighed on rates, Reuters reports. Brokers said higher bunker fuel costs were also eating into earnings.

The world's benchmark Very Large Crude Carrier (VLCC) export route from the Middle East Gulf (MEG) to Japan DFRT-ME-JAP fell to W49.10 in the Worldscale measure of freight rates, or \$1,030 a day, from W49.92 or \$2,272 a day last Tuesday -- at their lowest since Sept. 2009 when earnings plummeted due to economic turmoil. "Another testing week for owners participating in the MEG VLCC market. Tonnage remains well-supplied, whilst the emergence of a number of oil company relets added to charterers' options," broker SSY said. "Further to this, and perhaps somewhat surprisingly ahead of the Easter and May Day holidays, fresh enquiry was scarce. As a result, rates slipped further." The Baltic Exchange did not publish data on Monday or last Friday due to a public holiday. VLCC rates have been volatile in recent months due to a supply overhang caused in part by the end of a trading play, which led to storage of millions of barrels of crude oil on tankers at sea. "In 2011, tanker oversupply will continue to be the most dominant factor in rate formation. This state of oversupply will be made all the worse should there be widespread and irreplaceable oil supply disruption. There will be fewer cargoes to carry, prices will rise, and demand destruction will be put in train," HSBC said in a report.

"Despite global oil demand recovering strongly, the impact of new deliveries is depressing rates." Average earnings have fallen this month below the operating cost level of a VLCC, which is estimated at around \$10,000 a day. "Decent VLCC activity to start the week yesterday, but rates remain below the W50 mark," Arctic Securities said. Cross-Mediterranean aframax tanker rates fell to W98.96 from W102.50 last Tuesday. Aframax vessels on the Med route, which transport the majority of Libya's crude oil, normally carry up to 600,000 barrels. Last month aframax rates jumped to their highest this year as buyers scrambled to get cargoes from Libya. But a subsequent drop in activity has added to tanker availability, weighing on rates. Rates for suezmax tankers on the Black Sea to Med route rose to W100.19 from W82.62 last Monday. Brokers said a boost of activity had driven gains in recent days. **Source :** PortNews

## NAVY NEWS

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## Russia successfully tests Sineva SLBM



Russia has successfully test-fired the Sineva submarine-launched ballistic missile from a Delta-IV class submarine, a defense ministry spokesman said. The missile, launched from the **Yekaterinburg** submarine, hit the designated target on time, the source said.

Left a DELTA IV submarine seen on the surface

**Photo : Piet Sinke (c)**

ballistic missile that entered service with the Russian Navy in July 2007. It has a maximum range of over 10,000 km and can carry four to 10 nuclear warheads, depending on the modification. The last Sineva test launch was held in October 2010. The Russian Navy has seven Delta-IV class submarines in service. They are all deployed in the Northern Fleet. **Source : RIA Novosti**

## Navy wins big battle for U-boats

The Defence Council approved a navy plan to buy six second-hand submarines from Germany for almost 8 billion baht. Council spokesman Col Thanatip Sawangsaeng said council members, who include the defence permanent secretary and supreme commander, were satisfied with the submarine procurement plan that navy commander Kamthorn



Phumhiran outlined during a one hour and 40 minute presentation. They were also satisfied with the navy's choice, the U-206 A German-made submarines, he said.

Col Thanatip said the navy stressed three reasons for needing submarines - to protect national and marine interests, to strengthen the capacity of submarines in Asean and to ensure a balance of military power in Asean. Malaysia deploys two French-made ones, Singapore has four and Vietnam has three, with a plan to buy six more from Russia. Even Burma has already had its soldiers trained in submarine operations. "Even though the submarines are old, they are suitable to conditions in the Andaman Sea. The depth and clarity of water doesn't affect its functionality. The key is that the German submarines have integrated weaponry systems," he said.

If the procurement plan is approved by the cabinet, the navy is expected to have the submarines by September 2013, he said. The navy will submit details of the procurement plan to the Defence Council again next month, the spokesman said. He added that a briefing might be held at a later stage to address concerns that have been raised after the procurement plan was unveiled, including why the navy is buying decommissioned submarines with only a few years left in service instead of new ones.

"Why did we go after old subs? Because the old submarines are within our budget. Earlier, we had planned to spend more than 40 billion baht, but that would be enough for only two new submarines, like the South Korean Type U209 submarines," said Col Thanatip. "For this project, we will spend only 7.7 billion baht and get six submarines, not to mention a logistics system." Defence Minister Prawit Wongsuwon had earlier floated the idea of buying two brand-new South Korean submarines instead of the German ones. Col Thanatip said the Defence Council would forward the procurement plan to the cabinet for approval as soon as possible because it understands the navy's requirements and agrees with them. **Source : Bangkok Post**



The Moroccan Navy **308 EL LAHIQ** seen arriving in Malta 27th April, 2011. **Photo : Gejtu Spiteri ©**

## **Museum Discovers Original Designs of the Lembit in UK**

The designs of the original interiors of the Estonian submarines **Lembit** and **Kalev** have been discovered in a UK archive. Two weeks ago, after having been on the lookout for years without much success, the Estonian Maritime Museum finally acquired more than two hundred original designs of the **Lembit** which will now be used to restore the interior of the pre-war submarine. The **Lembit** has been deemed the world's oldest submarine still afloat. Later this year, it will be turned into a land-based museum exhibit, reported ETV.

