



Number 130 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 10-05-2011**

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



The 1998 built MAERSK PEMBROKE seen enroute Antwerp, built as the P&O NEDLLOYD SYDNEY in a series of 5 sisterships constructed for P&O Nedlloyd in Germany the 2890 TEU vessel is together with 3 sisters serving the Montreal Service (TA4) of Maersk Line between Europe and North America.

Photo : P., M. & Ph. van Luik - www.shipsoffterneuzen.nl ©

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EVENTS, INCIDENTS & OPERATIONS

LIFEBOAT DAY IN THE NETHERLANDS



Above seen the KNRM Katwijk aan Zee lifeboat **DE REDDER** seen in action during the KNRM open day, last Saturday below are seen photos of the open day at the Hoek van Holland Station where the lifeboat **JANINE PARQUE** came in action together with the museum lifeboat **KONINGIN JULIANA** which was present for



Photo's Katwijk : Maart Barnhoorn (c)



many years at the Hoek van Holland KNRM station

Photo's : Hoek van Holland : Frans de Lijster (c)



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The **SPRING** seen enroute Amsterdam – Photo : Frans van Orden (c)

Spanish rescuers search for 18 missing African boat migrants

Spanish rescuers say they are using helicopters, planes and ships to search for 18 African migrants missing in the Mediterranean Sea after their packed vessel partly sank. Spain's maritime rescue service says five bodies have already been recovered from the sea after 29 sub-Saharan migrants clinging to the boat were rescued Friday.

The rescued migrants told police another 23 people were aboard before their boat began to sink. Each year, thousands of migrants from Africa try to reach Europe by setting sail in small, fragile boats. Dozens are believed to have drowned while attempting the dangerous crossing.

The number of migrants arriving in Spain has dropped considerably since it reached a peak of 32,000 in 2006. **Source : The Canadian Press**



In the port of Amsterdam the **TROLLNES** was renamed in **CSL BERGEN** - Photo : Ruud Coster (c)

Japanese cargos: ports on nuclear alert in Angola & Senegal

African ports are awaiting some potentially hazardous visitors: almost two months after the deadly tsunami which caused one of Japan's worst nuclear disasters since World War II, cargos from the devastated country continue to arrive at the African coastline. But are the ports of Angola and Senegal really prepared to avoid nuclear contamination? Bineta Diagne (Dakar) et Lula Ahrens (Angola) The potential dangers of radioactive poisoning by Japanese cargo ships are now less of a concern for Senegalese authorities. "The port is safe. Companies are taking the necessary safety steps regarding the control and security of the goods", remarks a port official. In the case of sensitive or hazardous cargos, "we are informed 72 hours in advance and the relevant companies carry out necessary security checks", an official added.

Since 2009, the Autonomous Port of Dakar (PAD - Port authority) has been using four cranes for offloading ships. Following an agreement signed with the Dubai World Port, the PAD has started to computerise most of the unloading process. Dock workers have since been able to process shipments at a much faster rate. Security has also been upgraded. Overall, the port of Dakar "is implementing the International Ships and Port Facility (ISPS) code, approved by the international community", remarks an official of GAIPES (Senegalese Association of Fishing Companies and Ship Owners). He adds: "the number of Japanese cargo ships docking in the port of Dakar is quite small". Angola reportedly does not directly import Japanese food products. Nor are there direct flights between the two countries. The government says radiation checks are nevertheless being carried out at Angolan ports and airports, which the Japanese Embassy denies. "Angola only imports Japanese cars and technological products. No food," Secretary of the Japanese Embassy Reiko Murakami and Angolan Minister of Commerce Felix Fransisco both told Radio Netherlands. "Although possibly some Japanese seaweed and rice does reach Angola through for instance Dubai or China," Murakami said. Fransisco added that Angola does nevertheless carry out checks to avoid radioactive contamination: "Angola, like every sovereign nation, legally and constitutionally allows all private commercial practices as long as they don't violate the legally established norms. In extreme cases that might endanger public health and provoke social instability, it supports national import restrictions or bans on products or services of dubious origin, using all available legal mechanisms."

