

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 120



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The Bulk carrier **ORIENT CHAMPION** of Interorient Marine approaching the R G Tanna coal loading berth at Gladstone, Queensland, Australia with the SMIT tug **SMIT YALLARM** in attendance April 11th 2011

Photo : William Barber ©

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Yesterday morning the **ACERGY FALCON** arrived in IJmuiden, which is also the hometown of **Capt Jan Plug** onboard the vessel which made his first arrival as "captain" in IJmuiden, Jan was welcomed home by his wife Tjaltje onboard the Iskes tug **SATURNUS** whilst the **GINGER** was given the arrival salut – **Photo : Joop Marechal ©**

Vale Brazil Sends Shipping Returns Plummeting

The biggest iron-ore carrier ever built arrives in Brazil next week, a sign of strengthening demand for commodities that means record profit for Vale SA and a slump in earnings for shipping companies. The Vale Brasil, almost as big as the Bank of America Tower in New York, is scheduled to be at Rio de Janeiro on May 3, tracking data compiled by

Bloomberg show. It is the first of a fleet of 19 such vessels that Vale, the world's largest iron-ore producer, is building to supply China, which buys about 60 percent of all shipments of the raw material used to make steel.

For Rio de Janeiro-based Vale, the new ships ensure it can export more ore at a time when shortages drove prices 84 percent higher in a year. For ship owners, it worsens a glut that caused returns to drop 66 percent since January. A measure of the combined earnings of the 12-member Bloomberg Dry Ships index will fall 23 percent this year, with Genco Shipping & Trading Ltd. reporting a 75 percent decline in profit, according to analysts' estimates compiled by Bloomberg.

"These sea monsters are going to prolong the slump," said Erik Nikolai Stavseth, an analyst at Arctic Securities ASA in Oslo whose recommendations on shares of shipping companies returned 27 percent in six months. "It's going to change the way iron ore flows to China, and it will take longer until the market rebalances," he said, predicting some rates in the spot, or single-voyage, market may not be profitable until 2015.



Vale's Chinamaxes, named for the customer they are being built to serve, will displace ships competing for the industry's single-biggest cargo on its busiest route. The ore is currently hauled mostly by capesizes, which use shipping lanes around South Africa's Cape of Good Hope and Chile's Cape Horn. Returns for owners of capesizes, which have less than half the carrying capacity of a Chinamax, are at \$6,755 a day, according to the Baltic Exchange in London, which publishes daily rates for more than 50 maritime routes. The assessment is for contracts in the spot market. Ship owners also lease their vessels on long-term contracts at fixed rates. Owners of capesizes valued at \$60 million need \$25,000 a day to cover expenses such as crew and financing, according to HSBC Shipping Services Ltd. Variable financing costs mean companies have different break-even rates, and while the cost of a new capesize averaged \$59 million over the last decade, it reached \$97 million in 2007, according to Clarkson Research Services Ltd., a unit of the world's largest shipbroker. Forward-freight agreements, traded by brokers and used to bet on or hedge future transportation costs, anticipate rates no higher than \$20,268 a day through 2016, Baltic Exchange data show. Rates are volatile, rising or falling 17 percent or more in each of the last 12 quarters.

Vale ordered its Chinamax fleet from Cayman Islands-based China Rongsheng Heavy Industries Group and Seoul-based Daewoo Shipbuilding & Marine Engineering Co., Clarkson data show. The mining company wants to better manage its costs after capesize rates averaged \$116,054 a day in 2007, up from \$11,928 in 2002. Returns slumped from a peak of \$233,988 in June 2008 as the worst global recession since World War II cut the number of cargoes and a growing glut of ships were produced at yards in China, Japan, South Korea and the Philippines. There are 1,085 capesizes in service, with an order book equal to 40 percent of the capacity of the fleet, according to Redhill, England-based IHS Fairplay, which compiles data on ships and ports. The average capesize can carry about 170,000 tons of cargo, compared with 400,000 tons for a Chinamax. Vale's fleet will have a combined capacity of 11.4 million

deadweight tons when complete, according to Clarkson data. That compares with 217.1 million deadweight tons for the capesize fleet. China imported about 10.9 million metric tons of iron ore a month from Brazil last year, customs data show.



"They wanted to take freight into their own hands, but freight costs are incredibly low right now," said Jeffrey Landsberg, president of Commodore Research in New York. "They made the decision when capes were earning over \$100,000 a day or \$200,000 a day, but when you have capes at \$6,000 a day, it doesn't make sense for a miner to be an owner too." Vale's strategy may save money over the two decades or more the vessels will operate. Costs on the route to Qingdao in China from Tubarao in Brazil have risen or fallen at least 29 percent every year in the last decade, Baltic Exchange data show. Global trade in iron ore will advance 7 percent to 1.06 billion tons this year, from 450 million tons in 2001, London-based Clarkson estimates. About 90 percent of global trade moves by sea, according to the Round Table of International Shipping Associations.