Shortly before World War II, Estonia commissioned two identical submarines from the UK – the **Lembit** and the **Kalev**. Competition was stiff in the military industry back then, but the state finally decided in favor of the reputable British shipbuilding company Vickers-Armstrong. Although launched already in July, 1936, both submarines entered

service a year later. The **Kalev** was sunk in the autumn of 1941, but the **Lembit** has served as a training vessel as well as a museum exhibit after the war.

A year and a half ago, the Estonian Maritime Museum received word that the designs for the submarines **Lembit** and **Kalev** had been housed in the Cumbria County Archives, UK, ever since they had been donated to the Archives by Vickers-Armstrong decades ago.

The museum struck gold with this discovery, considering the fact that until that point, only a few black-and-white photos of the interior of the submarine **Lembit** had been known to exist. "For years, we had made inquiries about the designs to the Submarine Museum, the National Maritime Museum in Greenwich, and also to Vickers-Armstrong, receiving only negative responses," said Head of the **Estonian Maritime Museum Urmas Dresen** to ETV.

Toivo Arumäe, an expert at the museum, noted that the newly acquired designs are extremely valuable. "There are no photos left of some of the rooms. Perhaps we can now breathe some life into the Lembit with the help of these designs," said Arumäe.

"It turned out that some of the elements that had previously been considered to be part of the submarine's original interior design, are in fact not so," said Dresen. "The things that cannot be changed will remain as they are, because each vessel contains layers from different eras. However, we will attempt to restore anything that is altogether erroneous and disturbs the eye in the light of these designs."

The restoration of the interior of the **Lembit** will begin in a month's time, immediately after the vessel has been hoisted out of the water. This autumn, after the conversion of the seaplane hangars in the Seaplane Harbor has been completed, the battleship with a glorious past will carry on service on dry land, in what is likely to become a unique maritime museum in the world. **Source : err**

## US nuclear submarine docks in Goa



At a time when India continues to resist US overtures for an agreement that would allow American warships access to Indian ports and services, a US Navy nuclear submarine has docked in Goa. The Los Angeles-class attack submarine **USS La Jolla (SSN 701)** moors alongside the submarine tender **USS Emory S. Land (AS 39)**. **La Jolla** is in Goa, India for a port visit.

This is the first time that a US nuclear submarine

has docked in India. The submarine is in Goa as part of a goodwill initiative in the region. Sailors aboard the Los Angeles-class attack submarine **USS La Jolla (SSN 701)** handle lines as the boat moors alongside the submarine tender **USS Emory S. Land (AS 39)**. The submarine will undergo minor repairs and maintenance at the Mormugao port. The **La Jolla** is a Los Angeles-class nuclear-powered fast attack submarine carrying Tomahawk cruise missiles, Harpoon anti-ship missiles, torpedoes and mines. Berthing of US ships and submarines has been the subject of great controversy in the last few years, highlighted during the visit of the American nuclear-powered supercarrier **USS Nimitz** in 2007. **Source : India Today**



## Royal Navy ship with Cheshire links deployed on security operation in Middle East

CHESTER'S adopted Royal Navy warship is on the first leg of a major operational deployment which will contribute to maritime security and strengthen UK partnerships across the Mediterranean and Middle East.

**HMS Albion**, the flagship of the Royal Navy, left Devonport naval base in early April and could be away from home for up to six months. The 18,500-tonne amphibious assault ship is leading the Royal Navy's Response Force Task



Group (RFTG) to the crisis-hit Middle East. Consisting of ships, aircraft and Royal Marines held at high readiness, RFTG is at the heart of the UK's ability to react at short notice to unforeseen global events.

**HMS Albion's** commanding officer, Captain James Morley, said: "I speak for everybody aboard **HMS Albion** when I say how proud we are to be the Royal Navy's flagship. The ship's company will be away from their loved ones over spring and summer, so the fact we sail with the support and good wishes of so many people back home is immensely important to us. Our relationship with the people of Chester in particular is highly prized."

**HMS Albion**, which was launched by the Princess Royal in 2001, has a civic affiliation with Chester, and is linked to organisations, charities and businesses throughout the North West, including 1st Battalion The Mercian Regiment (Cheshires), Vauxhall, Claire House Hospice, Land Rover and the Albion Inn, Chester.

It demonstrated its versatility last year when the ship was sent to Spain to help evacuate British citizens left stranded by the volcanic ash cloud, while sister ship **HMS Bulwark** played a key role in evacuating British nationals from crisis hit Lebanon in 2006. **Source : Ellesmere Port Pioneer**

## 2 Top Officers of US Navy Ship Relieved of Duties

The U.S. Navy says two top officers of a Virginia-based ship have been relieved of their duties after an investigation into hazing and other incidents aboard the vessel. The Navy says Cmdr. Etta Jones, the commanding officer of the Norfolk-based **Ponce**, was relieved Saturday because she failed to properly investigate, report and hold sailors accountable for hazing incidents. The Navy says she also failed to properly handle a handgun during a security alert, which endangered some of her crew.

