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**The SETIA NURANI seen in Kemamam Supply Base (Malaysia)**

**Photo : Capt.Jelle de Vries (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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The Italian flagged 2010 built **TOTONNO BOTTIGLIERI** seen moored in Rotterdam-Caland canal

Photo : Stan Muller (c)

## The international energy recruitment market is getting hungrier according to OilCareers.com

According to recent findings from the leading international job board for the oil and gas industry, OilCareers.com, recruitment activity in the sector is the most active since as far back as early 2009, for both recruiters and candidates.

Statistics taken from OilCareers.com's monthly website analytics recorded that the site received a record number of visits in March 2011, with more than 500,000 unique users. In addition, almost 12,500 new vacancies were posted to the site, a massive 60 per cent increase on March 2010, with the highest number of applications recorded since May 2009.

It has been another record month for the UK, with significant increases across the board – applications are at their highest since 2009, with a record 20,577 applications made in March, an increase of 38 per cent on the same month last year. The number of new CVs uploaded to OilCareers.com in the region also rose, with a 19 per cent increase in the number of new registrations rounding off a successful month.

Mark Guest, managing director of OilCareers.com, said: "March 2011 was a significant month for us in terms of highlighting the increasing amount of activity that is taking place in the field of recruitment. Applicants are, on average, mirroring the activity levels of early 2009.

"Despite a fluctuating oil price over the past few months, unrest in the Middle East and the tax hikes in the UK, the industry continues to drive business forward. OilCareers.com has definitely seen a growing trend since the beginning of 2011, with visits to the site, CVs being uploaded and jobs posted and applied for consistently climbing month on month."



The **IVAN PAPANIN** seen moored in Cape Town – Photo : Aad Noorland (c)

## No penalties for late river wheat shipments: CME

Shippers of soft red winter wheat will not be penalised for loading delays tied to current flooding and high water along the Mississippi and Ohio Rivers, CME Group said on Monday. Normally, grain shippers at river elevators which handle wheat deliveries for CME's benchmark contracts must load out wheat when requested by the holder of CME shipping certificates presents the demand.

But CME said on Monday that for three straight days ending on Friday a majority of their 56 delivery elevators were unable to load out wheat due to this season's high water on the mid-Mississippi and lower Ohio rivers. So it invoked a contract rule, which amounts to a force majeure preventing contract fulfilment and does not result in shipper penalties.

'The shipment is just delayed for the number of days that this force majeure condition prevails at a majority of the shipping stations on the river,' said Fred Seamon, CME economist. This is affecting just over 8 per cent of all outstanding CME's wheat shipping certificates, representing 275,000 bushels of wheat out of the 3.325 million bushels outstanding. At the confluence of the Ohio and Mississippi rivers near Cairo, Illinois water levels are at record levels and rising as a result of days of rain and the melt and run-off of the winter's heavy snow storms. Wheat loadings are not affected at Toledo, Ohio, the No 1 delivery point for CME wheat where 70 per cent of all exchange wheat is held, or at north-west Ohio. Source : Reuters (c)

## Indonesian forces kill four pirates

Indonesia on Monday announced that four Somali pirates were killed during an operation that freed 20 sailors, the Jakarta Globe reported. The operation was conducted on Sunday in order to free the 20 crew members of the bulk



cargo carrier Sinar Kudus which was taken about 46 days ago. The Indonesian-flagged merchant vessel was on its way to Suez, Egypt from Singapore when attacked.

According to Rear Admiral Iskandar Sitompul, a military spokesman, after the Indonesian soldiers secured all hostages, they chased the pirates and engaged in a gunfight. As a result, four suspected pirates were killed. Sitompul added that ransom was paid to the pirates as part of the operation. After receiving the money, the Somali nationals left the MV **Sinar Kudus** in small skiffs but 12 soldiers and a helicopter followed them.

All hostages were freed and the Indonesian bulk carrier was secured at a nearby port. Three Indonesian warships are guarding the hostages until they are transported by plane back to Jakarta. Some reports indicated on Sunday that the pirates received a \$4.5 million ransom but the Indonesian government rejected paying such sum to the pirates. In the past, Indonesia claimed that it had never negotiated with Somali pirates. On March 16, Somali pirates hijacked the MV **Sinar Kudus** vessel, belonging to PT Samudra Indonesia and took 22 Indonesian crew members hostage. Initially, the pirates declined an offer of \$2.5 million and demanded in return a ransom demand worth about \$9 million. **Source :** PortNews



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The **ARK FORWARDER** seen enroute Rotterdam – Photo : Jan Oosterboer ©

## **Somali pirates release Indonesian flagged bulk carrier**

Somali pirates have released an Indonesian flagged and owned bulk cargo carrier which was seized approximately 320 nautical miles North East of the island of Socotra in the Somali Basin, EU anti-piracy mission said, Xinhua reports.

