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The OCEAN LUXOR (ex SMIT LLOYD 30) seen moored in Abu Redis (Egypt) yesterday
Photo : Piet Sinke (c)

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2 MSC ships passing eachother at the Westerscheldt River – **Photo : Henk de Winde (c)**

Tanker sector facing oversupply issues, sustained recovery seen only for smaller ship types says expert

During the next two years the VLCC and Suezmax fleets are projected to post net growths of 21% and 19%, respectively, which is well out of step with demand growth projections said George P. Los, Research Analyst with Charles R. Weber Company, Inc., in an interview with Hellenic Shipping News Worldwide. "Should newbuilding ordering remain at present levels, it will at least prevent an unnecessary prolonging of overcapacity in the long term and possibly from mid-2013 earnings will progress into the recovery stage. For the smaller crude tanker size classes and Medium Range product tankers, a sustained recovery is less distant as fleet growth projections are more closely correlated with demand growth projections" said Mr. Los.

During the first quarter of the year we've rarely seen any tanker newbuilding orders, a development especially noted in the VLCC segment. Why have ship owners refrained from further orders?

The pace of newbuilding orders declined significantly during the first quarter and fresh tanker newbuilding contracts totaled just 1.8m dwt. By contrast, during 2010 some 42.2m dwt was ordered – a level which was historically uncharacteristic to the early recovery stage of the tanker cycle. The 2010 orders were largely speculative as lower steel prices and a declining orderbook had allowed newbuilding prices to fall to about 40% from peak levels. Simultaneously, the outlook had appeared more promising with earnings strengthening during the first half of 2010 as a steep oil futures contango prompted traders to buildup inventory levels on shore and on tankers at sea which at once boosted demand and tied up some 10% of the trading VLCC fleet on storage contracts. Thus, with many owners in a strong cash position and capital in greater availability, the investment opportunity seemed attractive and well-timed. However, after the contango structure evaporated midway through 2010 overcapacity reemerged, earnings trailed off and have largely remained recessed since. Whilst newbuilding prices remain attractive relative to steel prices and historic averages, owners are now grappling with cash losses and difficulty adhering to loan covenants. Thus, few owners are in a position to make speculative orders and instead many of those which are now being placed are backed by term employment contracts.

Do you think that this will help alleviate further oversupply issues in the market in the years to come?

The reality is that oversupply has already permeated much of the tanker sector. VLCCs have seen rates rise recently, but only as a function of rising bunker costs for owners to maintain level voyage returns—but these are already below operating costs on many routes and slowing ton-mile demand is now softening rates. During the next two years the VLCC and Suezmax fleets are projected to post net growths of 21% and 19%, respectively, which is well out of step with demand growth projections. Should newbuilding ordering remain at present levels, it will at least prevent an unnecessary prolonging of overcapacity in the long term and possibly from mid-2013 earnings will progress into the recovery stage. For the smaller crude tanker size classes and Medium Range product tankers, a sustained recovery is less distant as fleet growth projections are more closely correlated with demand growth projections.

Since late 2010 and up until today, is it safe to say that crude trades and routes have been constantly reshaping and shifting, as a result of various extraordinary events? How has this affected freight rates?

There has been no shortage of extraordinary events this year, some with greater implications for trade routes and freight rates than others.

The outbreak of unrest in Libya has been a significant event. With the departure of the foreign operators of Libya's fields oil production was significantly impacted and shortly thereafter UN sanctions halted exports. With Libya's 2 Mb/d supply of crude off the market indefinitely, the European refiners who collectively comprised the greatest end-users of Libya's light crude blends have had to source the shortfall from other locations. A significant portion has been supplied by West Africa, where ideal light blends are in close proximity and can be sourced in the smaller parcels the European refiners are accustomed to. This has reduced the volume of West African crude exported to Asia – a route which has in recent years been a significant ton-mile multiplier for VLCCs – and prompted more Eastern requirements to be sourced from the Middle East which is a relatively short-haul route. Replacement light crude has also been sourced from other producers, including Saudi Arabia where light crude production was ramped up and exported from ports on

the Red Sea to the Sumed pipeline and subsequently by Aframaxes to Europe. This has helped stem the decline in Aframax utilization from lost Libyan exports, but overall the implications have not been good for the tanker sector.



