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Fairstar's FJELL loaded in Singapore 16 tugs for transportation to Maracaibo (Venezuela) - Photo : Arie Zeeuw (c)

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Another photo of the [FJELL](#) seen of Singapore whilst deballasting loaded with 16 tugs - Photo : Arie Zeeuw (c)

P&I club warns: Don't put garbage in WCR

The Gard P&I Club has reminded shipowners that May 1, 2011 saw the entry into force of the Wider Caribbean Region (WCR) - Special Area under MARPOL Annex V: Regulations for the Prevention of Pollution by Garbage.

Under MARPOL Annex, V Regulation 5(1)(h), the WCR is defined as: "The Gulf of Mexico and Caribbean Sea proper including the bays and seas therein and that portion of the Atlantic Ocean within the boundary constituted by the 30° N parallel from Florida eastward to 77°30' W meridian, thence a rhumb line to the intersection of 20° N parallel and 59° W meridian, thence a rhumb line to the intersection of 7°20' N parallel and 50° W meridian, thence a rhumb line drawn south westerly to the eastern boundary of French Guiana." The WCR was designated as a Special Area under

MARPOL Annex V in 1991 but the discharge requirements did not take effect immediately as adequate port reception facilities were not available in all ports within the WCR region.

Most of the States bordering the WCR Special Area have given notice that they now have adequate reception facilities in the relevant ports and accordingly, the entry into force requirements for the WCR as a Special Area have been fulfilled and the resolution came into force on May 1, 2011.

Vessels operating within the Wider Caribbean Region (WCR) are now prohibited from discharging any garbage into the sea, except food wastes which may be discharged if the vessel is at least 12 nautical miles from the nearest land (or further if practicable) and comminuted or ground food wastes that are capable of passing through a screen with openings no greater than 25 mm may be discharged if the vessel is at least 3 nautical miles from the nearest land (or further if possible).

Gard recommends members and clients to ensure that their vessels are aware of the implementation of the Wider Caribbean Region (WCR) as a Special Area on 1 May 2011, and are suitably prepared to comply with the more stringent garbage disposal regulations, e.g. onboard placards and garbage management plans should be updated if required. It should also be borne in mind that Port State Control Officers in the region may perform checks to ensure that vessels are adhering to the new requirements. **Source : MarineLog**



Above seen the 2009 built **OXL FANTASY** formerly **BELUGA FANTASY** entering Grand Harbour, Malta on Monday 9th May, 2011 loaded with 2 fastcats **FASTCAT SHANKLIN** and **RAPPAREE**.

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

London Canal Boats Beat Supertankers as Glut Sinks Oil Freight

Hiring canal boats in London costs more than supertankers earn from shipping Saudi Arabian crude to Japan as a glut of the oil transporters cuts freight rates on the industry's most important trade route. Returns from the 1,000-foot long tankers plunged 99 percent to \$585 a day over the past year for single-trip charters to deliver 2 million barrel cargoes, according to the London-based Baltic Exchange. Hiring a 57-foot pleasure craft on the Grand Union Canal that links London to Birmingham costs 395 pounds (\$646) a day, the holidayuk.co.uk website shows.

The surplus of supertankers vying for Middle East cargoes has more than doubled to 23 percent this year as ships hit the water that were ordered in 2007 and 2008 when returns were higher, according to Bloomberg News surveys of shipowners and brokers. Ship fuel prices, representing owners' single-largest expense, have climbed 28 percent in 2011, tracking crude oil. "We try to avoid Arabian Gulf to East cargoes at these dismal numbers," said Jens Martin Jensen, Singapore-based chief executive officer of the management unit of Frontline Ltd, which has enough tankers to supply the U.K. for more than two months. "We could see a return to profitability hopefully in the second half of the

year” as demand strengthens. A rebound of that magnitude would require average rental income to exceed \$30,100 a day, Frontline’s last reported breakeven level once finance costs are taken into account. In the present market, owners would be “lucky” to secure charters above that level, he said.