EU Naval Force Somalia spokesman Paddy O'Kennedy said the MV **Sinar Kudus** which was hijacked on March 16 by about 30 to 50 Somali pirates was released on Sunday. "The bulk cargo carrier the MV **Sinar Kudus** was released from pirate control on May 1 after 46 days in captivity. The ship is now sailing to a safe port," O'Kennedy said.

He said the MV **Sinar Kudus**, which is Indonesian flagged and owned, was on its way to Suez (Egypt) from Singapore when it was attacked. The MV **Sinar Kudus** has a crew of 20, all Indonesian. The Gulf of Aden, a body of water between Somalia and Yemen, is the main sea route between Europe and Asia.

Tankers carrying Middle East oil through the Suez Canal must pass first through the Gulf of Aden. About 4 percent of the world's daily oil supply is shipped through the gulf. The attacks are being carried out by increasingly well-coordinated Somali gangs armed with automatic weapons and rocket-propelled grenades, maritime officials said.

The Horn of Africa nation has been without a functioning government since 1991, and remains one of the world's most violent and lawless countries. **Source : PortNews**



The **KUROSHIO EXPRESS** seen outbound from Willemstad (Curacao)

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

## Two Somali pirates jailed for 439 years

A court in Spain has sentenced two Somali pirates to 439 years in prison each for their role in the 2009 hijacking of a Spanish fishing boat in the Indian Ocean. Spain's National Court on Tuesday found Abdou Willy and Raagegeesey Adji Haman guilty on charges ranging from kidnapping to violent robbery and sentenced them to 439 years in prison each, a Press TV correspondent reported.

The court also ordered the two Somalis to pay each of the fishermen who were on board Alakrana fishing boat USD 148,000 (EUR 100,000) in damages. Somali pirates hijacked **MS Alakrana** in the Indian Ocean in October 2009. The 36 crew members, including 16 Spaniards, were later released by pirates after spending seven weeks in captivity.

The two Somali men were captured in November 2009 in an operation led by the Spanish navy, and flown to Madrid for the trial. The pirates have said they received USD 4 million (EUR 2.7 million) as a ransom fee to free the hostages.

The Spanish court said there was no doubt that state institutions paid the ransom. The government has denied this.

"The government has already said it did not pay a ransom and I reiterate that," Spain's Foreign Minister Trinidad Jimenez told reporters on Tuesday. Rampant piracy off the Indian Ocean coast of Somalia has made these waters among the most dangerous in pirate activity.

The Gulf of Aden, which links the Indian Ocean with the Suez Canal and the Mediterranean Sea, is the quickest route for more than 20,000 vessels traveling annually between Asia, Europe and the Americas. However, attacks by heavily armed Somali pirates on speedboats have prompted some of the world's largest shipping firms to switch routes from the Suez Canal and reroute cargo vessels around southern Africa, leading to climbing shipping costs. Somalia has been in strife for the past three decades. Strategically located in the Horn of Africa, it has been embroiled in a bitter civil war for years. The country does not have a functioning government and the authority of the so-called Transitional Federal Government is limited mostly to the areas around the capital Mogadishu. **Source: Press TV**





The **Seven Atlantic** seen in Den Helder for a short, two hours, port call for crewchange.

Photo : Geert Woord - Seamar Services b.v. ©

## Fake invoices - Suez Canal

The Secretariat has been advised of yet another attempt at fraud by a company called "Nautical Deep of Services" which presented a BIMCO member with an invoice for services never requested by or rendered to the vessel. The fake invoice bears the stamp of the vessel and the Master's signature. These were, however, forged. "Nautical Deep of Services" has already appeared on the BIMCO list of companies known to have issued fake invoices. **Source: Bimco**

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Above seen the British photojournalist **Guy Martin**, who was injured in a mortar attack in Misurata, Libya, arrived in Malta on the cargo ship **Marianne Danica**. He is currently being assessed by a team of specialists at Mater Dei Hospital. Mr Martin was brought ashore on a stretcher, waving his hands and giving the thumbs-up sign.

The Health Ministry said this afternoon that a medical team from Mater Dei Hospital, assisted by members of the Civil Protection Department, transferred Mr Martin to an ambulance, which took him to Mater Dei.