The **YANG NING HU** seen outbound from Amsterdam – Photo : Marcel Coster (c)

How do you expect the Japanese disaster and following nuclear crisis to impact the tanker sector?

In the initial aftermath, six refineries with a total of 1.4 mb/d, or 30% of total refining capacity, were shut. Many Pacific South American importers of Japanese oil products were forced to source from US refiners, which augmented already strong demand for Medium Range product tankers in the Americas. Although lower crude imports were not immediately observed on the tanker spot market, official figures for March show a 6.3% drop from a year earlier and recently some VLCC units have appeared on spot market position lists which are normally on term employment shuttling crude from the Middle East to Japan. Lower crude imports could remain for some time until Japan can fully restore production in the industrial sector and progress more aggressively into its reconstruction efforts. Possibly during the third or fourth quarter, oil demand will spike to above pre-earthquake levels on this basis and boost tanker demand before giving way to pre-crisis levels. As for the nuclear crisis, a boost to oil products imports has driven Eastern product tanker trades as alternative power sources are sought. In the longer term, the nuclear crisis should see greater investment in natural gas power plants which could prove very supportive of the LNG tanker market.

Do you think that the crisis in North Africa and the Middle East will affect tanker trades for a long time?

In Libya, the standoff between Muammar Gaddafi's loyalists and opponents appears unlikely to be resolved any time soon. Given rhetoric from the West, a solution in which Gaddafi retains power is unacceptable but resolve to remove him forcibly does not exist. It is unlikely, therefore, that Libyan crude will return to market in the near term and this will continue to have negative implications for tanker trades. For oil markets, the situation has created a deficit of light crude which has propelled oil prices to highs which threaten both world economic growth and oil demand growth.

In other supply areas, like Saudi Arabia and Bahrain, protests have not progressed into something more destabilizing. However, to ensure this outcome billions of dollars were spent, making those governments require higher crude prices to fund domestic budgetary shortfalls. Although most of Saudi Arabia's spare production capacity is of sour grades, the initial boost to production in response to the problems in Libya included both light and sour grades. Maintaining higher sour crude production despite sufficiently supplied markets could help ease prices on a purely psychological basis but it is not a sensible solution. Whilst the stronger light crude exports will likely remain, these are oriented to short-haul tanker trades and tanker upside from longer-haul sour crude exports is unlikely.

How do you expect oil demand to shape up this year?

Strong economic growth in oil-intensive developing economies and high stimulus spending in developed economies propelled world oil demand to a fresh peak at about 87.0 mb/d during 2010 – representing a gain of 2.4 mb/d from a year earlier. For 2011, economic growth remains strong in the developing world, but inflation in Asia will slightly limit growth there. Moreover, the rise of oil prices to 43% above the 2010 average will offset the growth potential that easing unemployment figures and a steady recovery in the developed world creates. So, I believe that something closer to a 1.6 mb/d gain would be a reasonable estimate for 2011.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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The 2008 built Singapore Flag AHTS , " **Pacific Victory** " , seen entering Grand Harbour, Valletta, Malta, on the 02-05-2011

Photo : Gejtu Spiteri (c)

LETTER RECEIVED FROM READER

Dear Sir

As a regular reader of your excellent news clippings service, I especially enjoy reading up-to-date reports on the piracy issue. I am a retired captain and maritime lawyer and this issue is very close to my heart.

However, I was not very happy about the report sourced from ECOP Marine in the April 30 Issue entitle "NATO Navies go Crazy in Somali Waters". Both the title and content of this report is not only over emotional but also quite irrational. It is also rather hard to follow as the author probably has limited English. In any case, it is quite senseless to criticize anti-piracy naval action when the NATO ships have been regularly criticized for taking insufficient action and even returning pirates safely to Somalia after they have been apprehended. Many of us in the maritime sector believe that the only way to excise this maritime cancer is through drastic action. The pirates are now increasingly violent and only strong measures against them will result in overcoming this problem. Simply paying pirates billions of Dollars will not eradicate this problem at all. Of course it is always regrettable if hostages are endangered or even hurt. However, this is really a 'war zone' and mariners must be aware that they are sailing into dangerous waters on this route. Seafarers have operated in dangerous waters before and have the choice whether to go there or not. Furthermore, if sufficient seafarers decline to sail to this area it is quite likely that the international community will take long overdue action and eradicate this problem once and for all. This can be relatively easily achieved by establishing a patrolled 'no shipping' zone outside the Somali territorial sea limit. Any vessel moving from a Somali area into this zone would be subject to destruction. If the pirates cannot get out they cannot hijack! However, the political will to do this is not there at this time. Nevertheless the naval vessels in the area are doing a highly professional job with very limited rules of engagement. Criticizing is neither fair nor appropriate. Sincerely **Edgar Gold** - edgold@bigpond.net.au