Expanding Fleet

Owners are contending with a fleet that is expanding faster than seaborne trade in oil. The transportation capacity of the global fleet of very large crude carriers, or VLCCs as the supertankers are known, will swell 7.4 percent this year to 172.8 million deadweight tons, according to Clarkson Plc, the world’s largest shipbroker. Demand will grow 3.2 percent to 128.4 million tons, it said. The ships were ordered in 2007 and 2008 when returns rose as high as \$177,000 a day on the Saudi Arabia to Japan route, according to Baltic Exchange information that goes back to July 2008.

The carrying capacity of Frontline’s fleet, including smaller vessels than VLCCs, totals about 15.3 million deadweight tons. That would be enough to transport more than 110 million barrels of cargo. The U.K. consumed 1.6 million barrels a day in 2009, according to data from BP Plc.

Tanker Index

Frontline dropped 23 percent in Oslo this year to 115.4 kroner a share by 1:24 p.m. in London, giving the company a market value of 8.9 billion kroner (\$1.6 billion). The six member Bloomberg Tanker Index, which spans owners of smaller ships, has lost 8.9 percent to 339.69 points. The Saudi Arabia to Japan trade route is used to settle bets, or hedges, called forward freight agreements, or FFAs, linked to the cost of transporting crude oil. Frontline will typically target westbound shipments, and then seek cargoes from either the Caribbean or West Africa back to Asia, limiting the time its ships are empty, the company’s annual report shows. Just to pay crew, insurance and repairs, owners need \$12,777 a day, according to Drewry Shipping Consultants Ltd. in London. Owners are even contributing \$10,500 a day toward fuel costs to send ships to the U.S., according to Baltic Exchange data. The strategy allows companies to reposition ships in more profitable markets so they don’t have to pay the entire fuel charge.

Undercutting Shipowners

Oil companies that own ships or have them on long-term charters are temporarily undercutting conventional shipowners because they require fewer of the vessels during yearly refinery maintenance, said Erik Nikolai Stavseth, an analyst at Arctic Securities ASA in Oslo. That is adding to vessel supply and cutting charter rates, he said.

“You have a lot of oil companies re-letting vessels into the market and they don’t have any cash break-even level,” said Stavseth, who correctly predicted a surge in gasoline shipping stocks this quarter. “They say ‘we don’t need it, we make \$10 a day, it’s better than making zero.’ That’s the oversupply we are seeing right now in the VLCC market.”

The collapse in spot rates has contributed to a slump in longer-term charter rates and the price that owners will pay to buy second-hand vessels. The purchase price of a second-hand VLCC has dropped 2.3 percent this year to \$81.9 million, according to the Baltic Exchange. A yearlong rental of a similar ship has declined to \$28,000 a day from \$31,000 at the end of last year. By contrast, hiring a canal boat remains an attractive proposition for tourists from around the world, said Barry Peters, managing director of Holidays in the U.K. “Traveling slowly along the network of canals in a narrow boat and stopping at pubs and attractions is an unmatched experience,” said Peters. “I am astonished that supertankers can be hired for so little.” **Source : Bloomberg**



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Oil tanker hijacking thwarted

Iranian warships en route to the Red Sea thwarted an attempting hijacking of an oil tanker from the United Arab Emirates, the government said. Tehran said its 14th Fleet of warships sailing from Bahrain to the Red Sea intervened in an attempted hijacking of an Emirati oil tanker. Tehran said it responded to a distress call from the Emirati-flagged vessel and forced the pirates to retreat, state-funded broadcaster Press TV reports.

The government said its navy was operating in coordination with the international effort to combat piracy in the region. The Iranian navy has been operating in the Gulf of Aden, an area known for frequent raids by Somali pirates, since 2008. Tehran said it has disrupted seven pirate attacks since March. **Source: UPI**



Seen at Cape Lambert, the incoming bulk carrier [Navios Etoile](#) (IMO 94813120) for a load of iron ore to Korea, our tugs Pannaworica and Lambert can seen next to her getting their towline attached. **Photo : Carl Jernert (c)**

Dry bulk market keeps on rising, outlook mixed

The dry bulk market inched forward once again on Monday, with the Baltic Dry Index rising by 0.6% to 1,348, although the Capesize market was 0.57% lower to 1,557 points. The main reason for the latest increase was the Panamax segment which has kept its upward trend, as a result of increased coal and grain trade activity. The relative Baltic Panamax Index was up by 1.81% to 1,801 points, while a small increase by 0.79% was also evident in the Supramax segment of the market.