The Minister of Commerce claims all persons and products entering from Japan are subjected to "an inspection and a re-inspection in ports and airports to avoid radioactive contamination". But Murakami said the Japanese Embassy has not yet been informed of these inspections. "We Japanese have never been checked at the airport. So probably this regulation exists, but is not really carried out due to a lack of communication among Angolan ministries. Some people

sent packages from Japan to Angola after the earthquake," she added. "They were received without any extra problems." **Source: RNW Africa Desk**



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The **NILEDUTCH CONGO** (ex **CMA CGM MAYA**) seen enroute Antwerp
Photo : Richard Wisse – www.richard-photography.nl (c)

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Eu Navfor and EMSA develop counter-piracy monitoring service

EU Naval Force (Eu Navfor) and the European Maritime Safety Agency (EMSA) have collaborated to develop an integrated maritime monitoring service (MARSURV) to allow Eu Navfor to track merchant vessels in the pirate-infested High Risk Area off the coast of Somalia. The monitoring service has been designed to fuse multiple sources of ship specific information (MSCHOA registration and UKMTO reporting information) and positional data (Long Range Information Tracking – LRIT and Satellite AIS) in a real time environment. Eu Navfor says that MARSURV will greatly enhance the ability of counter-piracy forces to manage and risk assess the thousands of merchant vessels transiting across this huge area. It will also assist in incident management and improve the ability to warn merchant ships in imminent danger of piracy; ultimately improving the protection from piracy provided to all merchant shipping.

Eu Navfor noted that provision of LRIT data by Flag States is critical to the effectiveness of the project.

"Unfortunately," says Eu Navfor, "ships registered to flags not providing this data will not benefit from the enhanced situational awareness that such a real time picture provides to counter-piracy forces as they may be unaware of their position. Eu Navfor and EMSA continue to work closely with the IMO whose efforts in establishing the 'IMO Anti-Piracy LRIT Distribution Facility' have been essential in developing this project and is the foundation on which this service has been built." Commander of EUNAVFOR Major General Buster Howes OBE said:

"Through the commendable efforts of EMSA and the IMO, MARSURV represents a significant step forward in our ability to understand and support the massive volume of merchant traffic that transits the high risk area. The next step is to encourage all flag states to provide LRIT data to counter-piracy forces through the IMO distribution facility; currently data is donated from only 66 flag states."



Above seen in the mouth of the river Warnow at Rostock-Warnemünde the ferry "**KRONPRINS FREDERIK**" heading for Gedser in Danmark - **Photo : Berthold Rossmann (c)**

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Baltex gets regulatory nod, will begin electronic trading soon

The Baltic Exchange has won UK regulatory approval to run a platform for centralised electronic trading of dry freight derivatives, which will go live shortly with support from some brokers, the exchange said. Freight forward agreements (FFAs), which allow a buyer to take a position on freight rates at a point in the future, are not currently traded on an exchange. The Baltic Exchange said on Wednesday that the Financial Services Authority (FSA) had authorised subsidiary Baltic Exchange Derivatives Trading Ltd (BEDT) to run a multilateral trading facility for the screen service called Baltex.

'We are pleased to have finally received the FSA's approval, and Baltex will be opening for business very soon,' Baltic Exchange chief executive Jeremy Penn said in a statement. Of eight brokers that now trade dry freight derivatives, three have signed up for Baltex, a market source said. 'I believe FFA brokers will join this initiative based on

preparatory work and agreements being put in place between brokers and principals,' the source said. 'Some brokers are more proactive than others.'

Plans for central electronic trading have been held up as FFA brokers, fearing a loss of commission business in this niche market, have objected to an FSA regulatory requirement that would take away fees that brokers had received in every trade.

'We are optimistic of support at the start from at least some of the brokers,' Mr Penn told Reuters. 'It is very disappointing to the extent that we have not been able to build a real consensus of support yet amongst the brokers. We do think it will change over time.' Janet Sykes, chair of the dry FFABA, an association which represents the views of freight derivatives brokers, said that it was aware of the basis that the FSA had granted approval for Baltex. 'We continue to have a dialogue with the Baltic in the hope that we can find a way forward in the future that is satisfactory to everyone,' she told Reuters.