The Navy says Lt. Cmdr. Kurt Boenisch, the ship's executive officer, was removed because of his failure to provide support to the command and commanding officer. In January, an officer was fired from his command of the Norfolk-based **USS Enterprise** amid an investigation into lewd videos broadcast aboard the ship. **Source : Foxnews**

## Shot submarine officer Ian Molyneux's funeral due

Lt Cdr Molyneux was shot on 8 April. The funeral is due to take place for a Royal Navy officer who was shot dead on board nuclear submarine **HMS Astute**. Lt Cdr Ian Molyneux, of Wigan, Greater Manchester, died on 8 April while the vessel was docked in Southampton. A requiem Mass will be celebrated at Sacred Heart Roman Catholic Church in Wigan for the married 36-year-old, who was father to four children. Able Seaman Ryan Samuel Donovan, 22, of Dartford, Kent, is charged with murder and three counts of attempted murder.

The funeral will be followed by a private burial. Lt Cdr Molyneux coached Shevington Sharks under-12s a local rugby league team, which he had started from scratch before he joined the crew of **HMS Astute**. **Source : BBC**

## SHIPYARD NEWS

## Gladding Hearn delivers pilot boat to Maryland pilots

Gladding-Hearn Shipbuilding, Duclos Corporation, has delivered a new pilot boat that is the third to be built for the Maryland pilots by the Somerset, Mass., shipyard. Designed by C. Raymond Hunt & Associates, the new Chesapeake Class, all-aluminum pilot boat measures 52.5 feet overall, with a 16.6-foot beam and 4.7-foot draft, and has a top speed of 25 knots. The deep-V hull is powered by twin Detroit Diesel Series 60 engines, each delivering 600 bhp at 2100 rpm, with Twin Disc MG5114A gear boxes. The engines turn 5-bladed Brutons, NiBrAl propellers through three-inch shafts. The launch is equipped with a 9 kW generator.

With forward-leaning front windows, the pilothouse is located amidships on a flush deck and equipped with a boarding platform on the roof. At the transom are throttle and steering controls, and a winch-operated, rotating davit over a recessed platform for pilot rescue operations. The handrails and deck are heated from the engines.

Air conditioning and heating are supplied by two 16,000 Btu Marine-Air units and a 2000-watt 240 VAC heater in the pilothouse and forecastle. The pilothouse is outfitted with four Stidd reclining seats, in addition to the helmsman's seat. The forecastle includes a settee/berth and porta-potty. Interior sound levels are 78 dba. **Source : MarineLog**



Above seen the 2006 built ATG flag container ship **ELBDEICH** drydocked after she was renamed at Palumbo Malta Shipyard Ltd Dock no 4 on Monday 25th April, 2011. She's the former **LOUISE BORCHARD**

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

## **Vietnam: Shipbuilding group's mistakes to be further investigated**

Relevant agencies are investigating violations of the Vietnam Shipbuilding Industry Group (Vinashin), said Party Secretary General and National Assembly Chairman, Nguyen Phu Trong, at the National Assembly (NA) Standing Committee. Assessing the last session of the 12th NA, the NA Standing Committee concentrated on three issues: the responsibility of individuals in the Vinashin case, the high increase of the consumer price index (CPI), and the rejection of the draft Law on the Capital City. NA Vice Chair Huynh Ngoc Son, wondered that if the Government cited the Politburo's conclusion, that no official related to the the Vinashin case would be punished while investigating agencies were working on the case.

Chair of the NA Committee for Law, Nguyen Van Thuan, asked to make clear, the responsibility of Government and related ministries in the Vinashin case. Chair of the NA Committee for Defence and Security, Le Quang Binh, quoted constituents' questions that why individuals related to big cases like the forest fire in the southern most province of Ca Mau, or the PMU18 cases were all punished, while the Vinashin is a much bigger case, but related officials have not been punished? Party Secretary General and NA Chair, Nguyen Phu Trong, agreed that many constituents don't feel satisfied with the Vinashin case. According to Mr. Trong, the Politburo made four major conclusions in the Vinashin case: 1) restructuring this group, 2) investigating and dealing with the case, 3) the Central Inspection Committee is in charge of defining the responsibility of related individuals and agencies, 4) making consent in the society. "The Central



Inspection Agency has just been considering the responsibility of related individuals and agencies. The remaining tasks are being implemented," Mr. Trong said.