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

## NAVY NEWS

### Mexican navy's training ship visits Havana



The Mexican navy's training ship, **Cuauhtemoc**, arrived over the weekend in the port of Havana for a one-week visit as part of its 2011 Mediterranean Training Cruise, Cuban media reported. The ship, which is based in the Pacific port of Acapulco, stopped in Balboa, Panama, before arriving in the Cuban capital.

Photo :  
**Rich Fontaine (c)**

The **Cuauhtemoc** will anchor in 17 countries, including the United States, Italy, Israel, Turkey, Ukraine, Bulgaria, Greece, Spain and Colombia on its training tour. Gunners at



the Colonial-era La Cabaña fortress fired a 21-gun salute as the ship entered Havana harbor, the official Prensa Latina news agency reported.

Mexican Ambassador to Cuba Gabriel Jimenez Remus welcomed the Cuauhtemoc's commander, Capt. Marco Antonio Vila, and its crew to Havana. The Mexican sailors will tour the Cuban navy headquarters and meet with Havana's mayor during their visit to the Cuban capital. The crew is also scheduled to tour historic sites, cultural venues and to place a wreath at the busts of Cuban poet Jose Marti and Mexican revolutionary hero Benito Juarez. The **Cuauhtemoc**, which was constructed by Spain's Astilleros de Celaya S.A. shipyard in the early 1980s, previously visited Cuba in November 1994 and April 2008, officials said. **Source : latino.foxnews**

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Exmar's 26,820 dwt LPG "**GENT**" (155 x 27 m) afloat steel repairs at Mario López Yard (Cernaival Group) in the port of Málaga. **Photo : Enrique Perez ©**

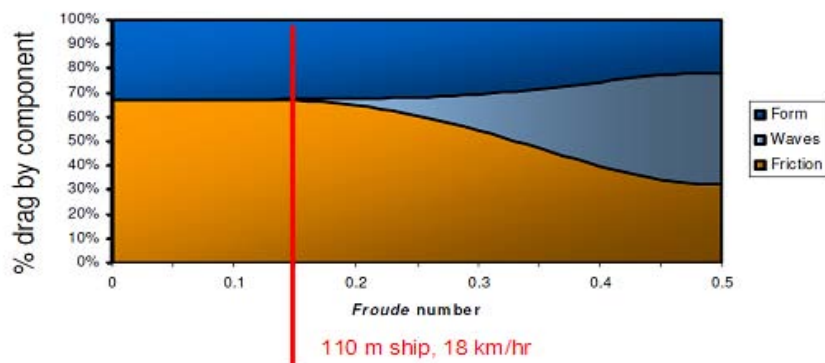
## SITC to Build Two Container Vessels for Yangfan Group



SITC International's subsidiary has won a \$36.2m shipbuilding contract from Yangfan Group to construct two container vessels, along with an option for six more vessels. The container vessel will be built on a 1,100teu class gearless vessel with 11,850dwt. The vessels are scheduled to be delivered by 30 June 2012. SITC Development has an option for an additional six vessels that can be exercised at any time over the second half of 2011. **Source: Ship-Technology**

## Air Chamber Energy Saving (ACES®)

Een groene troefkaart van Damen Shipyards.



Bodewes Binnenvaart B.V. (lid van de Damen Shipyards Group) lanceert een unieke mogelijkheid om d.m.v. een uitgekiende constructie tegemoet te komen aan de steeds scherper wordende milieustandaarden en tegelijkertijd brandstofkosten te besparen door gebruik te maken van ACES®.

*Weerstandcomponenten als functie van de scheepssnelheid*

Ondanks het gegeven dat de benodigde hoeveelheid energie voor het verplaatsen van een ton lading over grote afstand op dit moment al het laagst is wanneer er gebruik wordt gemaakt van transport over water, is het vergroten van de energie efficiëntie in de scheepvaart een belangrijke doelstelling. Het verplaatsen van 1 ton lading over een afstand van 1 km middels containertransport over water gaat gepaard met de productie van ca. 33 gram CO2 emissies. Het zelfde ladinggewicht over de weg verplaatsen brengt een verhoging van ruim 3 keer (105 gram CO2 emissies) zo veel met zich mee (bron CE Delft Stream).

Het verder omlaag brengen van de rompweerstand en daarmee eveneens het brandstofverbruik was voor Damen de uitdaging om te kunnen bijdragen aan een, voor reders en scheepseigenaren, zo groot mogelijke energie efficiëntie van het schip. Het optimaliseren van de voortstuwingsinstallatie is daar een belangrijk onderdeel van, maar zeker ook de optimalisatie van de rompvorm van het schip.