Ms Sykes, who is also head of marketing at Clarksons Securities Ltd, one of the biggest freight derivatives brokers, said that it had not signed up yet for the screen. The FFA market, which began in 1985, grew to an estimated value of US\$130-150 billion in 2008 before the financial crisis. The value of dry transactions fell to around US\$27 billion last year, and a lower value is expected this year in a weaker market.

The advisory Freight Market Information Users' Group (FMIUG), whose members include Cargill, Morgan Stanley and BHP Billiton, said in February that Baltex was moving too slowly and that rivals could launch a platform. 'I welcome (the) announcement. In view of the changing regulatory environment and the increasing needs for transparency in the financial realm, Baltex can help the freight community in living up to these challenges,' FMIUG dry bulk chairman Stefan Albertijn told Reuters. 'By launching Baltex, the shipping community also makes sure that it retains ownership of this market,' he added. Mr Penn said that the screen would go live in a matter of weeks. 'We are optimistic that we can build liquidity pretty quickly.' The screen will provide live FFA prices and will support straight-through processing to international clearing houses CME, LCH, NOS and SGX. The transaction's clearing status will be displayed in real time, the Baltic Exchange said. **Source : Reuters**



The **NEDLLOYD MARITA** seen outbound from Rotterdam – **Photo : Henk van der Heijden (c)**



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Dredging firm to pay US\$105,000 fine for violations of ocean dumping regulations

The Environmental Protection Agency (EPA) in the US says A Salem, Mass. dredging company has agreed to pay a penalty of US\$105,000 to settle EPA claims that it improperly disposed of dredged sediments. The EPA asserted that Burnham Associates violated the Marine Protection, Research and Sanctuaries Act, commonly known as the Ocean Dumping Act, as part of a dredging project in Hingham Harbour.

Burnham, through the actions of its subcontracted towing company, on at least 50 occasions dumped dredged sediments in locations that were in some cases up to one nautical mile from the designated coordinates within the prescribed ocean dumping zone.

The Massachusetts Bay Disposal Site is a circular area two nautical miles in diameter about 18 nautical miles from the entrance to Boston Harbour. These "misdumps" deprive regulators of the ability to monitor the sediments once they have been disposed of and so determine migration and erosion rates.

In addition, regulators are unable to monitor impacts on the marine environment and, particularly in this case, to construct a boundary of a "containment cell" that could potentially limit the spread of future dredged material disposed of in the Massachusetts Bay Disposal Site. The Ocean Dumping Act regulates the dumping of all types of materials into ocean waters. In acting on this enforcement case, EPA coordinated closely with the US Army Corps of Engineers, the permitting authority for ocean dumping projects involving dredged materials.

Late last year another dredging company, Cashman Dredging & Marine Contracting of Quincy, Mass, agreed to pay US\$50,000 for ocean dumping violations while dredging the Porter and Crane rivers in Danvers.

The payment included a US\$12,500 cash penalty and US\$37,500 paid for installing in Beverly Harbour "low impact" moorings to prevent turbidity and allow eelgrass habitat to recover.

According to regulators, Cashman performed a "short dump" of sediment in Beverly Harbour, well outside of the prescribed ocean dumping zone. The EPA also alleged that Cashman overdredged in some areas and took unauthorized sediments for disposal in the Massachusetts Bay Disposal Site.



The make over of Heerema's **RETRIEVER** seen at Dubai Drydock world in Dubai

Photo's : crew Retriever ©





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The **Ryndam** deck dept enjoy arriving in Europe after a successful Trans Atlantic voyage!

Photo : Andrew Barker

AKE argues against armed guard on ships

On the day a South Korean ship was attacked by pirates, the Security Threats to Korean Business Operating Overseas conference heard evidence in support of intelligence-led protection and unarmed solutions to piracy from UK-based risk consultancy AKE Group.