Chairman of the Government Office, Nguyen Xuan Phuc, said that the investigation of Vinashin will be made public, and related officials and agencies will be judged quickly. However, he didn't specify the time. Also at the meeting on April 25, the NA Standing Committee's members expressed the constituent's worries on the rising of the CPI. "The increase of CPI in April used to be at the lowest level in a year, but it is 3.2 percent during April. Constituents are worried that the depreciation of the Vietnam dong and the increase of petrol and electricity prices will make inflation return," said NA Vice Chair, Huynh Ngoc Son. Chairwoman of the NA Committee for Justice, Le Thi Thu Ba, said that the increase of CPI has strongly affected the lives of people, especially workers at industrial zones. "There are objective difficulties, but I think the Government must take part of the responsibility for the increase of petrol and electricity prices," she added. NA Vice Chair Le Duc Kien, said in his meeting with constituents after the last session of the 12th NA, they showed their interest in two issues: inflation and corruption, low effectiveness of public investment. Though it was not a question and answer session, as a cabinet member, Chairman of the Government Office, Nguyen Xuan Phuc explained that newly emerging economies, including China, also suffered from inflation, and this fact has made impacts on Vietnam. The CPI in the first four months is at 9.34 percent, and it is estimated to not reduce much in May.

"But thanks to policies like cutting down public investment, tightening monetary management, etc, the CPI will gradually reduce from June," Phuc said; adding that inflation is a threat, but it is also a chance for restructuring the economy. Analyzing the reasons for the NA's rejection of the draft Law on the Capital City, the NA Standing Committee's members say, that it should not blame the compilation board, but the deep reason is the bill gives a lot of priorities to the capital city. Many deputies say that it is no problem if the NA doesn't approve a bill. "In a society that is getting more democratic, it should be considered normal if the NA doesn't approve a bill," said Le Quang Binh, Chair of the NA Committee for Defence and Security. **Source: VietNam Net Bridge**

## **ROUTE, PORTS & SERVICES**



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## **Port Tarakohe options mull**

Port Strategy reports that Tasman District Council in New Zealand has announced it will be reviewing all options for the future of Port Tarakohe as it prepares its next ten-year plan.

The council has invested over NZ\$3 million (US\$2.3 million) in the port, located on the north-western corner of the South Island, in harbour dredging, breakwater extension and building of both a commercial and recreational marina.

Although now valued at NZ\$11 million (US\$8.6 million), the port is not currently operating at a profit, with its booming marina business not being matched on the commercial side. **Source : Dredging News Online**



Alle schepen, alle schepen, dit is VC Brandaris met een extra 'scheepvaart bericht'

Op 29 April a.s. zit onze collega Johnny Lighthouse voor het laatst onder het vertrouwde licht.

Het is niet te geloven maar het is zo,  
Onze collega Jan gaat eind April met de FLO!

29 April voor het laatst in de ether op kanaal 2,  
Nothing in the way & standby 2 is dan voor deze collega passé.  
Zijn vertrouwde stem gaat ons verlaten,  
Maar vanuit onze prachtige hoogte houden wij hem in de gaten.  
Jan, langs deze weg alvast bedankt voor de inzet en vele jaren trouwe wacht,  
Nu de FLO, zoveel vrije tijd wat een pracht.  
Wij wensen jou het allerbeste voor de toekomst, dus geniet van iedere dag  
Onze herinnering aan jou is die van de collega altijd met een lach!  
Het ga je goed!  
Collega's VC Brandaris

## Gene Taylor joins E.N. Bisso

Former Congressman Gene Taylor has joined New Orleans based tug, towing and heavy lift derrick specialist [E.N. Bisso & Son, Inc.](#) as Director, Corporate Growth and Development. Mr. Taylor, an eleven-term Congressman from Mississippi, will be responsible for expanding the company's scope of operations, from its current ship assist business on the Lower Mississippi River and Gulfport, Mississippi, and offshore towing. Mr. Taylor has been given a freehand in business development.



The **AGIOS MINAS** seen navigating at the Mississippi River – Photo : Piet Sinke (c)

Having served on numerous important committees, Mr. Taylor is very familiar with the contributions the maritime industry makes to the nation and the challenges it faces. In addition to his primary responsibilities, Mr. Taylor will provide the company, and the industry, with insight and guidance on the increasingly complex universe of regulations that the industry must deal with, says Bisso. **Source : MarineLog**

## **Decrease in cruise passenger arrivals down to belated Easter**

The drop in cruise passenger traffic is down to the fact that Easter came late this year, but other factors, such as the situation in Libya, have not impacted at this stage, Valletta Cruise Port CEO, John Portelli told The Malta Independent.

Mr Portelli said that Valletta Cruise Port was aware of this drop, but was still confident that bookings for 2011 will pick up. He said there are indications that this year will certainly be one of the best years for the cruise sector in Malta.

The total number of cruise passengers, which stood at 8,730 during March 2011, decreased by 65.8% when compared to the previous year. "Nevertheless our forecast is that it will be a good year, even better than the last year. We believe that the drop will be recouped, as such drops do happen," Mr Portelli said.

He added that when their regular clients, such as MSC Cruises and Costa Cruises, start their weekly calls, bringing an average of 3,700 passengers per ship, then the situation will see a drastic improvement. As a matter of fact in the first three months of 2010, the cruise passenger traffic dropped to a figure which was lower than that of 2009, however an increase of around 10% was still registered over the whole year, he explained.