Ruwweg kan de weerstand van een schip in het water onderverdeeld worden in wrijvingsweerstand, vormweerstand en golfmakende weerstand, waarbij de wrijvingsweerstand bij de voor transportschepen meest belangrijke snelheden zo'n 60 – 70% van de totale weerstand bijdraagt.

Het Project Energiebesparing Luchtgesmeerde Schepen (PELS) waarvan Damen Shipyards de penvoerder is, is gericht op het reduceren van de wrijvingsweerstand van schepen door lucht tussen de scheepsromp en het water te brengen. Hierbij is o.a. met de onderzoeksinstituten MARIN (Wageningen) en D.S.T (Duisburg Dld.) onderzocht wat de fysische mechanismen zijn, hoe deze optimaal in het ontwerp van een schip kunnen worden toegepast en welke energiebesparing er dan haalbaar is. Uit het nauwkeurig onderzoek bleek dat het luchtkamer concept, waarbij de lucht in speciaal gevormde recessen in de bodem van het schip wordt geblazen, het meeste rendement opleverde.

*Luchtkamerschip op ware grootte  
Afmeting testschip Kraichgau 1: 62500 x  
7740 x 2350 mm.*

**Bodewes Binnenvaart B.V.** heeft vervolgens een bestaand conventioneel binnenvaartschip ingebracht voor de validatie van het onderzoek op modelschaal. Na de, tijdens de modelproeven en de proeftocht verkregen, data vergeleken te hebben is er op basis van de analyse van de gegevens een keus gemaakt voor de uiteindelijke vorm van de ombouw van de conventionele



tanker tot een luchtkamerschip. In 2009 en 2010 zijn met dit schip onder verschillende condities metingen uitgevoerd op de Nederlandse binnenwateren waardoor een representatief beeld van een gemiddeld vaarprofiel voor een soortgelijk schip werd verkregen.

Vervolgens zijn de gegevens van de proeftochten weer nauwkeurig vergeleken met de gegevens die verzameld zijn tijdens de modelproeven in de faciliteiten van de beide onderzoeksinstituten MARIN en DST waardoor een betrouwbaar en bruikbaar rekenmodel beschikbaar komt.



Het resultaat van deze metingen was een weerstandsverlaging van 10 – 20% voor typisch operationele snelheden van dit schip.

### *Damen River Liner 11,45e*

De toepassing van het ACES® concept betekent voor gebruikers hiervan een besparing op het brandstofverbruik op jaarbasis van gemiddeld zo'n 15%. Bij een conventioneel schip met een verbruik van 400 m3 op jaarbasis zou toepassing van ACES® de eigenaar dus ca. 60 m3 gasolie besparen.

Naast een interessante besparing in de OPEX van het schip levert het systeem dus ook een reductie in CO2 emissies op van ca.15%. Gezien het steeds sterker wordend besef dat transportmiddelen veilig maar zeker ook "schoon" moeten zijn levert de beschikbaarheid van ACES® een bijdrage aan een beter milieu voor de toekomst. Omdat het systeem niet gebonden is aan het gebruik van een bepaald type motor of toerental en dat ook toepassing van nabehandelingstechnieken voor uitlaatgassen geen invloed hebben op de werking van het systeem is toepassing hiervan een aanvulling op de mogelijkheden die scheepseigenaren op dit moment hebben.

Aan de ontwikkeling van kennis en technologie is naast de leden uit het projectteam (t.w. Damen, Bodewes Binnenvaart, Marinvention, D.S.T. Marin, Imtech en de V.N.S.I.), door het ministerie van Economische zaken en de provincie Gelderland bijgedragen. Na voltooiing van het PELS 2 project is aanvullend onderzoek uitgevoerd, ondersteund door de Europese Commissie middels het Kader Programma voor Research en Development.

### *Minister van der Hoeven bezoekt het Luchtkamerschip bij Bodewes Binnenvaart B.V.*

De ontwikkeling van het Air Chamber Energy Saving (ACES®) systeem is gereed. Het systeem is eenvoudig toepasbaar op zowel droge ladingschepen als ook op tankers van Bodewes Binnenvaart B.V.. De schepen voorzien van deze constructie zullen door Bureau Veritas opgenomen worden met de Klasse Notatie: "Air Lubricated Vessel". Het systeem zal tevens op de markt gaan komen voor andere scheepstypes dan de standaard DRL's en de DRT's zodat het maximaal toepasbaar zal zijn voor alle binnenvaart. Tijdens de beurs "Construction and Shipping mei 2011" in Gorinchem kunt u in de stand van Bodewes Binnenvaart B.V. meer informatie over het systeem ontvangen.