China, the world's biggest steelmaking nation, sought to curb inflation through four interest-rate increases since October, its economy will still expand 9.5 percent this year, according to the median of eight economists' estimates compiled by Bloomberg. The U.S. will grow 2.9 percent and the euro region 1.7

percent, the estimates show. Iron-ore prices will average a record \$164 a ton this year, up from \$115 in 2007, Sydney-based Macquarie Group Ltd. said in a report in January. Global steel demand will expand to 1.44 billion tons in 2012, from 1.28 billion tons in 2010, with 38 percent of the increase coming from China, the Brussels-based World Steel Association estimates. China accounted for 43 percent of Vale's iron-ore exports by volume last year, and the company has said it will spend \$720 million on shipping this year to serve Asian clients. Vale will report adjusted net income of \$25.1 billion this year, compared with \$17.1 billion in 2010, according to the mean of nine analysts' estimates compiled by Bloomberg.

While shares of the company fell 4.6 percent in Brazilian trading this year, every single one of the 19 analysts tracking Vale rate it a "buy." It is trading at about 7.8 times estimated earnings, compared with a peak of 22 times in November 2009, data compiled by Bloomberg show. That contrasts with this year's 10 percent drop in the Bloomberg Dry Ships Index, now trading at 11 times forecast earnings. A measure of combined earnings per share across the index will drop 23 percent this year, according to data compiled by Bloomberg using analysts' forecasts. Nine of the 12 members of the index will report lower profit or losses this year, the data show. Genco, based in New York, will earn 81.2 cents a share this year, down from \$4.07 last year, the mean of 11 analysts' estimates shows. The shares fell 41 percent since the start of January. Capesizes account for about 40 percent of its fleet capacity, company data show.

Genco operates mostly in the time-charter rather than spot market and has a combination of fixed and index-linked rates in those agreements, Chief Financial Officer John C. Wobensmith told a conference in New York on March 22. Six of its nine capesize time charters expire this year, and the remainder in 2012, company data published that day show. Delays in the delivery of new vessels and accelerated scrapping means the fleet may not expand as quickly as expected, Wobensmith told the conference. Even the rebound to \$20,000 a day in returns anticipated by forward-freight agreements would still mean a return on capital of no more than 4 percent for a capesize costing \$55 million, according to Andreas Vergottis, the Hong Kong-based research director at Tufton Oceanic Ltd., which manages the world's biggest shipping hedge fund. "The first of these ships loading in Brazil is a seminal moment," said Nigel Prentis, head of research at HSBC Shipping Services in London. "We've seen a reduction in the amount of spot cargoes coming out of Brazil. The market should be fairly nervous about the introduction of these ships."

Source: Alaric Nightingale, Bloomberg



The **APL RIYADH** seen departing Melbourne 29-4-2011 –
Photo : Andrew Mackinnon – www.aquamanships.com ©

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S. Korean container ship presumed hijacked in Somali waters

A South Korean container carrier, which lost contact with its owner company in pirate-infested waters off Somalia earlier Thursday, appears to have been hijacked, a foreign ministry official here said. Foreign Ministry spokesman Cho Byung-jae made the remark in a media briefing following media reports that the 75,000-ton **Hanjin Tianjin** with 14

South Korean sailors aboard was captured by pirates after being attacked several hundred kilometers off the Somali coast. Declining to give details for operational reasons, Cho said that a South Korean warship in nearby waters was sailing toward the vessel, which has been floating still since it last made contact with its company in South Korea early Thursday morning.

The Panamanian-registered ship owned by South Korea's Hanjin Shipping Co. was also carrying six Indonesians, ministry officials said, adding it was sailing from Spain to Singapore when it logged its last contact about 460 miles off the Somali coast. If confirmed hijacked, the ship will mark the first such case since a South Korean naval operation that rescued South Koreans from a hijacked 11,500-ton chemical carrier three months ago. A South Korean anti-piracy unit is operating off the Somali coast as part of a multinational campaign led by the United States. In a separate briefing, presidential spokesman Hong Sang-pyo said it "would not take too long" before the **Choi Young** destroyer arrives at the scene. "It's a very fluid and sensitive situation," Hong said, also declining to elaborate on the course of action the destroyer may take in the coming hours. While the Navy destroyer is pursuing the **Hanjin Tianjin** believed to have been hijacked, military officials here have maintained an attitude of caution about the possibility of a military rescue operation. "Currently, the military is taking necessary steps to figure out the situation," said an official at the Joint Chiefs of Staff (JCS). "I can't comment any further than that," the JCS official said on the condition of anonymity. The **Choi Young** is known to be sailing from the Omani port of Salalah to the **Hanjin Tianjin**. Another South Korean Navy destroyer, the 4,500-ton **Chungmugong Yi Sun-shin**, left South Korea on April 5 for the Gulf of Aden to replace the **Choi Young** for the anti-piracy patrol mission in waters off Somalia. According to other government officials in Seoul, a South Korean military helicopter witnessed a stream of smoke arising from the **Hanjin Tianjin**, but failed to detect any signs of sailors or pirates. Source: Yonhap