"The increase will be seen across the whole year, not necessarily over the Easter period, but rest assured that there will be a pretty good improvement across the year," he said. Mr Portelli explained that even some of the regular clients started their business late. Just like the tourism industry, the cruise liner industry is a very seasonal business.

The drop was mainly put down to the fact that three fewer cruise liners called in Malta during March, when compared to the previous year, and a significant drop in the average number of passengers per vessel, which was half that registered during March last year. When one considers the size of a ship and the number of passengers there are on board, it is easy to understand why even one ship can make such a difference to statistics, Mr Portelli explained.

Most of the passengers were in transit, since these totalled 8,035, whereas the remaining passengers were either embarking or landing in Malta, numbering 353 and 342 respectively. The majority of March 2011 passengers (56.5%), fell within the 60-79 age group, whereas some 25.6% were aged between 40 and 59. Female passengers also outnumbered their male counterparts by 8.6%. The greater part of the passengers also hailed from EU member states, with 5,824 coming from other EU countries, whereas non-EU passengers stood at 2,906.

A decrease was registered in all markets when compared to 2010, except for the British market, which made up the bulk of the traffic (35.3%). Almost half of the non-EU market came from the United States. In all cruise passengers for January-March 2011 stood at 23,633, and of these some 52.9% came from EU states.

There was a drop of 11.9% registered in arrivals from non-EU countries, and all major European markets registered decreases, except for the British market which advanced by 45.0 %. The majority of passengers, 45.3%, fell within the 60-79 age bracket, followed by the 40-59 age-group. Female passengers comprised 54.1% of the total arrivals, numbering 12,777. In all there were 14 cruise liner calls for this period, five fewer than the number registered during 2010. The average number of passengers per vessel was 1,688. **Source : independent.com.mt**

## **Libya rebel oil cargo to arrive in Singapore Thursday**

The first oil tanker from rebel-held east Libya is expected to arrive in Singapore on Thursday, transporting 80,000 tonnes of crude oil, the port authority said. The Liberia-registered tanker Equator left the rebel-held east Libyan port of Marsa el Hariga three weeks ago, carrying cargo vital to financing the uprising against Muammar Gaddafi. "The Maritime and Port Authority of Singapore has received pre-arrival notification that the tanker Equator will be calling at the Port of Singapore on April 28," said an agency spokeswoman. "Equator will be granted port clearance for entry so long as the vessel meets normal statutory requirements," she added.



The oil tanker was expected to make a brief stop in Singapore to refuel and then depart for a Chinese port, either Ningbo or Dalian, traders and shipbrokers said. The buyer of the cargo, which is being managed by trading house Vitol, was not immediately clear. Vitol has not commented on its Libyan transactions. The rebels' Libyan National Council, with the help of OPEC member Qatar, has been able to export a minimal amount of crude oil and has requested international help to continue overseas shipments. More than a month of air strikes in a British and French-led NATO mission have failed to dislodge Gaddafi or bring major gains for anti-government rebels who hold much of east Libya. **Source: Reuters**

## Large turnout at Mols-Linien

A large number of Mols-Linien shareholders Tuesday afternoon turned up to the company's general meeting in Ebeltoft Tuesday. There is ground for a new drama, as Mols-Linien's major shareholder, Clipper announced that it will make another attempt to overturn the Board. When the outcome of the vote on the Board exists, the result will appear in a new article at [maritimedanmark.dk](http://maritimedanmark.dk)

The General Assembly coincides with the publication of Mols-Linien quarterly report stating that the company maintains its expectations for 2011. But the management makes no secret that if oil prices rise further, the company submit its fast ferry routes out to tender.

"Increasing oil prices further or continued high prices for oil, beyond the budget established, Board of Directors will work to push through a tender of fast ferry routes in compliance with the Law on ferry services to to maintain the two fast ferry services," provides the financial statement. **Source: [maritimedanmark.dk](http://maritimedanmark.dk)**



The PT Pelni 500 pax ferry **KM WILLIS** seen moored in Surabaya awaiting passengers – **Photo : Piet Sinke (c)**

## Odfjell Drilling applies for listing of the rigs at the Oslo Stock Exchange

The newly established drilling company Odfjell Offshore Ltd. applied yesterday for listing on the Oslo Stock Exchange. The company will be the owner of the drilling units in the Odfjell Drilling Group and will take part in the growth of the market of ultra deep and harsh environment by making use of Odfjell Drillings expertise and long experience. Odfjell

Offshore plans for listing on the Oslo Stock Exchange in the beginning of June 2011, and will raise NOK 3.6 billion in an initial public offering (IPO) prior to the listing. The majority of the shares will be owned by Odfjell Drilling. Chairman of Odfjell Offshore and CEO of Odfjell Drilling, Simen Lieungh, states: "With the more accessible oil reservoirs having been explored, offshore activities have moved towards deeper waters and harsher environments. With the growing demand for oil and gas, we see huge possibilities in the drilling market within these areas in the coming years. The listing of Odfjell Offshore will prepare the company for future growth in an exciting market."