During the course of the past week, the BDI has risen by 5.6%, mainly driven by the remarkable 22% rise of the Panamax market. according to the latest weekly report from Paris-based shipbroker Barry Rogliano Salles, "Indian government figures showed this week that the country recorded zero growth in its domestic coal sector in fiscal 2010-2011. This compares to 7.9% growth in the previous fiscal year, and will be the first year of zero growth since 1998/1999. Commentators point to strict environmental limitations and uncertainty over so-called 'no go areas' as having a major effect on production, factors which will affect the country's import levels going forward".

Regarding the Capesize market, it mentioned that the continuation of holidays in Europe led to another quiet week for Atlantic Cape activity, and rates were little changed losing 0-1% over the week. "The Pacific was busier, although a softer trend was noted as the week progressed. Aus-China lost around 3% over the week. Overall the BCI gained 2 points w-o-w, while the time charter average rose from US\$6,700 to US\$6,777, a figure which is still below Opex for most operators. There are no big movements at the start of the new week although Monday saw another slight drift downwards, with the BCI losing 9 points" said BRS.

On the Panamax market, it said that "despite having a short week, with last Friday and Monday off, the BPI index recovered and the 4TC gained US\$1,700 over the week. The biggest increase came from the Far East where the Nopac round gained US\$2,300 closing the week at US\$13,300 per day. This climb could be explained by an extremely quiet

April month with charterers having, eventually, to fix cargoes and the fact that Australia, recovering from the floods, was able to export again. However WCI iron ore was still paralyzed as miner have not yet received permission to export. West of Suez, the ECSA market was very busy as every charterer, after the Easter holidays and various bank holidays, returned to the market at the same time. This pushed rates up to US\$26,500 aps + 650 bb for a LME 74,000 dwt giving ETA end May/very early June. Overall the number of Atlantic vessels decreased, giving stability to this basin. Short period wise, the sudden Nopac and ECSA activity created a bubble, with rates climbing very quickly up to US\$16,000 per day for a LME (US\$3,000 more than a week ago)" said the shipbroker's report. On the smaller ships, BRS said that the "Baltic Supramax Index rose by 11 points to finish at 1,386 points last week, while the average of the time charter routes stayed flat, gaining just US\$100 to finish at US\$14,490 per day. The market was active in the Atlantic, with more and more freshly added grain/sugar cargoes ex ECSA. In the meantime, tonnage was injected into the basin throughout the week, but surprisingly these newcomers did not soften the trend which remained flat and fully firm. Activity remained steady in the USG/USEC region, the main commodities being grain, coal and petcoke, trading mainly back to the Continent/Med range and to the Far East. With such a sustained market in the Atlantic basin, more and more ships are coming around to the idea of ballasting from the Indian Ocean or Med to the South Atlantic in order to satisfy demand. In the smaller sizes, the Baltic Handysize index lost 3 points to finish at 792 points with the time charter routes losing US\$100 to reach US\$11,750 daily. Again the Atlantic is firmer than the Pacific and the TARV is worth US\$12,500/day today, whereas the PARV is worth US\$11,500 daily. On the period front, large and modern Supramaxes with delivery Far East are getting fixed in the low/mid US\$15,000s for short period" concluded the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **MEGA ONE** seen moored in Rotterdam-Europoort – **Photo : Peter Andriessen - www.tughunter.nl (c)**

NATO ship leaves 63 refugees to die in the Mediterranean

Dozens of African migrants were left to die in the Mediterranean Sea after a series of European and NATO military units apparently ignored their cries for help, the Guardian has learned. A boat carrying 72 passengers, including several women, young children and political refugees, ran into trouble in late March after leaving Tripoli for the Italian island of Lampedusa. Despite alarms being raised with the Italian coastguard and the boat making contact with a military helicopter and a NATO warship, no rescue effort was attempted.