The **SEABULK ASIA** seen moored in Malta – Photo : Gejtu Spiteri ©

NATO NAVIES GO CRAZY IN SOMALI WATERS

After it has now transpired that a meanwhile clearly identified navy under NATO command actually fired the first shot in the incident involving a pirated Iranian fishing vessel directly at the coast of Somalia (within the 12nm zone, within the 200nm territorial waters of Somalia and within the 200nm EEZ), killing five and injuring eight with other Somalis as well as 10 Iranian and 4 Pakistan crew-members surviving, it has now transpired that already the next incident has to be reported where NATO warships again seriously endangered the life of hostages. On Easter-Sunday, 24. April 2011, US warship, **USS Stephen W. Groves**, operating as part of NATO's counter piracy mission - Operation Ocean Shield - and being part of the Standing NATO Maritime Group 2 (SNMG2), fired upon and destroyed two unmanned pirate skiffs. So far so good - naval shoot-ups as usual and liked by bored but trigger-happy mariners - many will think, but the two skiffs were towed behind seized Taiwanese fishing vessel **FV JIH CHUN TSAI 68** with four remaining hostages (the Taiwanese captain along with two Chinese and one Indonesian sailor), which itself was tethered to the

freshly pirated MV **ROSALIA D'AMATO**, the Italian-owned 74,500 dwt bulk-carrier with 15 Filipino and 6 Italian seamen as hostages. After being questioned, NATO presents the incident with the following spin:

Operating approximately 100 miles off the coast of Somalia, the NATO warship had successfully intercepted two pirated motor vessels - **MV Zirku** and **MV Rosalia D'amato**, and followed the vessels as they headed towards the Somali coast. The pirated mothership **Jih Chun Tsai 68** was tethered to the **Rosalia D'Amato** and two skiffs were also being towed behind. The NATO warship ordered the pirates to cut loose the mother ship and skiffs. As the pirates did not comply, warning shots were fired, and when they too were ignored, the unmanned skiffs were destroyed. Later, as the **USS Stephen Groves** moved in closer to the **MV Rosalia D'Amato** the pirates opened fire on the naval vessel. After returning fire to defend itself, the warship opened to a distance in order to de-escalate the situation and not endanger the innocent hostages on board the pirated ships.

It seems that the U.S.American naval command has learned nothing from the deadly incident on the **SY QUEST**, where four American hostages were slain in a botched rescue operation. Now they endanger hostages of other nations too. The flagship and thereby command for Standing NATO Maritime Group 2 (SNMG2) under which **USS STEPHEN W GROVES** sails is the Dutch HNLMS **TROMP** from the Netherlands. The present commander of NATO's counter piracy operation, Ocean Shield, is one **Commodore Michiel Hijmans** (Royal Netherlands Navy). Any judge of sober mind in any jurisdiction the world over will clearly find that this NATO/U.S.American naval stint seriously - and without any chance to achieve anything positive - endangered all the hostages. While trying to get information if the U.S.American naval attack against this pirated convoy with together 25 hostages plus the 29 hostages (1 Croatian, 1 Iraqi, 1 Filipino, 1 Indian, 3 Jordanians, 3 Egyptians, 2 Ukrainians and 17 Pakistanis) on the nearby **MV ZIRKU** was authorized by the vessel owner and/or the Italian government, we received first reports which clearly indicate that neither the Italian government nor the vessel owner had authorized any military action and as a matter of fact the navies were only requested to observe the vessel while it was commandeered to Somalia. Apparently the navies and especially NATO have been given firm instructions to stand down and to not wage any military action. In a recent event where the Danish Navy under NATO and the Seychelles coastguard had unwarrentedly attacked the pirated merchant vessel **MV BELUGA NOMINATION** three seamen lost their lives. The basic question concerning armed interventions without the consent of the next-of-kin of the hostages and the flag-state and the owner is a serious issue and must now be addressed by the next of kin of the endangered seafarers, the governments, the shipping community and the media and legal action must follow in such cases where innocent hostages are endangered and/or wounded and/or killed by unauthorized and botched naval actions. Source : **ECOP Marine**



The **MOKIHANA** seen moored in Honolulu – Photo : Capt. Bram van der Hout ©



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MV RENUAR released from Pirate Control

On the 23rd April, the bulk carrier **MV RENUAR** was released from pirate control after 133 days in captivity. The Liberian owned, Panamanian flagged vessel and her crew of 24 Filipinos had been pirated on 11th December 2010, 550 nautical miles off the coast of India. She was on route to Fujairah (UAE) from Port Louis (Mauritius), when she was attacked. The ship is now sailing to a safe port. Source: EU Navfor



"Posh Semco Ocean Going Tugs **SALVISCOUNT**, **SALVICEROY** and **SALVIGILANT** towing the **USAN FPSO** in Ulsan Inner Harbor having just departed Hyundai Heavy Industries 29th April 2011"

Photo : Duncton Wood ©

Deal to transfer pirates to Puntland and Somaliland

An agreement has been signed between the Republic of Seychelles and Somali Transitional Government to transfer pirates to Puntland and Somaliland. Seychelles signed the memorandum of understanding with representatives of the two authorities on the sidelines of a high level conference on piracy being held in Dubai, United Arab Emirates, under the theme 'Global Challenge, Regional Responses: Forging a common approach to maritime piracy'. Home Affairs Minister, Mr Joel Morgan said that the signing of the agreement was a clear expression of the goodwill and commitment of the regional authorities of Puntland and Somaliland following the letters of intent they signed in February at a meeting of justice ministers held in Seychelles earlier this year. The minister said despite recent comments to the contrary, the MoU that has been signed with Somaliland covers the transfer of all sentenced pirates

and not only those from Somaliland. "Piracy comes from the land and not from the sea, Seychelles being a recognised country, we need you to tell the international community that the only way to solve this problem is on the ground and not on the sea," Morgan said.