During the gathering, of the biggest names in the country's onshore business and shipping, the 75,000-tonne Hanjin-owned '**Tianjin**' signalled an SOS to its owners in Seoul and the Ministry of Land, Transport and Maritime Affairs: it was under attack by pirates in the Gulf of Aden.

According to AKE, the incident reflects an increase in piracy against South Korean vessels and highlights growing support for armed solutions, as well as demonstrating the practical non-lethal methods that actually defused this attack. The AKE Group argued against armed guards. "Non-lethal techniques use intelligence to understand the modus operandi of pirates and their capabilities," said an AKE statement. "Vessel hardening with wire and improvised tools,

safe rooms to protect crew, security training and contingency plans come at minimal cost and promote risk-awareness. The most successful maritime security techniques boil down to economics and risk mitigation, saving lives and saving money."

AKE also suggested that using the armed guards advocated by many is also likely to be counterproductive in the long-term.

"Bringing more weapons into the region will, intelligence analysis suggests, make pirates invest ransoms into more powerful weaponry, escalating the use of force and ultimately increasing fatalities. Invalid weapon licences, legal problems or accidental deaths will hurt the reputation of companies found at fault." The pirates' attempt to hijack the 'Tianjin' failed after the captain ordered all 20 crew to hide in a bullet-proof citadel inside the ship. **Source : Baird**

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The **DAL KALAHARI** seen enroute Rotterdam – **Photo : Jan Oosterboer (c)**

CASUALTY REPORTING

Oil tanker catches fire

An India-flagged merchant vessel, **Orchid**, an oil tanker, caught fire in the sea about 45 nautical miles off Kannur in Kerala late Saturday evening. Two Coast Guard vessels from Mangalore and the Coast Guard's Kochi-based offshore patrol vessel Varuna left for the spot to douse the fire and prevent an oil spill. "The Coast Guard has launched two ships from Mangalore and **ICGS Varuna**, which was on patrol, has also been diverted to reach the site to carry out damage control action. The ships was expected to reach there early morning last Sunday. We don't have any more information right now," a Coast Guard source told The Hindu.

Two cargo ships collide in CT

Cape Town port officials are investigating how two cargo ships collided near the harbour entrance outside Robben Island on Saturday night. One ship's anchor came loose before the vessel veered off and scraped a nearby cargo carrier.

Cape Town Harbour Master Dennis Mqadi said the full extent of the damage is yet to be determined.

"...They managed to lift their anchors and go to the other area of the anchorage. Whilst the authorities are busy with the investigation we can probably bring them back into the harbour," he said.

None of the ship's crews were hurt during the collision. Mqadi said the vessels have re-deployed their anchors outside the harbour. The South African Maritime Safety Authority is set to launch an investigation to find out what caused the accident. **Source : eyewitnessnews.**

NAVY NEWS

Machinery overheats on submarine docked at Portsmouth Naval Shipyard

Units from the Portsmouth Naval Shipyard Fire Department were called to the submarine **USS Helena** Saturday morning. According to Gary Hildreth, a shipyard spokesman, one of the ship's refrigeration compressor motors in the machinery room overheated, causing an alarm to sound around 10:15 a.m.

Shipyard fire units responded and determined there was no fire or injuries as a result of the refrigeration and freezer unit overheating. Hildreth said that no mutual aid from other nearby departments was necessary for the event.

As of 5 p.m. on Saturday, the incident was still under investigation. **Source : Foster's Daily Democrat**

Indian Navy concludes exercise 'Sagar Kavach'

Seeking to enhance coordination between agencies involved in the country's coastal and maritime security, the Indian Navy has completed a two-day exercise – Sagar Kavach – off the coast of Goa and Maharashtra. "The exercise was a drill for all the stake holders in maritime security. It was a periodic exercise aimed at improving coordination between Navy, Coast Guard, customs, port authorities and marine police," an Indian Navy official said here.

Navy and Coast Guards participated in the exercise with ships, aircraft and ground forces, while other agencies put forward their required resources to ensure a foolproof coordination. Such exercises are conducted every few months. The idea is to hold it with two neighbouring states to find out the loopholes and plug them and ensure a smooth coordination between them," the official said.