Voor andere scheepstypes dan de standaard DRL's en de DRT's zodat het maximaal toepasbaar zal zijn voor alle binnenvaart. Tijdens de beurs "Construction and Shipping mei 2011" in Gorinchem kunt u in de stand van Bodewes Binnenvaart B.V. meer informatie over het systeem ontvangen.

**Voor meer informatie kunt u zich ook direct richten tot Bodewes Binnenvaart B.V.**  
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## Daewoo Shipbuilding's Q1 net profit doubles

South Korea's second biggest shipbuilder Daewoo Shipbuilding and Marine Engineering said Wednesday its first-quarter net profit more than doubled on strong orders of more expensive ships. Net profit for the three months ended March 31 soared to 238.7 billion won (\$222 million) from 114.8 billion won a year earlier, the company said in a statement.

"Value-added container ships and drill ships helped buoy operating profit in the first quarter compared to the year-earlier period," the statement said. Operating profit jumped 79 percent year-on-year to 420.5 billion won, up from 234.9 billion won. Revenue was up 13 percent to 3.052 trillion won from 2.704 trillion won.



Fitting new building vessel of Wagenborg at Niestern Sander Delfzijl - Photo : Daniella Vermeer ©

## Qingshan Shipyard launches bulker for FESCO

China's Qingshan Shipyard launched the second in a series of bulk carriers being built for Russia's FESCO Group on April 23. The ship was named **FESCO 'Simferopol'**. 'FESCO Simferopol' measures in at 189.99 metres long, 32.26 metres wide, 18 metres deep and 12.8 metres in draught. With a deadweight of 57,000 tonnes, the ship's five cargo holds total 71,500 cubic metres. The series' vessels are equipped with four cranes with a lifting capacity of 30 tonnes each. The vessel is built according to updated rules for reinforced hulls of CSR bulk carriers. After completion, the ship will pass sea trials at the port of Shanghai. Delivery is scheduled for late 2011. FESCO's portfolio of newbuildings includes four bulk cargo carriers. The first ship of the series, 'FESCO Saratov', was launched at the shipyard on November 16, 2010 and is now on sea trials in Shanghai. Source : Portnews.ru

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## Maersk to raise Asia-Europe rate US\$250 per TEU from June 1

DANISH shipping giant Maersk Line has announced a general rate increase on Asia-Europe routes of US\$250 per TEU starting June 1.

"The rate restoration initiative will apply to all dry and reefer cargo moving from all Asian ports to all destinations in north Europe and the Mediterranean," Maersk said in a notice to trade. This follows a Maersk rate increase that took effect in March. Geneva's Mediterranean Shipping Company (MSC) also plans to apply a rate increase of \$100 per TEU on cargo from India to East Africa from May 16. **Source : Schednet**



The **PACIFIC DAWN** seen outbound from Antwerp passing Terneuzen enroute Rotterdam  
P., M. & Ph. van Luik - [www.shipsofterneuzen.nl](http://www.shipsofterneuzen.nl) ©

## Angelicooussis switches more VLCCs to LNG carriers

Greece's Angelicooussis Shipping Group has concluded a deal with South Korea's Daewoo Shipbuilding & Marine Engineering (DSME) to convert another two VLCC contracts to orders for LNG carriers. The deal brings to three the number of new LNG carriers for the Greek owner at its favoured South Korean shipbuilder. DSME hulls number 5341 and 5323 had been ordered at about \$155m each, a mark close to the peak for 320,000 dwt VLCC prices. The contract conversions will have been negotiated with an additional cash payment by the owner. The first of the three 156,000 cu



m LNG carriers is scheduled for delivery in the second half of 2013 to Angelicoussis' LNG and liquefied petroleum gas carrier arm Maran Gas Maritime, with the two sister vessels to follow in 2014 and 2015. **Source : Seatrade Asia**

## Rosneft to Buy \$708M Drilling Rig

According to a report from The Moscow Times, United Shipbuilding Corporation is contracted to deliver a semi-submersible drilling platform to Rosneft by Dec. 15, 2014, Rosneft said in its annual report for 2010. The price of the rig is tentatively set at \$708m. **Source: The Moscow Times**