Minister Morgan responded saying that Seychelles, as the only country in the region that is actively involved in anti-piracy maritime patrols on the high seas, would be willing to support them by working with the international community in reinforcing the coastal forces of the Puntland authorities and by assisting with training of its personnel in maritime patrols and in fisheries management.

He also told Rage that Seychelles fully supports the proposal that the development of infrastructure on the ground in Somalia must be carried out intensively. "Somalia needs to develop further its economy, so as to achieve political stability, an important step forward for prosperity and in eliminating the threat of piracy," said Mr Morgan.

"If we work together as one team we will be able to eradicate piracy in the region and also in the Gulf of Aden." Meanwhile, a Somali man accused of negotiating a ransom after pirates seized a merchant ship in the Gulf of Aden has been brought to the United States to face criminal charges, the Justice Department last week. It said that Ali Mohamed Ali, 48, was charged with conspiracy to commit piracy, piracy, attack to plunder a vessel and aiding and abetting in the crimes. If convicted, he faces a sentence of up to life in prison. Ali and others were charged with conspiring to take over the Mv CEC Future, a Danish-owned vessel. **Source :** standardmedia.co.ke



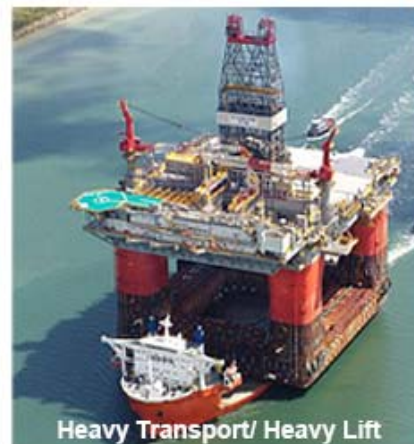
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Ferry passengers should expect delays or cancellations on Sunday.

People expecting to travel by ferry this weekend could face problems as sailors have decided to strike on Sunday to mark May Day and to draw attention to several demands relating to work conditions. A number of unions representing particular groups of seamen have called a strike from midnight on Saturday to midnight on Sunday. The Panhellenic Seamen's Federation (PNO), which represents all sailors, has called a work stoppage for Sunday, from noon to 4 p.m. Travelers are advised to contact their ferry company to check how the action might affect their service. Among the demands being put forward by the unions are a change to the law, which they say promotes unregistered labor in the sector, the signing of collective contracts that would apply to all seamen and job security for all Greek sailors. **Source :** ekathimerini.com

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CASUALTY REPORTING



Hole punched in Marine Atlantic ferry

A Marine Atlantic's ferry that travels between southwestern Newfoundland and Nova Scotia is back on the Cabot Strait after its hull was damaged last week.

The MV **Highlanders** was forced out of commission after it hit a metal bar that was sticking out of one of the docks in North Sydney, N.S. "As part of the docking procedure, the vessel actually came along side and made contact with a piece of metal structure and that resulted in a puncture," said Tara Laing, the company's communications manager.

The 30-centimetre hole above the vessel's waterline was repaired and the metal bar was removed from the dock.

The **Highlanders** and a second vessel, the MV **Blue Puttees**, were purchased and refurbished to replace aging Marine Atlantic vessels. In early April, the ferry company held a news conference to discuss a problem with the **Blue Puttees** in March.

Company officials said the vessel listed violently on March 19 because one of its stabilizers retracted when it shouldn't have, causing the ship to pitch and roll. The family of a man who died following the incident believes the shift in the vessel led to his death. Former Marine Atlantic employee John Harvey of Port aux Basques, N.L. was reportedly thrown from his bunk and struck his head when the ferry listed.

The Crown corporation confirmed Harvey was injured during the incident but said on April 8 that it was waiting for provincial medical officials to determine the cause of the man's death. **Source : CBC News**

NAVY NEWS

Norwegian frigate to take part in May 9th celebrations

The Norwegian frigate **Helge Ingstad** will take part in the Victory Day celebrations in the Northern Fleet's main base Severomorsk. The frigate will afterwards take part in the joint Russian naval exercise **POMOR-2011**, which starts from Severomorsk and ends in Tromsø in Northern Norway ten days later.

The vessel's personnel will join Russian military personnel in the big Victory parade through the center of Severomorsk, Central Navy Portal reports, citing the Northern Fleet's spokesperson Vadim Serga.

Helge Ingstad was delivered to the Norwegian navy in 2009 and is the fourth of a total of five frigates of the Fridtjof Nansen class to be built. The frigate project is Norway's largest defense investment project ever. All the new frigates

are named after famous Norwegian explorers: [Fridtjof Nansen](#), [Roald Amundsen](#), [Otto Sverdrup](#), [Helge Ingstad](#) and [Thor Heyerdahl](#).