The latest exercise, which concluded Thursday, was conducted under the overall command of newly appointed Western Naval Commander Vice-Admiral DK Joshi. **Source : brahmand.com**

Pirates Kill Indian Carrier

India announced that it delaying, indefinitely, plans to build any more aircraft carriers. This is being done for several reasons. Most immediately, there is a growing problem with Somali pirates operating off the west coast of India and throughout the Indian Ocean. To deal with this problem, which doesn't appear to be going away soon, Indian warships and land based patrol aircraft have to spend more time patrolling. This is expensive. Another problem is that India has two aircraft carriers entering service in the next few years, and this may be more expensive than planned. Then there is the costly nuclear submarine program, which is getting more pricey, and time consuming, each year. At the moment, India has only one carrier in service, the 29,000 ton **INS Viraat**. This ship returned to service two years ago, after 18 months in a shipyard for upgrades and refurbishment. The refurbished Russian carrier **Gorshkov** (now the 44,000 ton **INS Vikramaditya**), is supposed to enter service next year. India is also building a 42,000 ton carrier, or Air Defense Ship (ADS) and was planning on starting construction of a second one once the first one was launched.

The first ADS ship is expected to enter service in 2012, and the second one was to be ready by 2017. But now, there won't be a second ADS for at least a decade.

India has operated carriers for half a century, having initially acquired INS **Vikrant** from Britain in 1961. **Vikrant** was decommissioned in 1997. India acquired a second carrier, the **Viraat**, also from Britain, in 1986. When it enters service in 2012, the **Vikramaditya** will operate sixteen navalized MiG-29 fighters, plus some helicopters. The ADS ship will have a similar aircraft complement to the **Vikramaditya**. Source : [strategypage](#)

Turkish navy talks piracy challenges during inaugural Maldives visit

The Turkish navy concluded its first ever official visit to the Maldives last week during a patrol of the Indian Ocean it is conducting as part of a NATO-led anti-piracy initiative to try and deter potential attacks in and around the region's territorial waters.

A spokesperson said that the three day visit by the naval ship **TCG Giresun** to the Maldives, which concluded on May 3, was not linked to any specific threat or incident of piracy within the country's territorial waters.

He said it was instead linked to a wider NATO programme targeting concerns about pirate attacks spreading beyond the horn of Africa into territories around the Gulf of Aden and the Indian Ocean.

"We are trying to promote understanding to fight piracy, so one way to do this is to visit ports like Male'," said the spokesperson. "The attacks of the pirates have widened into the Indian Ocean with one of the last incidents occurring approximately 250 nautical miles away from the shores of Male', so NATO has widened the number of ports we are to visit to include Indian Ocean destinations like Mumbai and Male'.

Experts suggest that a growing number of Somali pirates are moving deeper into the Indian Ocean as they come under increased pressure from international task-forces designed to try and limit piracy around the horn of Africa. As a result of this movement, maritime security has become a notable security concern for the Maldives, even around the country's secluded resort properties.

In March this year, a family were suspected of being kidnapped by Somali pirates after having set sail from the Maldives towards the Arabian sea, although the kidnapping was confirmed by security officials to have occurred outside of Maldivian waters. Major Abdul Raheem of the Maldives National Defense Force (MNDF) said at the time that security officials in the country had not received any information concerning the kidnappings or any other kind of "terrorist activities" occurring recently within the territorial waters of the Maldives.

Raheem added that Maldivian authorities would not therefore be reviewing maritime security measures or safety advice for sailing in and out of the country on top of measures and international cooperation already in place during the alleged kidnappings.

The Turkish navy says that during 2011 alone, it plans to send between three to four frigates to patrol the Indian Ocean and Arabian Sea as part of its commitments to try and protect Turkish and international merchant vessels from potential pirate attacks. "We plan to conduct operations to protect merchant vessels," said a spokesperson for the TCG Giresun. "During this deployment we will visit Aksaz Aqaba, Jidde, Al Hudeyde, Doha, Dubai, Mascot, Karachi and Mumbai."