Nearly all of those on board eventually died from thirst and hunger after their vessel was left to drift in open waters for 16 days. "Every morning we would wake up and find more bodies, which we would leave for 24 hours and then throw overboard," said Abu Kurke, one of only nine survivors. "By the final days, we didn't know ourselves ... everyone was either praying, or dying." International maritime law compels all vessels, including military units, to answer distress calls from nearby boats and to offer help where possible. Refugee rights campaigners have demanded an investigation into the deaths, while UNHCR, the United Nations refugee agency, has called for stricter cooperation among commercial and military vessels in the Mediterranean in an effort to save human lives. "The Mediterranean cannot become the wild west," said spokeswoman Laura Boldrini. "Those who do not rescue people at sea cannot remain unpunished." Her words were echoed by Father Moses Zerai, an Eritrean priest in Rome who runs the refugee rights organisation Habeshia, and who was one of the last people to be in communication with the migrant boat before the onboard satellite phone ran out of battery. "There was an abdication of responsibility which led to the deaths of over 60 people, including children," he claimed. "That constitutes a crime, and that crime cannot go unpunished just because the victims were African migrants and not tourists on a cruise liner." This year's political turmoil and military conflict in North Africa has fuelled a sharp rise in the number of people attempting to reach Europe by sea, with up to 30,000 migrants believed to have made the journey across the Mediterranean over the past four months. Large numbers have died en route; last month alone, more than 800 migrants of different nationalities who left on boats from Libya never made it to European shores and are presumed dead.

The boat of 72 set sail from Tripoli on March 25, carrying 47 Ethiopians, seven Nigerians, seven Eritreans, six Ghanaians and five Sudanese migrants. Twenty were women and two were small children, one of whom was just one year old. The boat's Ghanaian captain was aiming for the Italian island of Lampedusa, 290 km north-west of the Libyan capital, but after just 18 hours at sea the small vessel began running into trouble and losing fuel. Using witness testimony from survivors and other individuals who were in contact with the boat's passengers during its doomed voyage, the Guardian has pieced together what happened next.

The account paints a harrowing picture of a group of increasingly desperate migrants condemned to death by a combination of bad luck, bureaucracy and the apparent indifference of European military forces who had the opportunity to attempt a rescue.

The migrants initially used the boat's onboard satellite phone to call Father Zerai in Rome, who in turn contacted the Italian coastguard. The boat's location was narrowed down to about 100 km outside of Tripoli, and coastguard officials assured Father Zerai that the alarm had been raised and all relevant authorities had been alerted to the boat's situation. Soon afterwards a military helicopter with the word "army" on its side appeared above the boat. The pilots, who were wearing military uniforms, lowered down bottles of water and packets of biscuits and gestured to passengers that they should hold their position until a rescue boat came to help. The helicopter then flew off, but no rescue boat ever arrived.

No country has yet admitted to sending the helicopter that made contact with the migrants. A spokesman for the Italian coastguard said: "We advised Malta that the vessel was heading towards their search and rescue zone, and we issued an alert telling vessels to look out for the boat, obliging them to attempt a rescue." The Maltese authorities denied they had any involvement with the boat.

After several hours of waiting, it became apparent to those on board that help was not on the way. The vessel had only 20 litres of fuel left, but the captain told passengers that Lampedusa was close enough for him to make it there unaided. It was a fatal mistake. By March 27, the boat had lost its way, ran out of fuel and was drifting with the currents. "We'd finished the oil, we'd finished the food and water, we'd finished everything," said Kurke, a 24-year-old migrant who was fleeing ethnic conflict in his homeland, the Oromia region of Ethiopia. "We were drifting in the sea, and the weather was very dangerous." At some point on March 29 or 30, the boat was carried near to a NATO aircraft carrier — so close that it would have been impossible to be missed. According to survivors, two jet planes took off from the ship and flew low over the boat while the migrants stood on deck and held the two starving babies aloft into the air. But from that point on no help was forthcoming. Unable to manoeuvre any closer to the giant aircraft carrier, the migrants' boat eventually drifted away. Shorn of supplies, fuel or means of contacting the outside world, they began succumbing one by one to thirst and starvation.