Preparations for the May 9th celebrations are also going as planned in Murmansk. Last year's parade was a giant demonstration of military power and modern equipment. This year the celebrations seem to be more moderated, with only personnel and no vehicles. Soldiers and officers from the 200 motorized infantry brigade, the air carrier Admiral Kuznetsov, the naval infantry, the naval air force and submarine forces will take part in the parade together with other paramilitary and police forces. A total of 700 military servicemen will take part in the parade in Murmansk, and some 530 in Severomorsk. [Source : BarentsObserver](#)

First Coast Guard FRC launched at Bollinger Lockport

Bollinger Shipyards, Inc. has launched the first-in-class [USCG "Sentinel" Fast Response Cutter \(FRC\)](#), Bernard C. Webber from its Lockport, La., facility. "We are pleased to announce the successful launch of the lead 'Sentinel' Class Fast Response Cutter, Bernard C. Webber," said Bollinger executive vice president of new construction, Chris Bollinger. "This is the first of a new generation of multi-mission patrol boats for the United States Coast Guard, which will vastly improve their ability to perform their duties. The top notch men and women of the Bollinger family of employees and our partners in the Coast Guard are to be commended on the teamwork and dedication of keeping this program on schedule and on budget."



The Sentinel class cutter is 154 feet long and is capable of speeds in excess of 28 knots. The vessels will be armed with one stabilized remotely-operated 25 mm chain gun and four crew-served .50-caliber machine guns. The cutters will be able to operate independently for five days at sea, accommodating a crew of 23 members. A state-of-the-market command, control, communications, computer, intelligence, surveillance, and reconnaissance (C4ISR) system will be fully interoperable with other Coast Guard assets as well as those of the Department of Defense and the Department of Homeland Security. The cutters will also

have a 40 knot rigid inflatable boat, RIB, which can be rapidly deployed using an innovative stern launching system that was first presented to the Coast Guard by Bollinger aboard the 87 foot Marine Protector Class cutters.

The Sentinel FRC design is based on the [Damen Stan Patrol 4708](#) patrol boat, and the project expertise from the Coast Guard's highly successful 87-foot Coastal Patrol Boat project, also built by Bollinger. The "Sentinel" class will be able to conduct missions, such as ports, waterways and coastal security, fishery patrols, drug and illegal migrant law enforcement, search and rescue, and national-defense operations.

The Bernard C. Webber will be homeported in Miami, FL, supporting vital law enforcement and national security missions throughout the Caribbean and Gulf of Mexico.

Chris Bollinger closed in saying, "The Bernard C. Webber and the following FRC's will be tremendous assets for our Coast Guard. Bollinger is proud to be a part of this program, which will improve the Coast Guard's ability to carry out their traditional and emerging vital missions in making America a safer place for us all." [Source : MarineLog](#)

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Above seen the **GUTE ANN-MARIE** belching smoke at Cape Town's repair Quay - **Photo : Glenn Kasner ©**

IHC wins contract from Panama Canal Authority for backhoe dredge

The Panama Canal Authority (ACP) has awarded a US\$43 million contract to Dutch company IHC Engineering Business Ltd, part of IHC Merwede Group, for the design and construction of a new backhoe dredge. The addition of this new dredge to the ACP's existing fleet in December 2012 will increase the ACP's ability to effectively dredge as part of the expansion programme and future maintenance projects. IHC Engineering Business Ltd will be responsible for the design, construction, tests and delivery of the hydraulic backhoe dredge. The dredge, powered by diesel engines, will have the capacity to dredge to a depth of 18m with a bucket of at least 11m³.

Five other companies participated in the public international bid, which was open from September 2, 2010 to March 28, 2011: Shanghai Zhenhua Heavy Industries Co Ltd; De Donge Shipbuilding; Heli Steelstrong LLC; Qinhuangdao China Harbour Shipbuilding Industry Co Ltd; and Holland Shipyards BV. Earlier this month, the ACP welcomed Quibian 1, a cutter-suction dredge also built by IHC Beaver Dredgers, as part of a contract awarded in 2008. In addition to **Quibian 1**, the ACP Dredging Division consists of two other dredges - **Mindi** and **Rialto M Christensen** - and two drill barges, **Baru** and **Thor**. Source : Dredging News Online

Yangzijiang Shipbuilding still planning capacity expansion

China's Yangzijiang Shipbuilding reported record high quarterly earnings for the three months ended March 31 2011 ... and made it clear that capacity expansion is still very much part of its plans. Yangzijiang currently has a 20 percent ownership stake in Jiangsu Xinfu Shipbuilding Co., Ltd. and last month said it planned to increase its stake to 60 percent. It said that over the next three years it plans to invest RMB 4 billion to convert the Xinfu shipyard into one that can build very large vessels such as the VLCCs or similarly large containerships. When fully operational with a

production area of about 166 hectares, the Xinfu yard is expected to have an annual capacity of up to 3 million DWT, which is equivalent to ten VLCCs or twelve 10,000 TEU containerships. The yard is located at Taixing City, Jiangsu province Source : MarineLog

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The **CMA CGM TELOPEA** seen in Rotterdam-Eemhaven – Photo : Marijn van Hoorn ©