In previous patrols conducted by the TCG Giresun in the Gulf of Aden, the Turkish navy spokesperson claimed that the ship's crew had apprehended 14 suspected pirates and a stash of weapons on a Yemeni dhow vessel along with seven local fishermen that were also being held on the ship.

In instances where suspected pirates were caught, the navy spokesperson said that the Turkish authorities were not able to try or incarcerate any of the individuals themselves.

"They are not our captives as we are operating under United Nations resolutions and currently there is not an established court to judge [alleged] pirates that have been captured. So we attempt to disrupt and deter them [from piracy], we take their weapons and drop the equipment into the sea," he said.

"We take all their equipments and then return [the suspects] to the Somali coast. Some countries have special [legislative] agreements, such as Kenya and the Seychelles. These agreements relate only between [these nations] and not internationally, so they capture the alleged pirates and then take them to Kenya or to the Seychelles to be

judged.” The spokesperson claimed that a present a number of suspected pirates from Somalia were currently being returned to their native coast.

To try and counteract the challenges of detaining suspected pirates, the UN security council last month voted in favour of forming an international court - supported by a host of potential new laws – that would focus specifically on working to combat the spread of piracy. **Source : minivannews**

SHIPYARD NEWS



The **AL HAMRA** (left) and **NIWA** seen in drydock at Dubai Drydocks in Dubai

Photo : Clemens Smits (c)

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The **HAPPY CONDOR** seen outbound at the Westerscheldt River
Photo : Richard Wisse – www.richard-photography.nl (c)

Shipping firms form joint venture

Lorenzo Shipping Corp. and NMC Container Lines, Inc. have formed a new joint venture firm to handle cargo services. "One Team Services, Inc. shall develop competencies

to eventually handle the cargo-handling requirements of [both companies] in various locations in the Philippines, including the management of container yards and related support services," Lorenzo Shipping said in a disclosure to the stock exchange on Friday. Lorenzo Shipping and NMC Container Lines both own a 50% in the new firm. "The expected benefits to Lorenzo Shipping arising from the operations of One Team Services include operational efficiency and long-term cost effectiveness," the firm said. **Source: Business World Online**



The Singapore flagged 2011 delivered **VARADA IPANEMA** seen moored in Cape Town – Photo : Aad Noorland (c)

Chuan Hup profits from sale of shares

Chuan Hup Holdings, owner and operator of marine transport equipment, earned lower revenue but higher net profit in the third quarter ended 31 March 2011. The Singapore-based company posted net profit of \$10.3m for the third quarter, a surge from \$755,000 in the same quarter of 2010 as a result of the completed sale of Scomi Marine Berhad

shares, an available-for-sale investment. Revenue was recorded at \$1.8m for the quarter, down 59.5% from \$4.5m in the quarter a year earlier. Chuan Hup anticipated a tough year ahead due to continuing volatility in the financial markets. "Market sentiments are affected by adverse conditions such as inflationary pressures from rising food and commodity prices and the expected increase in demand and cost of oil, on the back of political unrest in the Middle East," the company said. "This is expected to be exacerbated by uncertainties arising from the nuclear disaster in Japan and its impact on the global economy." **Source: Seatrade-Asia**



The tug **NDJI NDJI** seen in Pointe Noire (Congo) - **Photo : Dirk van Uiter (c)**

Port Nehru Traffic Down 3 Percent

Container traffic through India's Port of Jawaharlal Nehru (Nhava Sheva) fell 3 percent year-over-year in April, the first month of fiscal 2011-12, according to latest traffic figures released by the port authority. Total volume handled by the west coast port's three terminals totaled 369,000 20-foot equivalent units, down from 376,000 TEUs a year earlier. Gateway Terminals, operated by A.P. Moller-Maersk, handled 159,000 TEUs, compared with 164,000 TEUs in the year-ago month. Volume via DP World's Nhava Sheva International Container Terminal declined to 125,000 TEUs from 137,000 TEUs. Traffic at the port-run terminal increased 12.5 percent to 85,000 TEUs from 76,000 TEUs. Total cargo tonnage for the month was estimated at 5.6 million tons, up 1.25 percent from 5.5 million tons. Nehru is India's largest container port, moving almost 65 percent of the country's total containerized export and import cargo. Its box volume hit an all-time high of 4.27 million TEUs in fiscal 2010-11, which ended March 31, 2011. In other related news, the Indian Shipping Ministry said Friday major state-owned ports are working on comprehensive administrative reforms to improve productivity and expand capacity. "To this end, the ports are planning toward implementing 'landlord port' concept, duly limiting their role to maintenance of channels and basic infrastructure and leaving the development-operation-management of terminal and cargo handling facilities to the private sector," the ministry said. **Source: Journal of Commerce**