"The new company, Odfjell Offshore, is a company without employees and all operations will be handled by Odfjell Drilling. The majority ownership will stay within Odfjell Drilling, and for the most of us employed in Odfjell Drilling there will be no practical changes as a result of the listing process", Lieungh says. Odfjell Offshore owns and operates two highly advanced ultra deepwater drilling harsh semisubmersible rigs **Deepsea Atlantic** (100 %) and **Deepsea Stavanger** (100 %), and one harsh semisubmersible drilling rig **Deepsea Bergen** (71,52 %). In addition, the company has a 40 % ownership interest in two drillships under construction which are scheduled to be delivered in May and in November 2011. The company has entered into a Letter of Intent with Hyundai in South Korea for delivery of one drillship in 2013 and an option for one additional ship.

Odfjell Drilling Group has 40 years experience in drilling activities. Our company has thus been one of the pioneers on the Norwegian continental shelf since the order of the first Norwegian-designed platform, **Deep Sea Driller** in 1971. "Deep water discoveries constitute about half of the world's oil discoveries from 2006 to 2009 and production of such fields has doubled over the past five years.



The workdeck of the **GULMAR ATLANTIS** as seen at Singapore Loyang Base

Photo : Mike Meade – M3 Marine ©

## Singapore Voted Best Seaport In Asia

Singapore won the 'Best Seaport in Asia' award for the 23rd time at the 25th Asian Freight and Supply Chain Awards (AFSCA). The Maritime and Port Authority of Singapore (MPA) received the prestigious award this evening on behalf of the Port of Singapore.

Chosen above 12 other nominees from Hong Kong, Shanghai Yangshan, Busan, Klang, Kaohsiung, Laem Chabang, Tanjung Pelepas, Manila, Ningbo, Shenzhen, Tianjin and Dalian, the Port of Singapore garnered the highest number of votes from terminal operators, freight forwarders, shipping lines and shippers from across Asia. Singapore was recognised for her cost competitiveness, container shipping-friendly fee regime, provision of suitable container shipping-related infrastructure, timely and adequate investment in new infrastructure to meet future demand and the facilitation of ancillary services, including logistics and freight forwarding facilities. "Winning the Best Seaport in Asia award for the 23rd time clearly affirms the confidence the maritime community has in Singapore amidst growing competition in Asia. We will continue to work in close partnerships with the industry and stakeholders to develop Singapore as the port of choice in Asia, a premier global hub port and an international maritime centre," says MPA Chief Executive, Mr Lam Yi Young. Last year, the Port of Singapore continued to flourish. The container and cargo throughput recorded good growth, reaching 28.4 million TEUs (twenty-foot equivalent unit) and 502.5 million tonnes respectively. The Port of Singapore also maintained its global leading position in terms of vessel arrival tonnage and bunker sales. The latter crossed the 40 million tonnes mark for the first time. As at end December 2010, the total shipping tonnage under our Singapore Registry was 48.8 million gross tons, once again placing Singapore amongst the top 10 ship registries in the world. **Source: Maritime and Port Authority of Singapore**



## All aboard new route

A NEAR £200-million investment in a vital trade route linking northern Britain to continental Europe – via Killingholme – has been toasted. A special welcome event was hosted at Humber Sea Terminal for the arrival of new vessel **Stena Transporter**. She will serve the daily freight route to Hook of Holland, and will be joined by a sister vessel **Stena Transit** in November. Larger than her predecessors – capable of carrying 30 per cent more cargo – she affords drivers every modern luxury for the North Sea crossing, and is cleaner and more efficient than ever before. Pim de Lange, Stena Line's area director for the North Sea, said: "Stena Line has made a huge investment in a very competitive North Sea market."



The **STENA TRANSPORTER** – Photo : Capt. Kees Joore (c)

"It is a vessel designed for the future to provide the most efficient transport solution to and from the north of England. "These ferries were ordered to meet future demand of our freight customers. It is designed and built for the future in terms of both roll-on roll-off transport, and the excellent facilities for drivers. "It is now nearly 11 years since we



started a freight route to and from Killingholme. This route provides excellent access to and from the Midlands, northern England and Scotland. "Humber Sea Terminal is a terminal with very good facilities and excellent road links to the major UK motorways. Ever since we started the route it has developed in a good way and it is a strong freight route for driver-accompanied freight and trailers."

Built in South Korea, **Stena Transporter** flies under the Dutch flag and was christened last week by the Dutch Minister of Infrastructure and Environment, Melanie Schultz van Haegen. On her arrival at Killingholme nearly 100 guests were treated to a tour as part of the celebration, seeing the multi-storey decks, cabins and public areas including impressive restaurant and lounge, as well as the huge bridge. Joost Rubens, executive director of Humber Sea Terminal owner Simon Group Plc, said: "We are pleased to witness the arrival to Humber Sea Terminal of a fantastic new Stena Line vessel the **Stena Transporter**. "Our relationship goes back to the very origins of this port as a roll-on roll-off terminal location. Stena is very special to us as a pioneering customer. "It was Pim de Lange who took a leap of faith back in 1999 with Humber Sea Terminal, which allowed us to start construction of berths one and two in the river.