Samho Shipping in receivership

Another Korean shipping line has hit the wall, citing poor freight markets plus pirate attacks for its downfall. Chemical tanker owner Samho Shipping has filed for court protection in Seoul joining fellow compatriots Parkroad and Korea Line in receivership. Samho was the victim of two pirate attacks. Chemical tankers have been in the doldrums freight rate wise for a long time. Samho has 12 chemical carriers and a VLCC in its fleet. The court should make a decision on Samho's future in around one month's time. Source: Seatrade-Asia

Grand Alliance – inaugural arrival from Vietnam “NYK Lodestar” links Ho-Chi-Minh City and Hamburg

On Wednesday, 27 April 2011 at 18:00 hours, the “**NYK Lodestar**” docked at the HHLA Container-Terminal Altenwerder (CTA). Her cargo included containers shipped directly from Vietnam, to be unloaded in Hamburg. The “**NYK Lodestar**” was the first vessel of the Grand Alliance consortium of shipping companies to call at the Vietnamese deep-water port of Cai Mep, located about 60 kilometres southeast of Ho-Chi-Minh City, as part of their Asia-Europe service. The Grand Alliance, which includes the Japanese container shipping company NYK Line as well as Hapag-

Lloyd and the Orient Overseas Container Line (OOCL), until now had transhipped Vietnamese cargo via Singapore to northern Europe. With this new direct connection, the partner shipping companies are responding to the growing volume of freight from the southeast Asian countries and the increasing demand for shorter transit times.



Photo : Port of Hamburg / D.Hasenpusch

"The manufacture of textiles, shoes and small furniture has developed into a rapidly growing, high-volume core industry in Vietnam," explains Klaus-Peter Barth, Managing Director of NYK Line (Deutschland) GmbH. "With a transit time of only 25 days from Cai Mep to Hamburg, we are now providing our customers a most attractive transport option, with weekly departures. The rotation in Loop D of the Asia-Europe service includes the following ports: Busan (South Korea), Qingdao (China), Shanghai (China), Ningbo (China), Shekou (China), Yantian (China), Cai Mep (Vietnam), Singapore, Suez Canal, Southampton (Great Britain), Le Havre (France), Hamburg (Germany), Rotterdam (Netherlands), Suez Canal, Singapore, Shanghai, Busan. After around 2,300 container moves, the **"NYK Lodestar"** will depart the CTA on 28 April, at 10.00 pm. The ship, built in 2001 by the Samsung Shipyard Geoje Island in South Korea, is just under 300 metres in length and has a deadweight tonnage of 75,200 GRT and slot capacity of 6,422 TEU.

Shanghai RESOLVE - Shengmin OSRO Company (SRSOC) Joint Venture

to provide Class 1 oil spill response services in China



Shanghai Shengmin Shipping Service Co., Ltd. and U.S.-based RESOLVE Marine Group, Inc. have announced the formation of an Oil Spill Response Organization joint venture, the Shanghai Resolve-Shengmin OSRO Company (SRSOC). SRSOC will provide Class 1 oil spill response organization services, enabling tank vessels and other ships calling at Chinese ports to comply with the new Regulations of the People's Republic of China (PRC) on the Prevention and Control of Marine Pollution from Ships, which are effective June 1, 2011.

At an April 29th ceremony forging the joint venture relationship in Shanghai, RESOLVE President Joseph Farrell, Jr. and General Manager of Shanghai Shengmin Shipping Service, Gu Yin Dong, will sign the joint venture agreement. Principals of the SRSOC joint venture are Joseph Farrell, Jr. and Captain Farhat Imam of RESOLVE, and Gu Yin Dong of Shanghai Shengmin Shipping Service Co. In anticipation of the impending new PRC regulations, both companies have assembled an extensive inventory of marine pollution response resources in Shanghai and have plans to expand and distribute resources and equipment in other China ports. The joint venture's assets include ocean going spill response vessels, boom boats, skimmers, boom, pumps and other resources necessary for efficient oil spill response



and recovery in China ports and coastal waters. The SRSOC joint venture's service offerings include Oil Spill Response Management & Cleanup, and Hazardous Material Response Management & Cleanup. In 2009, the PRC Marine Safety Agency announced its intention to require all tank and non-tank vessels transporting polluting or hazardous cargoes in bulk to conclude a pollution clean-up contract with an approved response company before entering a

PRC port. The PRC Regulation on the Emergency Prevention and Handling of Marine Pollution is expected to be implemented and enforced June 1, 2011. The Regulation lists "approved" responders who can assist ship owners/operators in complying with the law. By executing a contract with SRSOC, vessel owners and operators will be able to comply and meet all requirements of the new law.

RESOLVE, a 30-year-old, worldwide leader in marine salvage and emergency response, provides salvage, firefighting, OPA90 emergency response, wreck removal and a wide range of marine services and maritime safety training. RESOLVE President Joe Farrell, Jr. stated, "This new regulation is an important and positive move for China. Through our joint venture, we will bring our experience in (U.S.) OPA90 Salvage and Marine Firefighting response to China's maritime industry and work with the government and China's maritime industry to advance this environmentally friendly initiative." In response to the U.S. Oil Pollution Act of 1990, RESOLVE established itself as a leading primary resource provider of Salvage and Marine Firefighting services for tanker and non-tank vessels trading in U.S. waters.