ALPHA STAR ENROUTE RIO DE JANEIRO



The **SALVANGUARD** and **SALVERITAS** seen towing the **ALPHA STAR** from Singapore to Rio de Janeiro, at present the transport is 200 nm E of East London in a bit of naughty weather SE'ly force 6-7 bft with a 5 mtr sbeam swell, just something you need before breakfast ☺

Photo's : Capt Neil Johnston – Master Salvanguard (c)



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Fairstar's **FJELL** seen getting ready to load several tugs in Singapore for transportation to Venezuela

Photo : Sten William Soersth (c)

Blue Offshore awarded contract for modular turntable

Blue Offshore has been awarded a lease agreement for a subsea cable installation system by Norddeutsche Seekabelwerke GmbH (NSW). The system includes an adaptable modular turntable system, loading arm assembly, tensioners, trackways and associated equipment, to assist with the installation of submarine cables.

"The Blue Offshore solution supports perfectly NSW's market position as a high quality, high performance turnkey contractor for submarine power cable projects", said Thorsten Schwarz, Managing Director at NSW. Blue Offshore director Evert-Jan van Wijk said: "This agreement is a milestone in Blue Offshore's short history and we would like to thank NSW for their confidence and trust in our solution. We are looking forward to a long cooperation with NSW in the coming decade of international challenging renewable cable installation projects". Mobilisation is scheduled for 2012. Source : Offshore Shipping Online



A busy River Dee, Aberdeen, Scotland. With seen from left to right the **Normand Drott**, **ER Narvik**, **Far Scotia**, **Toisa Independent**, and **Island Champion**. Photo : Iain Forsyth (c)

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Fos stevedores transfer to private companies

National agreements on French port reforms will come into force at Marseilles-Fos from May, with the transfer of some 400 port authority personnel to private or part-private stevedoring companies. The breakthrough on tripartite agreements covering all major French ports coincided with the signing of a national agreement on the linked issue of retirement age.

The facilities affected include Fos container terminal, which will be operated by Eurofos and Seayard stevedores; the ore and grain terminals will operate under Carfos and the Moureplane container terminal in Marseilles will be run by Intramar and Intramar STS, a joint venture between the stevedore and the port authority. In addition, the Fos and Lavera oil terminals will be operated by Fluxel, a specially-formed company in which the port authority has a majority stake.

However, the reform process lead to mixed first quarter results. General cargo fell 11% to 3.5MT, notably as container traffic slumped 17% to 201,149 teu. The port authority pointed out that the first three months of 2010 were particularly good, but admitted that strikes last October and in January had taken their toll as clients showed 'prudence' in waiting for the French port reforms to be implemented. **Source: Port Strategy**

Good news for Japanese lines – but not so good for China

Japan's big three container shipping companies "K" Line, MOL and NYK, posted good results at the end of their shared fiscal year of 2010, ending March 31, all declaring profits, and two erasing losses suffered in the downturn of 2009.

The biggest Japanese carrier, ranked 11th in the world, Mitsui OSK Lines (MOL) posted a year-on-year 358% net profit increase to US\$700-million, with revenues increasing 14%. The No 2 Japanese carrier, ranked 12th in the world, Nippon Yusen Kabushiki (NYK) posted operating profits up 13.7% to US\$23.78-billion that erased an operating loss of US\$200-m in 2009/10.

The No 3 carrier, ranked 15th in the world, Kawasaki Kisen Kaisha ("K" Line) posted a full fiscal year profit of US\$368-m erasing a FY2009 loss – with revenues increasing 7.5%. Meantime, the Hong Kong and Shanghai listed China Shipping Container Lines (CSCL) has revealed first quarter net losses have narrowed year on year.