## Sand dredging barges destroyed in Thane

The Thane collectorate on Saturday intensified its drive against the sand mafia and destroyed six barges and 19 suction pumps used by the cartel to extract natural resources from the creek bed near Mumbra. On Friday, Thane tehsildar Mahadev Patil and his team caught labourers dredging sand using heavy machinery and suction pumps from Chuha creek area near Mumbra. When the labourers spotted the task force, they fled, leaving behind the barges and the equipment. The government has banned the use of heavy machinery or suction pumps for sand dredging activities. The barges had been parked along the muddy coast, making it difficult for the officials to pull them out from the creek. On Saturday, the suction pumps were destroyed using gas cutters and huge holes were created in the barges, rendering them useless. **Source : Times of India**



HAL's **RYNDAM** seen outbound from Rotterdam – **Photo : Ton Kik (c)**



### Now it's your turn to surprise pirates

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## Asia-Europe main ports' first quarter volumes increase, Mumbai sole decliner

ASIA-EUROPE container ports, which have reported first quarter results, all show increased box volumes except Mumbai's Nhava Sheva that slipped 3.7 per cent, reports Paris based maritime analysts Alphaliner. The India slide was attributed to a first quarter cargo decline as Mumbai loses volume to Gujarat because shippers are looking to avoid congestion that started when a ship collision blocked the navigation channel last year, said Alphaliner, adding that the situation has also been compounded by labour trouble.

The main ports in Europe - Rotterdam and Antwerp - showed healthy growth rates of nine per cent in the first quarter, but unreported was the fact that rival Le Havre has been beset with labour trouble throughout this period. (The only US port cited with first quarter results in was LA-Long Beach with an 8.5 per cent growth rate.) North China and Korean ports scored highest in growth, consistently hitting double digits with 21.7 per cent for Tianjin, 21 per cent for Ningbo, 17.6 per cent for Qingdao, 13.9 per cent for Busan, 12.7 per cent for Dalian and 12.1 per cent for Shanghai.

Slow gainers were the southernmost with Hong Kong posting 2.4 per cent growth, Shenzhen, 2.6 per cent and Singapore growing 2.1 per cent, and as mentioned Nhava Sheva slipping 3.7 per cent.

Southern exceptions were the 18 per cent growth posted by Malaysia's Tanjung Pelepas and 14.4 increase by Ho Chi Minh City's Cai Mep port.

Breaking it down in main port clusters, Alphaliner said the Pearl River Delta grew 2.4 per cent while the Yangtze River Delta main ports were up 15 per cent, and further north on the Yellow Sea, Chinese ports were up 18 per cent. The three major south east Asian ports, Singapore, Port Kelang and Tanjung Pelepas reported a combined growth of six per cent in the first quarter, although the performance was mixed with Singapore losing market share to its Malaysian neighbours.

"Singapore continued to lose ground to its main competitors, posting a low 2.1 per cent growth rate in the first three months of the year," said Alphaliner. Apart from slower growth in their respective regions, Singapore and the south China ports have also lost significant transshipment volumes from Vietnam due to the rise of Cai Mep volumes which continued to attract more port calls, "resulting in the loss of about 350,000 TEU in the first quarter at its former transshipment hubs," said Alphaliner. **Source : Schednet**



The 2007 built **HYDRA** seen enroute Amsterdam – **Photo : H.Blomvliet (c)**



## MOORING SYSTEMS LAUNCHES NEW 400-TONNE MOBILE SPOOLER

Aberdeen-based Mooring Systems Ltd has launched what is believed to be the most adaptable offshore, mobile spooler of its kind in the UK, that will offer significant advantages for clients operating in the oil and gas and the renewables markets.



The spooler, which was designed and built by Caley Ocean Systems at East Kilbride, has been transported to Mooring Systems' warehouse and quayside facility at Montrose on the east coast of Scotland. The new 400Te capacity spooler has been designed to accommodate a wide range of flexible products including umbilicals, dynamic risers, marine hoses and cables. It is capable of delivering almost 20km (12 miles) of 100mm cable in one batch. Its modular design can quickly be dismantled and loaded on to road transport – greatly improving its viability for offshore projects that can sail from any port in the UK at short

notice.

Designed in accordance with the latest Lloyds Register rules for lifting appliances in a marine environment, Mooring Systems' offshore product storage unit is suitable for lifting with the hose or cable pre-loaded. The carousel is supplied with a fully integrated hydraulic power pack and controls, all rated IP56, suitable for a marine environment.