Shanghai Shengmin Shipping Service Co., Ltd. has been safeguarding against sea pollution due to marine bunkering operations and supporting oil spill response operations for over ten years in Shanghai waters. The company has received numerous meritorious awards and recognitions for its significant contributions, from the local authorities. Mr. Gu Yin Dong, General Manager, stated, "The China government welcomes the joint venture and is confident that not only will it greatly enhance Shanghai's oil spill response capabilities, it will make enormous contributions to the protection of the country's fragile marine environment. The joint venture marks the dawn of a new era in East-West cooperation; one that is unique and complementary in nature, and one that will set new standards for oil spill response and marine environmental protection in China".



The **STRIL EXPLORER** seen outbound from Rotterdam – Photo : Anton de Krieger ©



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Greece considers cutting ferry ticket prices

The Greek government is looking into reducing state charges imposed on ferry tickets in a bid to increase passenger traffic to the country's tourist dependent islands. The move is seen as helping boost revenues for Greece's loss making ferries but analysts doubt whether the savings will reach travellers in full. Apart from revenues going to ferry operators, ticket costs in Greece are also made up of additional fees paid to the sailor pension fund, among others. According to a Maritime Affairs, Islands and Fisheries Ministry senior source, the government is looking into dropping some state charges for services no longer provided to the public, such as porters helping ferry passengers. "We are looking at this. The move could result in a price drop of 12 to 14 percent in time for the summer period," the source told Kathimerini English Edition. The decision requires a commitment from ferry operators that they will pass on the savings to passengers, the source added. Hit with rising fuel costs and falling passenger numbers due to the crisis, ferry companies were in the red last year and have been forced into either selling boats or moving ahead with a cash call in order to get through the tough times. Analysts said cheaper travel costs would help boost income in the sector and strengthen a trend for travellers to choose ferry destinations rather than driving to holiday spots and paying for rising petrol costs. However, they warn that the sailors are likely to oppose the move with protest action due to their pension fund losing out on income and doubt whether the savings will fully reach consumers. "Ferry operators may reduce prices at the start but then they will probably bump up the cost of tickets, based on some excuse. This will lessen the possible positive impact from the decision," said an analyst from a leading Athens brokerage. **Source :** [ekathimerini](#)



The **NOVA FLORIDA** seen moored in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Naming Ceremony of OOCL Beijing in Shanghai



Orient Overseas Container Line Ltd. (OOCL) is pleased to announce that April 28 the naming ceremony of **OOCL Beijing** was held at Wharf No. 7 of Hudong –Zhonghua Shipbuilding (Group) Co., Ltd. (HZ) in Shanghai, China. OOCL Beijing is the first of the eight 8,888-TEU vessels on order from HZ. Mr. Yu Zhengseng, Politburo member of CPC Central Committee and the Secretary of the Shanghai Municipal Committee of the Communist Party of China was invited by OOCL as the Sponsor of the Naming Ceremony.

Other senior government officials and guests include Mr. Feng Guoqing , Chairman of the CPPCC Shanghai, Mr. Ai Baojun, Vice Mayor of Shanghai.

Speaking at the ceremony, Mr. Tung Chee Chuen, Chairman of Orient Overseas (International) Ltd. stated, "The development of International Shipping Centre in Shanghai is moving forward in leaps and bounds. In 2010, the container throughput of Shanghai was around 29.07 million TEU occupying the top position among all ports in the world for the first time. Moreover, China has a long history in shipbuilding with ample experience. Our commissioning of Hudong-Zhonghua to build our 8,888-TEU vessels, the greatest in capacity of our vessel fleet, will hopefully promote the shipbuilding industry further and lay the foundation for our long-term cooperation." **OOCL Beijing** is 335 meters long, 42.8 meters wide with a deadweight of approximately 100,400 mt. and a container carrying capacity of 8,888 TEU. OOCL Beijing will be deployed on the MAX service with a port rotation of Shanghai / Ningbo / Hong Kong / Shekou / Singapore / Jebel Ali / Damman / Bandar Abbas / Port Kelang / Singapore / Hong Kong, and back to Shanghai in a 42-day round trip. Orient Overseas Container Line (OOCL) is a wholly-owned subsidiary of Hong Kong Stock Exchange listed Orient Overseas (International) Ltd. Headquartered in Hong Kong, OOCL is one of the world's leading container transport and logistics service providers, with more than 270 offices in 60 countries. Linking Asia, Europe, North America, the Mediterranean, the Indian sub-continent, the Middle East and Australia/New Zealand, the company offers transportation services to all major east/west trading economies of the world. OOCL is one of the leading international carriers serving China, providing a full range of logistics and transportation services throughout

the country. It is also an industry leader in the use of information technology and e-commerce to manage the entire cargo process. Source: OOCL



The MARVEL SCAN – Photo : Radboud Polee ©

First Everett logging ship in 4 years puts people back to work

For the first time since 2007, a logging ship is being loaded at Port of Everett. Port officials believe it means good things to come for the local economy. The "Port Phillip," a Korea-bound ship carrying 25,000 tons of logs from Washington state, is scheduled to set sail Tuesday night.