"We have recently celebrated ten years of operations, at the end of last year, and we look forward to many more. "In the past decade we have witnessed how things are getting bigger in roll-on, roll-off from ships adding length and width, and more lane metres, to this terminal adding four more berths and landing areas. "Stena Line is innovating again, with a new generation of vessels and we are pleased to join a toast to its success."

Source : [humberbusiness.com](http://humberbusiness.com)



## UASC signs \$140m loan with Gulf Bank

United Arab Shipping Company (UASC) announced yesterday concluding a bilateral transaction of \$140 million as a senior term loan facility with Gulf Bank, Kuwait. The proceeds from this transaction will be invested in UASC's growth and network expansion plans as a leading container shipping line on the Asia - Middle East - Europe trade as well as in other markets on various North - South trades. The funds will also contribute to the enhancement of the Company's operational initiatives associated with the growing fleet capacity and the equipping of UASC's new A13 class vessels with Waste Heat Recovery Systems, thus achieving a considerable reduction in the carbon footprint of UASC's ships.

The Chairman of the Board of Directors at UASC - Othman Ibrahim Al-Issa commented: "The closing of this facility further fosters the strong and long term cooperation with Gulf Bank, Kuwait and marks a significant step in solidifying UASC's financial strategy".

Jorn Hinge, President and Chief Executive Officer at UASC, commented on the transaction: "We are moving ahead firmly and steadily with UASC's expansion plans, and this transaction further affirms the continued confidence invested in UASC's solid foundation and strong future prospects by leading banks from the GCC such as Gulf Bank, Kuwait". Basil Al-Zaid, Chief Financial and Technical Officer at UASC, added: "This transaction signals yet another milestone in our financial strategy, and is in alignment with UASC's ambitious growth plans. Our continued collaboration with Gulf Bank, Kuwait, reflects the strategic alliance between our establishments and emphasises their trust in UASC's sound performance".

Khaled Al Mutawa General Manager International Banking & Investments from Gulf Bank, Kuwait added: We share UASC's vision and ambition and our close collaboration has equally helped us grow our business in the shipping sector.

United Arab Shipping Company (UASC) was founded in 1976 jointly by the six Shareholding States of Bahrain, Iraq, Kuwait, Qatar, Saudi Arabia and the United Arab Emirates, with offices in more than 20 countries around the world. UASC is a major player in the Middle East region and adjacent markets, in container shipping, covering over 200 ports and destinations worldwide, UASC offers containerized and conventional cargo transportation, temperature controlled cargo and value added services to a diversified global client-base, connecting the Middle East to Europe, Mediterranean, Indian Sub-continent, Far East, West Africa Australia and The Americas. **Source: Arab Times**



The **EIDE FIGHTER** departed with the **EIDE BARGE 28** from Rotterdam **Photo : Robert Hoffmann ©**

## Evergreen and Yang Ming to Build Mega Ships

In line with the trend in the global shipping market, Evergreen Marine and Yang Ming Marine, Taiwan`s two leading shippers, have planned to build large-scale container ships, according the Chinese-language Economic Daily News (EDN), sister publication of Taiwan Economic News (TEN). The EDN reports that Evergreen plans to build 10 9,000-9,200 TEUs (twenty-foot equivalent units) container ships, instead of 8,000 TEUs as originally planned, while Yang Ming is in talk with shipbuilder for building 13,000 TEUs container ships.

The plans are in compliance with the growing prevalence of large-scale ships in the global shipping market, as ship owners hope to build such ships for plying regular ocean-going shipping routes, so as to cut unit cost. Maersk Line, the world`s largest shipper, for instance, placed an order for 18,000 TEUs container ships with Daewoo recently, a move which caused quite a stir on the market. The trend has also been fueled by constantly rising oil prices. Presently, an 8,000 TEU container ship costs around US\$100 million. Evergreen recently placed orders with Samsung Heavy Industries for building 20 8,000 TEU container ships, at US\$103 million per unit. Should it decide to upgrade the capacity of 10 of them to 9,000 TEU models, the cost for the 10 will climb to US\$1.2 billion, up from US\$1.03 billion originally. **Source: Cens**

## Norwegian tanker magnate starves competition

In the last two weeks, Golar LNG has announced it is to purchase six ships for a total of 6.6 billion kroner. Erik Nikolai Stavseth, analyst at Arctic Securities, tells Finansavisen there will be an increasing need for LNG ships in times to come. Golar`s competitors could be forced to knock on its doors to either secure well-paid, long-term contracts, or buy new ships.

"It's quite clear Golar is trying to squeeze the market into a corner. It is [also] sending so many of its vessels to shipyards [for conversion to Floating Storage and Regasification Units (FSRG)] that nobody else who wants ships delivered in the near future will get them," he says. Golar`s recent purchase contracts mean its first four ships will be delivered in 2013. The last two, both of 160,000 cubic metres and built by Samsung Heavy Industries in Korea, expected in 2013-14. "It will be simple for Golar to secure long-term, well-paid contracts with such early deliveries," says Mr Stavseth. Yesterday`s closing price for Golar LNG`s stocks was 162.50 per share. **Source: The Foreigner**

## San Francisco Bar Pilots are in choppy waters

Scaling a ladder up a 30 foot steel cliff in a swell of 12 feet with a 30 knot wind is a job for a young, fit man. That is part of the duty for the 60 San Francisco Bar Pilots and is a testimony to their dedication and devotion to the job.