The **OPAL LEADER** seen outbound from Malaga – Photo : Jacob Versteeg ©

**Due to travelling abroad this week the
newsclippings may reach you irregularly**



The **ZHEN HUA 29** loaded with the **CASTORO 10** seen in Rotterdam-Europoort ready for departure
Photo : Rene Mostert ©

Missing cruise worker's credit card used after her disappearance

THE family of a Disney cruise ship worker who disappeared at sea are praying she is still be alive after money was spent on her credit card. Rebecca Coriam vanished from the £ 580million **Disney Wonder** shortly after it set sail from Los Angeles for Mexico in March. The 24-year-old kids' host had worked for Disney Cruise Line since last summer.

Speaking from the family's home in Chester, father Mike said: "This could be a very significant development. "That her credit card's been used can only mean someone stole it or she's still alive. "We've never believed she simply disappeared overboard and drowned. I have always felt she is still alive. We are just keeping our fingers crossed that she is out there somewhere." **Source : Daily Mirror**



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Baltic Index outlook weak

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, rose for the second day on Thursday helped by modest iron ore sales to China. The index rose 0.79 percent or 10 points to 1,269 points. Prior to the first gain on Wednesday, the index had fallen for 19 straight sessions. Brokers said iron ore and coal sales to China this week had boosted activity.

"The market is still very fragile," said Georgi Slavov, head of dry research and structured products at broker ICAP Shipping. "The more tonnage that comes onto the market, the weaker the rebound will be," he said referring to expected an commodity restocking in the coming weeks. Floods and cyclones in Australia in February hit coal production, and some producers are still struggling to return to normal operations, hurting capesize activity. Weather-related and logistics problems at Brazilian ports have also disrupted iron ore shipments from there. "The situation in Australia remains serious," Slavov said. "The main problem at the moment keeping the market down is that we are still missing a significant amount of cargo." Brokers said an expected strengthening of iron ore imports into China in the second quarter was likely to provide modest support as the freight market continued to struggle with rising fleet growth. "While we believe an increase in Australian bulk commodity output could provide some modest support for dry bulk rates, we would view any incremental strength as only a short-term trading opportunity," Wells Fargo Securities said.

"We expect the sector's current oversupply of tonnage and large orderbook to act as ultimately overpowering headwinds over the intermediate-term." The main index has fallen by over 25 percent this year as rising ship supply has outpaced demand for commodities.

EXCESS TONNAGE

The Baltic's capesize index fell 0.13 percent, with average daily earnings inching lower to \$6,698 after rising on Wednesday. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. The Baltic's main index, which tracks the cost of shipping key commodities such as iron ore, cement, grain and coal, has more than halved in the past six months to below 1,500 points, close to levels last seen during the financial crisis in 2008. The Baltic's panamax index gained 4.17 percent, with average daily earnings rising to \$11,620. Panamax vessels usually transport 60,000-70,000 tonne cargoes of coal or grains.

INSIDE DRY FREIGHT 29 APRIL 2011

While there are indications of some vessel cancellations and delays, analysts expect deliveries to gather pace between 2011 and 2012, putting further pressure on dry bulk earnings. "We currently estimate 2011 fleet growth of 9.2 percent in 2011, with a further 9.4 percent to be built in 2012," Deutsche Bank said. "Despite strong demand growth in the seaborne dry bulk sector of 6 percent per annum over the next two years, we expect to see continued excess dry bulk tonnage. The expected delivering supply is likely to keep rates under pressure." **Source: Reuters**



The **STANISLAV YUDIN** seen departing from Rotterdam – **Photo : Hans Mauritz ©**

Container Ship Charter Rates Retreat

Container ship charter rates are retreating as a wave of newly-built ships entering the market dulls ocean carriers' appetite for hired vessels. Falling freight rates and lower ship utilization rates on key long haul routes also have prompted carriers to reassess their demand for additional tonnage in the coming months. Ship charter rates rallied strongly from the beginning of the year even as freight rates were falling as carriers jostled to acquire extra capacity amid buoyant cargo volumes going into the peak shipping season.