Mooring Systems general manager Douglas Davidson said: "The new spooler has filled a gap in the market for a mobile, modular and - most importantly - transportable system that has particular applications for the burgeoning renewables market. We expect that 2012 will see a massive surge in the number of projects being commissioned and we have already experienced increased interest in our fleet of spoolers."

The new spooler fills the space between conventional reels, which carry smaller payloads and the 1,000Te-plus turntables and carousels that are less adaptable and take longer to deploy. There is nothing quite like this in the UK rental market at present," said Mr Davidson. The modular nature of the design means that many of the components used to build the spoolers are consistent across Mooring Systems' range from 16Te to 400Te. Mooring Systems is already in discussion with a number of potential clients. Renewables projects are expected to mushroom over the coming months and years with projects being commissioned in UK sector of the North Sea as well as off the coasts of Norway, the Netherlands, Denmark and Germany.

Gregor McPherson, sales director at Caley Ocean Systems, said his company's years of experience in developing quality handling equipment for the marine industry, had enabled the company to deliver a market leading product for Mooring Systems, adding: "Our manufacturing expertise and track record meant we were in a unique position to help develop and deliver a product customers – particularly in the renewables market – are looking for." Mr Davidson said the company was already making plans for further investment in an even larger spooler. For more information go to [www.mooringsystems.co.uk](http://www.mooringsystems.co.uk)



The **NOORDHOEK CONSTRUCTOR** is renamed **CONSTRUCTOR** and spotted with SMIT Logo and homeport Antwerpen in the Waalhaven in Rotterdam – Photo : Willem Holtkamp (c)

## PIL enhances transpacific service



The **KOTA PERMAS** seen anchored off Singapore – Photo : Piet Sinke (c)

Pacific International Lines (PIL) announced Wednesday the enhancement of its China Transpacific Service (CTP) connecting Long Beach to Australasia ports. The weekly service will deploy nine ships of about 1,500 teu nominal capacity each. US exporters can start loading shipments to Australia/New Zealand from Long Beach as early as 21 June. The enhanced service will turn around in 63 days with port rotations of Qingdao, Ningbo, Shanghai, Long Beach, Sydney, Melbourne, Tauranga, Brisbane, Keelung and Qingdao. "This weekly service will further enhance PIL's network in Australasia, meeting the growing demand for space from Australasia to Asia as well as the Trans Tasman trade lane," PIL said in a statement. Source : Seatrade Asia





Sail away of the **Newfield WHP** from Lumut with **Ena Unicorn** and barge **Eastern Galaxy**  
Photo : Capt. Jelle de Vries (c)

## Agoudimos sells Ionian King to face Greek ferry crisis

The Greek operator Agoudimos is said to have sold its flagship: **Ionian King** to Japanese buyers for more than 20,000,000 Usd via WeberSeas broking company. Greek companies are still suffering a lot from the 2008 crisis. Cargo volumes are not back and bunker prices weakened ferry operators positions. It was no longer relevant for Agoudimos to maintain a Greece-Italy line **Source : ferryvolution**

## France to go ahead with Dunkirk LNG project-Sarkozy

President Nicolas Sarkozy said on Tuesday that a promised liquefied natural gas terminal in northern France would be built despite delays that had cast doubt on the project, Reuters reports. "I had promised in Dunkirk that we would make a major investment so today I'll take the opportunity to confirm the development of the LNG terminal," Sarkozy said during a visit to the Gravelines nuclear power plant.

EDF (EDF.PA), which runs all of France's nuclear power plants, confirmed the investment amounted to more than 1.5 billion euros (\$2.22 billion). EDF is 84.5-percent state-owned. The investment decision originally had been expected by the end of 2010. Last June, former Industry Minister Christian Estrosi said EDF and partner Total were aiming to start production on the site by 2014. Total, France's biggest company by market value, signed an agreement with EDF to invest in the Dunkirk project after closing a low-margin refinery in the region, causing public and political uproar. Total Chief Executive Christophe de Margerie, who accompanied Sarkozy and EDF CEO Henri Proglio on the Gravelines visit, confirmed his group would hold a 10 percent stake.