In 2010, they were called on to do this, sometimes in even worse conditions, for about 40 percent of the ship calls to the Bay. Compare that with Coast Guard sea marshals, who will not board if the seas are more than 12 feet, which means the Bar would have been closed at least 35 times in 2010 if the pilots followed suit.

These facts are at the heart of the pilots' case to the San Francisco Board of Pilot Commissioners for a rate increase. (A ruling is due in a few hours' time.) They reckon their incomes have dropped by 20 percent since 2006 and need a rate increase that will bring their annual pay to **\$600,000** by 2015, compared with **\$250,000** in 2002.



That is where they part company with the industry. Their rationale is partly that pilots in less difficult regions earn more, which evokes a cry of "So what?" from observers. But they really put a torpedo into the moral justification for an increase by lamenting that sports stars and highly-skilled professionals such as spinal surgeons, are outstripping them.

The "So what?" is rapidly followed by "Bwaaahaaaa."

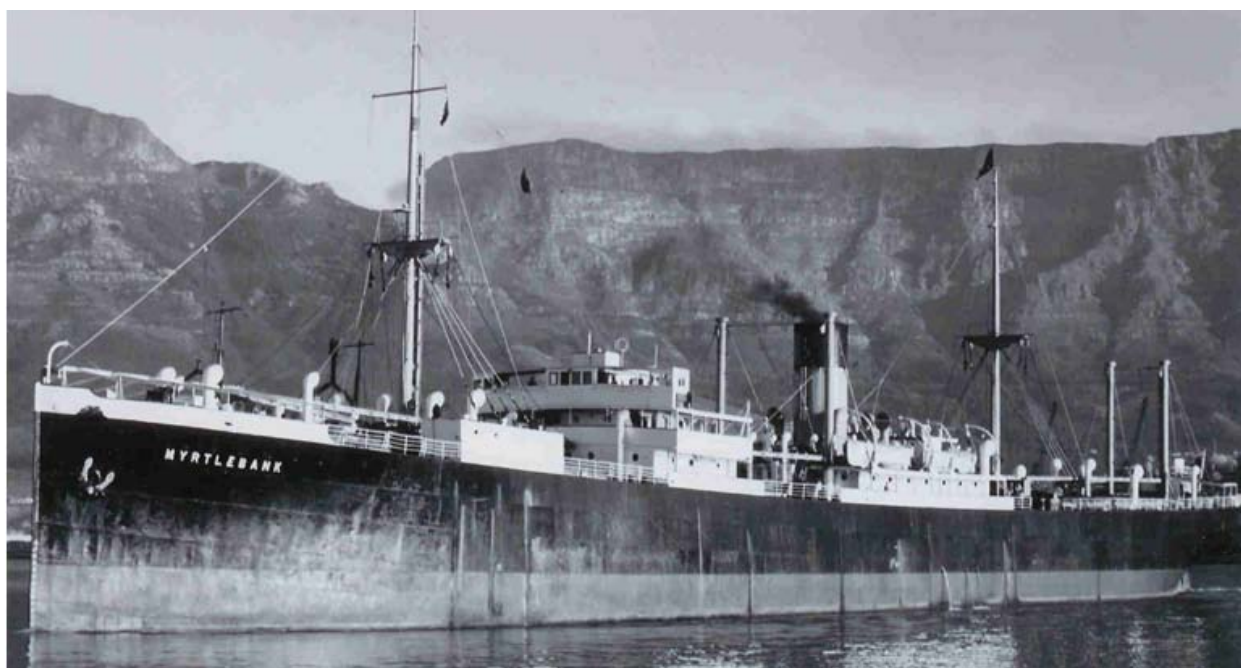
The fault with the argument lies in confusing costs with income. The pilots rightly point out that fuel and other costs have risen enormously over the last few years, while the Consumer Price Index has also risen faster.

Without getting dragged into the technicalities of what costs are borne by customers and what the pilots are responsible for, the fairest way to judge payment levels is to strip out costs from earnings, plus a higher mill rate for working in particularly dangerous conditions (Condition Yellow and Red). The hundreds of pages of testimony to the state board tangle everything into one ball like a load of laundry.

Another piece of the laundry is the contention that recruitment is falling. It is a little difficult to believe that youth with a taste of adventure in their soul and a yearning for the outdoor life will turn down a job paying **\$400,000** a year.

Source : Maritime Professional

## OLDIE – FROM THE SHOEBOX



The 1925 built twin screw, 5150 gross ton motorship **MYRTLEBANK**, owners A. Weir Shipping, survived World War II and was only scrapped in 1960. Photo: Robert Pabst ©

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





Above seen the 2011 built NLD flag wind turbine installation vessel **MPI ADVENTURE** entering Grand Harbour, Malta on Wednesday 27th April, 2011 during her maiden voyage.

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

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