But the rally has gone into reverse as the major lines now have sufficient capacity on hand to meet higher cargo demand in the early summer. The average daily earnings of a 4,250 20-foot-equivalent-unit gearless ship on a two year charter have slipped to \$26,798 from \$28,603 at the end of March, according to the Hamburg Shipbrokers' Association. Smaller vessels have fared better, with a 2,500-TEU ship fetching on average \$15,391, down from \$15,971 two weeks ago, and a 1,100-TEU vessel has declined to \$9,455 from \$9,872 a month ago. The HSA's ConTex index of time charter rates for six vessel sizes has fallen steadily from its mid-April high of 718 to 695 at present. Charter rates, which were rising continuously from mid-December, faltered when low-cost carrier, The Containership Co., quit liner operations and put its six vessels on the charter market. Earlier, Chilean carrier CSAV also re-let tonnage

on the market after pulling an Asia-U.S. East Coast service. Carriers are also being more selective about chartering in additional tonnage as surging fuel prices have sharply increased vessel operating costs. Charter rates increasingly reflect the age and fuel consumption of ships with new tonnage commanding a premium over older, less efficient ships.

Lower charter and freight rates also are beginning to impact the price of new and second-hand ships, according to figures from London shipbroker Clarkson. A 10-year old 3,500-TEU vessel is being quoted at \$36.5 million, unchanged from the average 2010 price but well over double the \$15.5 million average through the container shipping slump of 2009. Shipyards are quoting \$59.5 million for a new 4,800-TEU ship, broadly in line with quotes of \$60.5 million in 2010 and \$57.3 million in 2009 but well short of the \$84 million price tag in 2008. The charter market likely will retreat further in coming weeks after shipyards delivered an all-time monthly high of 226,000 TEUs in April, to be followed by 204,000 TEUs in May, according to Alphaliner, a container market analyst. Ocean carriers and shipowners remain confident however, despite falling freight and charter rates and have placed orders for new ships worth over \$7 billion in the first quarter of 2011. This compares with contracts worth around \$8.2 billion for the whole of 2010, according to Clarkson. **Source: Journal of Commerce**



The **RYNDAM** seen in Rotterdam – **Photo : Peter Gralla ©**

Not much to look forward to this year for oversupplied carriers

The first quarter results have been coming in over the last month and they are a mixed bag of good, bad and ugly. Good would be China's Cosco Shipping, a subsidiary of the country's largest shipping firm China Ocean Shipping (Group) Co, which announced a 150 percent increase in net profit. Okay, so it was only US\$52 million, but 150 percent is still 150 percent. Also in the good category was Orient Overseas Container Line (OOCL), which saw its first quarter cargo volume increase by 12.6 percent in Q1. In a quarterly operational update, the Hong Kong-based carrier said total revenue had grown by 17.2 percent to \$1.32 billion. Average revenue per TEU rose 4.2 percent.

Bad would be the other Cosco subsidiary China Cosco Holdings that cruised to a net loss of \$77.3 million in the first quarter as the over supply of vessels began to bite. Most of the loss was attributed to the slumping dry bulk market, but container revenue could only muster a 3.8 percent growth.

Also bad was Hyundai Merchant Marine, Korea's number two carrier, posted a first quarter operating loss, blaming slowing demand for container shipping services for its slow slide into the red. Ugly would have to be CSAV, under severe financial pressure, and Horizon Lines that is unable to service its debt. The Containership Company is also a shoo-in to this ugly category. More first quarter results will be coming in and most of them will probably be reasonably good. But the second quarter is going to be a brutal one. According to Alphaliner, April will see a record amount of tonnage being delivered to the world's shipping firms. The market intelligence provider estimates that a total of 32 ships totaling 226,500 TEUs will be delivered during the month.

May is not much better, or worse, with 204,000 TEUs of ships scheduled to join the fleet. By the end of May, more than 660,000 TEUs will have been added to the global fleet, arriving just in time for slowing trade. This has seen freight rates dropping with rates at below break even on the Asia-Europe trade.