The ship also brings jobs for about 30 local longshoremen. "It's good to get back and do something I grew up doing," said Mike Rosebrook, Foreman and President for Longshore & Warehouse Union Local 32. "My brother is down here working, too. This job is helping him out. It's helping a lot of families out in this area." A weak U.S. dollar and growing demand in Asia is fueling interest in U.S. log exports right now. Beginning in the 20s and expanding through the decades, the logging industry in Everett was booming and outlasted several economic downturns. But business began to diminish in the 90s as demand shifted. The Port hopes a turn in the economy will also help to secure more business. "If we could get 150 ships down here again, it would make a lot of happy people around here," said Carl Wollebek, Chief Operating Officer for the Port. Source : KING 5 News

DP World's Vietnamese venture needs dredging help

A senior DP World manager has met civil authorities in Ho Chi Minh City to lobby for dredging work on the Soai Rap River to be speeded up as a means of facilitating its port terminal project. Development at Saigon Premier Container Terminal is now behind schedule and large containerships are unable to access it as the promised 11 m-12 m draught is still not available. **Source: Port Strategy**

Dredging project under way at Taipei Port

Taiwan Today reports that Taipei Port is undergoing a major dredging project as part of a long-range plan to increase its capacity and global competitiveness "An NT\$1.35 billion (US\$46.65 million) operation that was launched this February will see the depth of the port's fairways and turning basins increase from between 14.5m and 16m to between 16m and 17.5m," officials said.

The upgraded facilities will enable the port to accommodate container ships with capacities over 10,000 twenty-foot equivalent units by 2013. At present the port can only dock ships up to 8,000 TEU, with its total loading and uploading reaching 434,745 TEU in 2010 **Source : Dredging News Online**



Chemical Tanker **Loya** outbound passing Gravesend R.Thames on 12/4/2011 **Photo : Iain Forsyth ©**

Semco Maritime turnover down 5%

Despite a drop in turnover of five per cent to 1.27 billion in 2010 Semco Maritime managed to secure an increase in earnings as the result before tax rose from 10.5 to 17.4 million DKK, Maritime Danmark reports. However, the increasing profit does still not live up to the management's expectations.

The main business areas are infrastructure projects to the oil and gas sector and power plant industry, and these projects are driven by increased energy requirements on the markets. On the main European markets energy consumption has however in recent years been declining, and also the market for new installations in Asia has been hit hard by the recession in the world economy. Semco Maritime does not have the global weight to cultivate new growth markets with a better economic climate to compensate for the slowdown. But the market shows signs of improvement.

In 2010 Semco Maritime submitted a substantial number of quotations within all business areas and in Q4 the situation changed which resulted in a 50 per cent increase of orders in the first three months of the new financial year compared to last year. The promising opening of the year improves confidence in the group's ability to achieve the estimated rise in turnover of some 20 per cent. The new factory in Vietnam has managed to secure several orders for offshore accommodation modules and now employs 39 people. In another identified growth area, offshore wind farms, Semco Maritime has gained ground. As a sub-contractor to Bladt Industries A/S the company will be responsible for electrical, mechanical design, installation and commissioning of the largest substation to be installed at the 400 MW

Anholt wind farm in February 2012. The project is Semco Maritime's largest single order within offshore wind and has interesting perspectives compared to several similar projects in the North Sea over the next 10 years.

In 2009 Semco Maritime entered a five-year frame agreement with one of the leading oil companies in the world, ConocoPhillips, for development of all systems within telecommunication for the Ekofisk-field in Norway, and this partnership is developing as planned. This year Semco Maritime was awarded a strategic important contract for the modification and maintenance of all DONG Energy's installations in the Danish part of the North Sea. The order amounts to 100 MDKK a year, initially for four years.

MOL profit up to \$700 mln in 2010-11 fiscal year

Japanese ocean carrier Mitsui O.S.K. Lines earned \$700 million net profit for its fiscal year ended March 31 but forecast lower profit this year despite expected "strong performance" from container shipping, the Journal of Commerce reports. MOL's net profit soared 358 percent during its 2010 fiscal year while revenue rose 14.5 percent to \$18.6 billion. Operating income jumped nearly fivefold to \$1.5 billion. The improved results came despite higher oil prices, a stronger yen, economic problems in Europe, unrest in the Middle East and the March 11 Japan earthquake and tsunami that "has left the future of the Japanese economy and the global economy in a greater level of uncertainty," MOL said.

The U.S. "maintained a tone of recovery" because of consumer spending and business investment fueled by expansionary monetary policy, MOL said. For the current fiscal year that began April 1, MOL forecasts net profit will drop 48.5 percent to \$462 million while revenue rises 3.6 percent. MOL said it expects "strong performance from container ships backed by the gradual global economic recovery" but looks for a continuing slump in the tanker market, a recovery in tanker trade from current "sluggish levels" and a drop in car shipments because of the Japan earthquake. **Source : PortNews**

.... PHOTO OF THE DAY



The **WALLEM** managed **CROWN RUBY** seen discharging bananas at Aegion, Greece
Photo : Wallem Shipmanagement ©

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