The Guardian has made extensive enquiries to ascertain the identity of the NATO aircraft carrier, and has concluded that it is likely to have been the French ship [Charles de Gaulle](#), which was operating in the Mediterranean on those dates. French naval authorities initially denied that the ship was in the region at that time. After being shown news reports which indicated this was untrue, a spokesperson declined to comment. A spokesman for NATO, which is coordinating the military action in Libya, said that it had not logged any distress signals from the migrant boat and had no records of the incident. "NATO units are fully aware of their responsibilities with regard to the international maritime law regarding safety of life at sea," said an official. "NATO ships will answer all distress calls at sea and always provide help when necessary. Saving lives is a priority for any NATO ships." For the migrants, the failure of the NATO ship to mount any rescue attempt proved fatal; over the next 10 days, almost everyone on board died. "We saved one bottle of water from the helicopter for the two babies, and kept feeding them even after their parents had passed [away]," said Kurke, who survived by drinking his own urine and eating two tubes of toothpaste. "But after two days, the babies passed too, because they were so small." On April 10, the boat washed up on a beach near the Libyan town of Zlitan near Misrata. Of the 72 migrants who had embarked at Tripoli, only 11 were still alive and one of those died almost immediately on reaching land. Another survivor died shortly afterwards in prison, after Qadhafi forces arrested the migrants and detained them for four days.

Despite the trauma of their last attempt, the migrants — who are hiding out in the house of an Ethiopian in the Libyan capital — are willing to tackle the Mediterranean again if it means reaching Europe and gaining asylum there. "These are people living an unimaginable existence, fleeing political, religious and ethnic persecution," said Father Zerai. "We must have justice for them, for those that died alongside them, and for the families who have lost their loved ones."

Source : Guardian



Built in 1995 as the [PORT ALBERT](#) and renamed in [BRO ALBERT](#) in 2000 was renamed in 2010 in [MAERSK CLAUDIA](#), above is the 183 mtr long 45.999 DWT tanker seen in Rio Grande – [Photo : Marcelo Vieira \(c\)](#)

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

Rampzalig goudtransport

door Nico J. Ouwehand

Het begin van de Tweede Wereldoorlog ligt alweer meer dan 70 jaar achter ons. Ondanks alle rampen die de mensheid sedertdien hebben getroffen, leeft die oorlog nog volop in de samenleving en zeker niet alleen bij oudere mensen. Denk in dit verband maar eens aan de 'brandgrens' als gevolg van het bombardement van Rotterdam. Het

markeren van die grens is met veel belangstelling ontvangen. Jongeren hadden zich tot dan toe niet eerder gerealiseerd dat bijna het gehele centrum van Rotterdam in mei 1940 door brand en bommen werd vernietigd.



Op 11 mei 1940 liep het **Stoomloodsvaartuig no 19**, deels geladen met goud en van Rotterdam op weg naar Hoek van Holland, tussen Vlaardingen en Maassluis op een Duitse mijn. Een enorme ontploffing volgde die tot in Maassluis de ramen deed rinkelen. Op dat rampzalige moment kwam een groot deel van de bemanning, grotendeels bestaande uit loodsen of aspirant-loodsen, om het leven. De gebeurtenis had een grote impact op de gemeenschap van Maassluis, waar de meeste slachtoffers woonden. De