The LNG terminal in Dunkirk, with a regasification capacity between 10 billion and 13 billion cubic meters per year, would meet 20 percent of France's natural gas demand and employ 1,200 people during construction and 50 when in operation. But the project comes at a time when a boom in U.S. shale gas production and a mushrooming of LNG projects around the world have led to a global glut, just as weak economic growth has capped demand, pushing gas prices sharply lower. **Source : PortNews**



Ex German minesweeper, now named **SNOW PETREL** seen moored in Cape Town - **Photo : Aad Noorland (c)**

## Abandoned port calls double in Brazil

Excessive waiting times at Brazil's 17 leading ports resulted in 850 cancellations of shipping line calls in 2010, compared with just 457 cancellations the previous year. Increasing waiting time is blamed on a lack of investment in infrastructure, especially in new terminals and berths. **Source: Port Strategy**



The **HOEGH TRAVELLER** seen enroute Amsterdam – **Photo : Simon Wolf (c)**

## HÖEGH LNG TO RAISE CAPITAL TO EXPAND WITHIN FLOATING LNG TERMINALS (FSRUs) AND PLANS LISTING ON OSLO STOCK EXCHANGE IN JUNE 2011

Höegh LNG (HLNG) plans a private placement of approximately USD 200 million in May to expand its fleet of LNG re-gasification vessels, with subsequent listing on Oslo Stock Exchange in June.

The market for LNG is developing favourably and the demand for new LNG production, shipping and re-gasification capacity is increasing. HLNG is looking to develop further the company's strong position within the LNG industry. The



Company has taken a pro-active role in this attractive market through the ordering of two new Floating Storage and Re-gasification vessels (FSRUs) and will pursue new business opportunities within the floating LNG market. Listing on the Oslo Stock Exchange is an important milestone in executing this strategy through improved access to the capital markets. A Letter of Intent (LOI) with Hyundai Heavy Industries has been secured for the delivery of two FSRUs with option to take another two plus two vessels. The equity raised through the private placement will be used to fund the FSRU newbuildings in combination with debt financing arranged through a bank syndicate.

The Chairman of the Board, Morten W. Høegh, explains:

"We are pleased to have entered into a newbuilding agreement with Hyundai Heavy Industries for the delivery of two Floating Storage and Re-gasification Units, with options to expand with up to another four FSRUs, at favourable terms and delivery dates in this strong LNG market.

Listing HLNG is an important step in realizing the Group's strategy and enabling the Company to grow and continue to develop as one of the leading providers of integrated floating LNG services."

The President & CEO of HLNG, Sveinung Støhle, says:

"We see a very positive LNG market going forward, including a significant shift in demand from oil to natural gas leading to a rapidly growing demand for floating regas solutions. HLNG is a long established player with floating regas units in operation and is in a unique position to continue its active role in developing this favourable market segment."

HLNG has appointed DnB NOR Markets, ABG Sundal Collier and Pareto Securities as Joint Lead Managers and Bookrunners for the upcoming transaction. Danske Bank and Nordea Markets have been appointed as Co-Managers.

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

## **OLDIE – FROM THE SHOEBOX**



Another undated photo of the tug **POSIDON** seen in Valetta (Malta) – **Photo : Getju Spiteri (c)**

**.... PHOTO OF THE DAY ....**



Above seen the **Typhoon** and **Boulder** anchorhandling for the **Oleg Strashnov** at the Sheringham Shoal Wind Farm.  
**Photo : Peter Hollander (c)**

## BOEKBESPREKING

Door : Frank NEYTS

### “Palm Oil and Small Chop”

Bij Whittles Publishing verscheen onlangs een interessant boekje onder de titel “**Palm Oil and Small Chop**”. Het werd geschreven door **John Goble**.

In het boek brengt de auteur zijn herinneringen toen hij, als jonge officier, in het post-koloniale tijdperk aan boord van verschillende (Britse) schepen op West-Afrika voer. De auteur schetst een waarheidsgetrouw beeld van hoe het er toen aan boord aan toe ging. Naast dit sfeerbeeld, waarbij de typische West Afrikaanse kijk op leven levendig wordt weergegeven, biedt het boek een inzicht van de teloorgang van de Britse koopvaardij na de Tweede Wereldoorlog. Het boek werd goed geshreven en eenieder die zich voor de na-oorlogse koopvaardij en specifiek dan de ‘trade’ op West-Afrika interesseert zal aan het lezen van het boek echt plezier beleven.

“**Palm Oil and Small Chop**” (ISBN 978-184995-011-4) werd als softback uitgegeven en telt 224 pagina's. Het boek kost £16.99. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij Whittles Publishing, Dunbeath, Caithness, Scotland, UK. Tel. +44 (0) 1593.731.333, Fax. +44(0) 1593.731.400, e-mail: [info@whittlespublishing.com](mailto:info@whittlespublishing.com)



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