With tonnage amounting to 1.35 million TEU due to be delivered this year, the container shipping industry better hope for a very robust peak season if they are to end the year in any kind of profitable state.

But that may be wishful thinking. **Source: Maritime Professional**

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CASUALTY REPORTING



Twenty Egyptians drown in Nile ferry accident

At least 20 people have drowned in the Nile while on a trip to visit the grave of a relative, Egyptian media reported on Saturday. Al Masry Al Youm daily said five people were also missing after a minibus hired for the traditional graveyard visit slipped from the ferry that carried it across the river in Beni Suef province, south of Cairo, on Friday.

Al-Ahram newspaper quoted Hayat Taha Ali, one of the survivors, as saying the families were intending to mark the 40th day since the death of one of their relatives. "The bus fell into the Nile while it was disembarking from the ferry and all I remember was being in the hospital," Ali said. Al Shorouk newspaper reported the ferry captain was detained for questioning. A series of fatal transport accidents in recent years triggered an outcry against the government of former president Hosni Mubarak who was toppled in a popular uprising in February.

Fast action in coal ship grounding

AN extensive response process was set in motion as soon as a coal ship ran aground in Gladstone Harbour on Friday night, a Marine Safety Queensland spokesman has told The Observer.

The **Dumun**, a 190-metre-long, 32,000-tonne vessel, was shifted to an "outside location" at about 4pm on Saturday after preliminary investigations at an emergence anchorage near South Trees Wharf. The spokesman said the Australian Maritime Safety Authority (AMSA) and the Australian Transport Safety Bureau (ATSB) were continuing investigations into the cause of the incident while the Dumun was moored at the outside site. "Early indications are that a steerage problem has occurred," he said. "We will need to wait for the findings of the AMSA and ATSB (investigation)." He said that although no serious consequences had emerged, MSQ intended to learn from the incident. "We have around 4000 shipping movements each year and only a small number of incidents. And each one of those incidents, we learn from it. "Ships are complex pieces of machinery," he said. "There are always little things that go wrong. That's the nature of the game. (But) it's very unusual to result in a grounding."

The Dumun's MSQ-licensed pilot alerted MSQ of the problem at 5pm. The **Dumun** had been travelling with two tug boats, and another three were sent straight to the scene when the emergency occurred. The coal ship was fully loaded when it ran aground about 1km north of South Trees Wharf at 5pm Friday. It was refloated at 6.30pm.

Nick Heath, Queensland manager of the World Wildlife Fund, said the incident was extremely concerning, in light of plans for much bigger ships that would arrive in the harbour for the planned LNG terminal. "We welcome (Premier Anna Bligh's announcement of new GPS tracking technology for MSQ Gladstone), but we feel more should be done," he said. "Surely the LNG bonanza is big enough to pay for safety." **Source : The Observer**

NAVY NEWS

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Above seen the French Navy Rubis Class submarine **FS AMETHYST S605** offshore Misurata, Libya on Friday 29th April, 2011 during Operation Unified Protector.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

For Sale: One Aircraft Carrier

The bidding for the Royal Navy's **HMS Ark Royal** is now officially open. Potential buyers will be able to tour the vessel at 8:00 AM on May 7 and 8 at Her Majesty's Navy Base, Portsmouth, U.K. Bids must be submitted by June 13 and the sale is expected to be completed by the end of the year.

"We need to be assured of the viability of the person or organization...including how they intend to store, maintain, and dispose of the ship before the sale can be agreed," a spokesman for the MOD's office handling the sale told Reuters. **Ark Royal's** sister ship, **HMS Invincible**, was recently sold to a scrapyard in Turkey. Although the **Ark Royal** could also be sold for its scrap metal, other proposals for it include a commercial heliport in London as well as a base for special forces to provide security at next year's Olympic Games, according to the Telegraph newspaper.

Also up for sale are three Type-42 destroyers, **HMS Exeter**, **HMS Southampton**, and **HMS Nottingham**.

Source : David Pugliese's Defence Watch

ADF assets exercise around Malaysia

Australian Air Force multi-role F/A-18F Super Hornets will soar through the sky over Malaysia while Navy guided-missile frigates and a Collins class submarine will patrol the South China Sea in a major military exercise commencing today. Exercise **BERSAMA SHIELD 2011 (BS11)** will see six F/A-18 Super Hornets from No. 1 Squadron, the ANZAC class frigates HMA Ships **Ballarat** and **Parramatta**, and the Collins class submarine, **HMAS Dechaineux**, join other warships and combat aircraft from Singapore, Malaysia, New Zealand and the United Kingdom.