begravenissen werden door veel collega's en talloze belangstellenden bijgewoond. Tot verbijstering van de aanwezigen was ook een Duitse marine-officier aanwezig bij de ter aardebestelling in Vlaardingen van enkele Engelse militairen van een vernietigingsploeg die ook aan boord waren. Het militaire protocol werd in die eerste dagen van de oorlog nog nageleefd. De echtgenotes van de omgekomen Maassluizers kregen nauwelijks gelegenheid om te rouwen, want het was oorlog en er moest brood op de plank komen. Hun kinderen werd medegedeeld dat Pappa nooit meer terug zou komen en dat was het dan. Geen wonder dat juist die kinderen vele jaren later behoefte hadden aan een passende herdenking, tenslotte behoorden hun vaders tot de eerste oorlogsslachtoffers. Verleden jaar heeft die herdenking dan ook op indrukwekkende wijze op de begraafplaats in Maassluis plaatsgehad. Het idee werd toen geboren om een expositie te wijden aan de gebeurtenissen op de Nieuwe Waterweg en Nieuwe Maas in de meidagen van 1940 met de nadruk op de ondergang van de loodsboot.

De achtergrond van de rampzalige reis van de loodsboot en vooral haar gevolgen zijn niet in een paar zinnen te vertellen. De finesses zijn fascinerend en werden uitgewerkt in de expositie. De autoriteiten zagen de oorlog aankomen en wilden de goudvoorraad van de Nederlandsche Bank in veiligheid brengen. Het bijkantoor van die bank aan de Boompjes te Rotterdam had een aanzienlijke voorraad van het kostbare edelmetaal in de kluizen liggen. De loodsboot werd aangewezen om het goud naar Hoek van Holland te brengen waar een Engels oorlogsschip klaar lag om de lading over te nemen. Dat plan bleek te ambitieus, omdat de ontploffende mijn er een voortijdig einde aan maakte. Het vaartuig brak in twee stukken, waarbij het achterschip het voorschip passeerde. Het



goud kwam op de bodem van de Nieuwe Waterweg terecht. In de loop van 1940 werd een deel van het edelmetaal door duikers boven water gebracht. Later werd een enkele goudbaar door baggeraars heimelijk ten eigen bate verkocht, maar natuurlijk werd dat ontdekt, met alle gevolgen vandien. Na de oorlog werd een groot deel van het

goud in Zwitserland getraceerd en aan de Staat der Nederlanden teruggegeven. Er zijn echter nog steeds goudstaven zoek. Daar zijn allemaal verhalen over in omloop, die nauwelijks op waarheidsgehalte kunnen worden gecontroleerd.

De gebeurtenissen in Rotterdam waren niet minder indrukwekkend. Bij de strijd om de Maasbruggen werden o.a. de marinevaartuigen **TM51** en **Z5** betrokken. De **Van Galen**, een torpedobootjager, haalde het strijdtoneel niet. Zij zonk in de Merwehaven na door Duitse Stuka vliegtuigen te zijn bestookt. De **Z5** nam wel deel aan de gevechten en ontsnapte naar Engeland. Sleepboten waren onvoldoende beschikbaar om in aanbouw zijnde Nederlandse oorlogsbodems naar Engeland te slepen, maar in één geval lukte dat wel. De **Isaac Sweers** werd vanuit Vlissingen door de **Zwarte Zee** in veiligheid gebracht. Twee oorlogsschepen, die al bij de RDM te water waren gelaten, werden in de Nieuwe Waterweg door de marine- en werfpersoneel tot zinken gebracht en moesten na de capitulatie worden geborgen. De expositie laat daar beelden van zien. Twee Nederlandse zeesleepboten en hun bemanningen werden in 1940 slachtoffer van mijnen. In de loop van de oorlog werden door de Duitsers blokkadeschepen in de Nieuwe Waterweg bij Maassluis tot zinken gebracht. Na de oorlog moesten ze worden opgeruimd. Al deze gebeurtenissen worden aangehaald om de lotgevallen van de loodsboot en haar bemanning in de context van die tijd te kunnen laten zien.



Aquarel : Hans Breeman ©

De expositie "**Rampzalig Goudtransport**" is te zien in het **Nationaal Sleepvaart Museum**, Hoogstraat 1-3 te Maassluis vanaf 12 mei tot en met 11 september 2011.