CSCL, China's largest container shipper - the eighth biggest in the world - said its net loss for the three months ending March 31 was US\$22.4-m, according to Chinese accounting standards. **Source : ftwonline.co.za**

ATLAS ELEKTRONIK has completed the delivery of the Coastal Surveillance System for the Bulgarian Border Police

The system upgrades and enhances the existing surveillance posts into an integrated advanced CSS

ATLAS ELEKTRONIK has completed the delivery of the coastal surveillance system, which has been ordered by the Bulgarian Ministry of Finance regarding the completion of the Bulgarian obligations towards the Schengen agreement of the European Union. The system, operated by the Border Police (Ministry of Interior), covers the entire Bulgarian coastline of more than 350 km. The contract includes the delivery of the complete coastal surveillance system, whereby already existing radar sites were integrated. The main components are surface radar, signal processing, multi-sensor tracking, including AIS and CCTV, communication, system management and recording & replay based on the CSS product SEATRACK 9800.

The contract was awarded to a consortium, consisting of ATLAS ELEKTRONIK, Tchernomore and Optix (ATO) in January, 2010 in Sofia and has been completed and accepted by the customer on 8 December 2010 after only eleven months in Sofia. The contract was executed by the 100% subsidiary ATLAS Maritime Security, which has merged with Sofrelog beginning of 2011. Later this year the legal entities ATLAS Maritime Security and Sofrelog will be re-named into SIGNALIS.

Designed and built to ensure the integrity of the Bulgarian "blue border" and territorial waters the system automatically detects and identifies targets in the authority of the Bulgarian Border Police. The system is based on 12 remote sites, equipped with radar, AIS transponders, day-light and IR cameras and weather stations; 2 mobile ground units and 12 Border Police Boats, including surveillance and communication components. The operational responsibility is located in 2 Local Operative Centres in Galata (Varna) and Sozopol, where the information of the remote sites are being gathered, displayed and processed. Each Local Operative Centre is connected with a number of remote radar sites. The traffic image and the situation picture of the according sectors is transmitted to the National Maritime Border Coordination and Information Centre in Burgas, where the traffic images are integrated into one tactical operational traffic picture of the entire Bulgarian coastline. The overall tactical coastal picture is being forwarded and displayed into the Operative Duty Centre, which is located in Sofia.

"The main goal of the Republic of Bulgaria, in the process of accessing the Schengen area, is to ensure the technical provision of the security of the outer borders of the country in the aspiration for creation a stable and reliable system for safe guard of the outer borders of the European Union. Through the new equipment obtained through the European Union programmes, such as PHARE and the instrument of Schengen, the security of the outer borders of the

European Union is completely technical assured. The system has been already delivered and is efficiently used to monitor and surveillance the European Union borders – and to guarantee security”, says Kircho Kirov, Deputy Director of the Chief Directorate of Border Police, Ministry of Interior.

One of the basic characteristics of the system is to track and control vessel traffic and navigation within the coastal area of the Bulgarian Black sea border, in order to avoid collisions or groundings of ships. Additionally, it is a means of detection and interception of illegal traffic of drugs, weapons and immigrants as well as asymmetric threats as per the regulations under the Schengen facility ratified by EU. The system represents an integrated “blue” border coastal surveillance solution designed for homeland security and Vessel Traffic Services & Control. It is of strategic importance to the European Union, since the main objectives are protecting Europe’s outer border and improving, at the same time, maritime safety and environmental protection. **Source : defpro.com**

OLDIE – FROM THE SHOEBOX



The 3 single screw steamers named **Copan**, **Coppename**, and **Chiriqui** (seen above) where crewed by **Van Nievelt & Goudriaan** in the seventy's. **Photo : Coll. Cheng. Dirk Grevelink**

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.... PHOTO OF THE DAY



The Kuwait oil tanker **DAR SALWA** seen moored at the MOT in Rotterdam-Europoort – Photo : Frans de Lijster (c)