The Commander of the Australian Contingent, Wing Commander Kenneth Robinson, said the exercise will be conducted by member countries of the Five Power Defence Arrangement (FPDA) in various locations on the Malaysian Peninsula and in the South China Sea between 2 and 13 May. "The exercise aims to enhance the interoperability of the combined air, ground and naval forces of the FPDA countries to enhance regional security, including the defence of Singapore and Malaysia," Wing Commander Robinson said. "The FPDA continues to be an integral part of the regional security architecture, which helps develop greater interoperability among the armed forces of member nations."

The exercise marks a significant milestone for the Air Force's new F/A-18F Super Hornets, with this their first overseas deployment since arriving in 2010. The Super Hornet permits Australia to maintain a formidable air combat capability during the transition to the F-35 Joint Strike Fighter over the next decade.

"BS11 will provide the F/A-18 Super Hornets with the opportunity to train with Royal Malaysian Air Force MiG-29s and Republic of Singapore F-16s," Wing Commander Robinson said.

"The exercise's maritime component involving the ANZAC class frigates, HMA Ships **Ballarat** and **Parramatta**, and the Collins class submarine, **HMAS Dechaineux**, will enhance high-end war-fighting skills in a highly complex maritime environment." BERSAMA SHIELD, marking its 40th anniversary this year, provides the ADF with the opportunity to develop relationships with important security partners while reinforcing Australia's long-term commitment to regional stability. **Images from the exercise are available at <http://images.defence.gov.au/fotoweb/>**

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Aussie dock workers renew threat to strike

Australian dock workers yesterday renewed their threat to strike over pay and conditions, warning that they would stage a 24-hour walkout tomorrow at the nation's three major ports. The powerful Maritime Union of Australia said talks remained deadlocked with Patrick, Australia's top ports company, despite promises to return to the negotiating table three weeks ago in the face of a national strike threat.

About 2,000 dock workers had vowed to down tools for five days over a protracted dispute on wages, conditions and safety, but the MUA called off the industrial action after Patrick agreed to reconsider. 'The union has worked exhaustively at the negotiating table and has postponed previous industrial action,' said deputy MUA secretary Mick Doleman. 'Unfortunately, Patrick's have refused to negotiate in good faith and seem intent on looking for a fight.'

'We've notified Patrick's of pending protected industrial action of 24 hours duration commencing this Saturday at the terminal ports of Melbourne, Sydney and Brisbane,' added Mr Doleman. Similar action would begin at Fremantle on Monday.

Mr Doleman said Patrick had refused an offer to negotiate earlier this week and insisted on having talks heard today at Fair Work Australia, the industrial umpire, where it managed to see off the earlier strike threat. According to Patrick, the weekend stop-work would hit 15 ships carrying some 18,000 containers. 'This strike is designed to hurt us, but the real impact will be felt by hundreds of exporters and importers relying on prompt shipping services, from small

businesses waiting for deliveries to cotton farmers trying to get their harvest to international markets,' said Patrick divisional director Paul Garaty. Some progress had been made on pay rises, but Mr Garaty said the union's claim remained untenable, amounting to A\$120 million (S\$160.7 million) in costs over the next three years. - AFP

Source : businesstimes.com.sg



On a sunny Sunday 17/04/2011 the container vessel '**MSC Ilona**' passed Hamburg's St. Pauli district, freshly painted and still without any containers onboard. - [Photo : Pieter van Stein \(c\)](#)

Japan helps out Turkish yards

Japanese and Turkish governments have made an agreement that Japan provides Turkey with shipbuilding technology. The both sides will exchange an MOU in early May this year. Under the MOU, Japan will take on the design part for the 100 ships that the Turkish government is to build, and Japan Bank for International Corporation (JBIC) will provide loans to the Turkish government to promote the exports of Japan-produced engines and ship equipment. This is the first time Japan has executed such a large transfer of technology to a rival shipbuilding nation.