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WORLD'S LARGEST BULKER

VALE BRASIL – O maior navio que já esteve no Rio de Janeiro em toda história

TEXTO E FOTOS*: Edson de Lima Lucas ©



A escala do minereiro **VALE BRASIL** no Rio de Janeiro no último dia 6 de maio de 2011 foi um marco na história dessa cidade, sem que muitos cariocas ficassem sabendo ! O navio que acabou de sair do estaleiro coreano DAEWOO fez essa escala surpresa aqui no RJ a caminho de Ponta da Madeira em São Luis/MA para seu primeiro carregamento de minério.

Confesso que no começo interpretei essa escala como sendo uma escala “técnica” para abastecimento, mas o que pude constatar que em nenhum momento teve um “bunker” atracado em sua lateral. Portanto foi uma escala meramente de caráter “marketeiro” para que autoridades do setor, inclusive o ainda presidente da Vale – Agnelli pudessem visitar a embarcação e de helicóptero. Reparem que em algumas fotos dá para ver a faixa que puseram na lateral do navio com os dizeres “O maior navio graneleiro do mundo” e o símbolo da Vale do lado.

A entrada do **VALE BRASIL** na sexta-feira (06/05) na Baía da Guanabara foi cercada de um forte aparato de rebocadores para que nada desse errado. Basta dizer que navios desse porte tem por obrigação passar entre a Ilha de Cotunduba e o Forte do Leme por ser região de maior profundidade. Fato esse da mãe “natureza” que apaixonados por navios como um tal de Edson Lucas agradece !!!!! Mas vamos falar sério !!

O navio de fato impressiona... reparem nas fotos da cabine de comando... por tudo que vocês amigos já vislumbraram em matéria de navios, já viram algo parecido ?



O **VALE BRASIL** quebrou todos os recordes (comprimento, tonelagem, largura, calado, etc.) em matéria de navios que já estiveram no RJ. Até então em se tratando de comprimento o **QUEEN MARY 2** era recordista com seus 345,00 m. Me recordo da década de 80 e 90 em que petroleiros da americana Amerada Hess vinham com frequência aqui no RJ numa rota do Alaska para o Caribe.

Entre esses petroleiros, não desprezíveis, numa estatística de maiores navios no RJ, se incluem, MT. CABRITE, SAINT LUCIA e SEAL ISLAND. Para os mais aprofundados no assunto, basta se lembrar dos aqui construídos DOCEFJORD e TIJUCA, até hoje os maiores navios que saíram de estaleiros no hemisfério sul, e mais recentemente vale lembrar também as escalas do GREAT LADY e A. ELEPHANT. Mas eu tenho certeza de que depois de todas essas estatísticas, o **VALE BRASIL** fará valer o seu nome e será disparadamente o recordista como maior navio que esteve no RJ.



* Disponível para todas as publicações, desde que indiquem a origem.

Queen Mary 2 ship used in alleged smuggling case

A Malaysian man faces charges of attempting to smuggle nine Chinese illegal immigrants into the United States as passengers on board the luxury RMS **Queen Mary 2** ocean liner, officials said on Monday. The group, carrying forged Japanese passports but speaking scarcely any Japanese, was caught by immigration officials after disembarking in New York City on April 26, said John Saleh, a U.S. Customs and Border Protection officer. Officials said it was unusual for illegal immigrants to arrive in such grand style. "We haven't really seen this in the past because of course it is expensive. It's quite an investment just to get on this ship," Saleh said. "If they feel we'd be less likely to suspect a high-end ship as opposed to one of the fly-by-night cruise liners, they'd use that route," he added. According to court

papers, Fatt Kwee Wong of Malaysia admitted to customs officials he was paid \$3,500 each to help the five women and four men sneak into the United States. The nine Chinese boarded as paying passengers in Dubai for their voyage on the ship, which features 14 decks with opulent dining rooms, ballrooms, theaters and even a planetarium. Cunard Line, which operates the ship, said the case was unprecedented. "To the company's knowledge, this is a first-time occurrence," said Jackie Chase, Cunard public relations manager.