Source : [Seatrade asia](http://Seatrade.asia)

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The **QUEEN ELIZABETH** seen departing from Amsterdam Photo : Erwin Sandburg

Maersk named best global shipping line

Maersk Line was named the Best Global Shipping Line and Best Green Service Provider- Shipping Line at the recent 25th annual Asian Freight & Supply Chain Awards. For the Best Global Shipping Line, Maersk bagged the award for the 18th consecutive year and it was the second time that Maersk Line was awarded Best Green Service Provider- Shipping Line.

"We are honoured to once again receive the vote of confidence from our customers at this year's AFSCA. "Our customers are definitely our key priority as we continue to focus on bringing greater reliability and ease of doing business to them.

"We are also very pleased to be recognised for our continued emphasis on the environment and our green shipping initiatives. This affirms the increasing focus customers have on CO2 emissions and environmental impact. "We will continue to work towards greater energy efficiency and improving our environmental

performance," said Thomas Riber Knudsen, Chief Executive Officer for Maersk Line Asia Pacific region. The Asian Freight & Supply Chain Awards are held each year by Cargonews Asia, a cargo freight and logistics trade newspaper based in Hong Kong. Source : The Star

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Ningbo's first quarter container throughput increases 21.6pc

EAST China's Port of Ningbo lifted 3.36 million TEU of containers during the first three months, up 21.6 per cent year on year, six per cent above the national average, ensuring its place as China's third largest port, Xinhua reports. In this period, the port's cargo tonnage grew 10.8 per cent to over 100 million tonnes, equivalent to the year 2000's entire

throughput, said Ningbo Port Group CEO Li Linghong. By the end of March, there were 230 container shipping lines calling at Ningbo, offering 1,200 sailings per month, up 22.8 per cent over the same time last year.

During the first quarter, the feeder line from Ningbo to Jiaying's port of Zhapu recorded a container movement of 74,000 TEU, up 57.6 per cent. Port of Zhapu's monthly laden container export via Ningbo rocketed 143.5 per cent to 40 million TEU on average. Ningbo-Wenzhou feeder line achieved a volume of 12,000 TEU in this period, surpassing the annual volume of last year.

Ningbo's sea-rail intermodal container volume surged 340 per cent to 10,000 TEU. Laden export containers from Jiangxi via Ningbo increased 136 per cent to 2,305 TEU. **Source : Schednet**



The new emergency tug M/V **BALTIC** entering the river Warnow for here berth. She came in after some exercises done at the Baltic Sea. **Photo : Berthold Rossmann (c)**

Annual General Meeting of European Tugowners



From 27th to 29th April, 2011 the "European Tugowners Association" (ETA) held its 48th Annual General Meeting in Antalya/Turkey. With 120 participants from more than 15 European countries, the AGM as well as the succeeding

“Social Day” were very well attended. The meeting was hosted by Turkish tug-builder and -operator Sanmar and took place in the Rixos Premium Resort in Belek close to Antalya.

Besides general affairs in relation to the European towage industry, the General Assembly discussed the recently published guidelines on safer towage, developed by an ETA working group together with the “European Maritime Pilots’ Association” (EMPA). This Joint Paper highlights technical safety issues on board of seagoing ships which have a general impact on the towage industry. Missing SWL-markings on bollards, insufficient strength of bollards on board of seagoing ships which cannot sustain bollard-pulls of today’s modern and strong tugboats, unsuitable or even missing fairleads or missing marks for safe push points on ships’ hulls are only a few concerns described in this Joint Paper. ETA/EMPA is presently circulating this paper within the maritime industry such as ship designers, shipyards, classification societies, insurers etc. During the subsequent conference, speakers from P&I / H&M insurer British Marine as well as classification society Det Norske Veritas commented on this Joint Paper from their perspectives and promised support in their respective circles.

During this years’ meeting the Chairmanship changed as per constitutional routine. New ETA-Chairman for the next two years is Richard Knight of the J.P.Knight Group in Chatham/England. He succeeded previous Chairman Joerg Mainzer of Fairplay Towage, Hamburg/Germany. Torsten Holst Pedersen of Svitzer Scandinavia has been elected Deputy Chairman.

Following the Annual Meeting, host Sanmar organized a boat trip for all attendees which started in Antalya’s historic marina. Sanmar even ordered their tug **ULUPINAR XI**, stationed in Mersin, to sail 200 nm to Antalya to accompany the conference participants on their boat trip and to “show-off” with a much applauded tug-ballet. Upon leaving the old Antalya port the ETA-members witnessed a local Turkish salvage company’s wreck removal efforts of a cargo-ship which ended up on the rocks of Antalya in a severe gale in autumn 2010.



ETA was established in 1963 in London. Today it comprises 80 members from 20 European countries with more than 800 registered tugboats. ETA understands itself as the voice of the European towage industry especially in EU-circles in Brussels. The association is managed by Secretary General Dr. Hugo Callens with an own office in Brussels/Belgium. (www.eurotugowners.com)

Port of Rotterdam: one million containers in 1 month

The port of Rotterdam became the first port in Europe to handle 1 million containers in one month in March. The record was achieved in the evening of the last day of March when the “**Ital Oriente**” was handled. A total of nearly 50,000 teu were loaded and discharged from 47 vessels on 31 March. Source : portofrotterdam.com

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The **MSC MAEVA** seen in Felixstowe – Photo : Andrew Moors (c)

Port reforms put end to series of strikes by French dockworkers

French dockers have come to an agreement with the government and employers, ending 18-months of strikes, raising hopes that port operations have returned to normal following the signing of an accord with the Federation Nationale des Ports et Docks (FNPD), a division of the CGT union.

The government appears to have accepted the condition that certain port workers in difficult jobs can continue to automatically qualify for early retirement, reported London's Containerisation International. The FNPD is demanding that dockers with difficult jobs who have been working for 15-years be entitled to retire two years early, and those with 18-years' experience be entitled to retire three years early. But the report noted that it was not yet clear which jobs will qualify for this, nor whether the base retirement age will be 60, or the newly introduced age of 62.

The report said another difficulty seems to have been resolved, concerning the transfer of the remaining state-employed port workers to the private sector. It said Marseilles-Fos was one of the last ports to finalise the transfer, including crane drivers. It said the issue was resolved after port workers were offered employment guarantees by each state-controlled port authority, a promise the private sector was not willing to make. **Source : ftwonline.co.za**



The **MOL MISSION** seen arriving in Rotterdam during her maiden call - **Photo : [Dave van Spronsen \(c\)](#)**

Dockwise Announces USD 34 Million Contract Awards

Dockwise Ltd. announces 6 awards for Heavy Marine Transport (HMT) that have recently been secured by its subsidiary Dockwise Shipping with a total contract value of more than USD 34 million.

Following the recently closed Master Service Agreement with Seadrill, Dockwise will be transporting the **West Linus** jack-up rig for North Atlantic Norway Ltd, one of Seadrill's subsidiaries, at the beginning of Q4 2013. After being loaded in Singapore, the jack-up rig will be transported to Stavanger, Norway. In addition Dockwise was awarded a contract by FGUP Artimorneftegazrazvedka to transport the jack-up rig '**Kolskaya**' from Murmansk, Russia to Magadan, Russia via Cape of Good Hope. The transport is scheduled for Q2 2011.

For Sevan Drilling, Dockwise will transport the **Sevan Brasil** from its new built yard in China to Brasil in the first quarter of 2012. Other contract awards include the transport of four lift boats from Freeport, USA to Luba, and the transport of the **Kantan VI** jack-up rig from Singapore to Shanghai in Q2 2011. Dockwise will furthermore transport four STS container cranes from Nantong, China to Savannah, USA during Q4 2012. André Goedée, Chief Executive Officer: "After a depressed first quarter, the spot market has shown a recovery and we have steadily secured bookings. The transport of exploration and production equipment is showing signs of improvement, and we see a sizeable group of new build rigs scheduled for delivery next year, improving visibility for the years 2012 and ahead."

The **West Linus** is a next award under the terms of the MSA between Dockwise and Seadrill and it is a positive sign that parties are growing into this construction."



The **BRITISH ESTEEM** seen moored in Rotterdam - Photo : Henk Wadman (c)

MARITIME ARTIST CORNER



The **TSHD RIJNDELTA** seen entering the New Waterway enroute Rotterdam
Watercolour made by Ronald van Rikxoort

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newsclippings may reach you irregularly**

.... PHOTO OF THE DAY



The **SHEPHERD TIDE** seen off Singapore – **Photo : Capt. Richard Leistra (c)**

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