The Chinese immigrants were in custody while authorities processed their deportation. The accused smuggler was being held in federal custody and his case was expected to go before a grand jury. [Source af.reuters.com](http://af.reuters.com)

STENA FREIGHTER ENCOUNTERS PROBLEMS



Last Tuesday around noon the outbound **STENA FREIGHTER** encountered propulsion problems in Rotterdam-Europoort, the tugs **FAIRPLAY 26** and **FAIRPLAY I** arrived very shortly on the location and turned the **STENA FREIGHTER** again seawards and the ferry continued her voyage around 13:00 hrs again.

Photo's : Kees Torn ©



China's shipping sector suffers from overcapacity, high oil price

About 30 percent of China's coastal shipping companies are suffering a loss due to overcapacity and high fuel price, Xu Zuyuan, vice minister of transport said. According to Xu, some 40 percent of the country's inland shipping firms are also suffering a loss. Data from the ministry shows China's cargo handling capacity from major ports was 2.08 billion tons in the first quarter, up 14.3 percent year-on-year. However, as oil and human labor are getting more expensive, shipping companies, especially those which are smaller in size, have suffered from shortened demand.

"We are at the edge of loss since exports decreased with yuan's appreciation," said Zhang Zuohai, general manager of China Container Line (Shanghai) Ltd. According to Zhang, the company is losing its clients from Europe and the United States since some of them have turned to cheaper markets such as India and Vietnam.

Recently, China's shipping stocks have been in bad performance also. **Source: Xinhua**



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NAVY NEWS

Bijzonder muzikaal programma voor en tijdens Vlootdagen



In de aanloop naar en tijdens de Caribische Vlootdagen vindt er een bijzonder muzikaal programma plaats, waarin de Steelband Korps Mariniers een prominente rol speelt. Muziek vormt een zeer belangrijk onderdeel tijdens dit maritieme evenement. Naast twee mini concerten op de Mathey Werf, zal de steelband van het Korps Mariniers ook een belangrijke acte de présence geven op diverse locaties op het eiland. Dat gebeurt op verschillende manieren. Eén daarvan is een rondgang langs enkele snacki's, toko's en een winkelcentrum. De militaire muzikanten spelen op woensdag 18 mei van 14.30 tot 16.00 uur bij Toko Willibrodus en van 18.30 tot 20.00 uur in de wijk Barber. Op donderdag 19 mei zijn ze van 14.30 tot 16.00 uur te zien en horen bij Pop's Place

(Caracasbaaiweg) en van 20.00 tot 21.30 uur in het Riffort te Otrobanda.

Een andere bijzonder onderdeel is de muziekworkshop in samenwerking met de Akademia Di Musika Edgar Palm. Een prachtige kans voor iedere muzikliefhebber om samen met een professionele militaire steelband te spelen. De steelband, die zijn oorsprong kent in het Caribisch gebied, bestaat uit een tiental muzikanten die de muzikale ambassadeurs vormen van de Koninklijke Marine en het Korps Mariniers. De steelband kent een veelomvattend repertoire en speelt een groot aantal Latijns-Amerikaanse muziekstijlen, onder andere de rumba, de bossanova, de calypso, de salsa en de lambada.

Op dinsdag 17 mei van 18.30 tot 22.00 uur is er een gelegenheid om samen met de steelband te spelen in een speciale workshop. Deze vindt plaats in de muziekschool Akademia Di Musika Edgar Palm aan de Koninginnelaan te Emmastad. U kunt zich daarvoor aanmelden bij mevrouw Carolina Nicolaas via het telefoonnummer 737 3510. Tijdens deze workshop worden de beste muzikanten geselecteerd voor een speciaal optreden tijdens de Caribische Vlootdagen op zondag 22 mei.



Tijdens de **Caribische Vlootdagen** treedt de Steelband ook twee keer op, samen met de brassbands '**Universal**' en '**Happy Peanuts**', de marineband '**Vibe**', en met de zanger van **Golden Earring**, **Barry Hay**.

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STX OSV reports strong first quarter

Singapore-listed, Norwegian headquartered shipbuilder STX OSV Holdings Limited announced results for the first quarter ended March 31, 2011 that included an increase of 21percent in operating revenue to NOK 3,192 million. EBITDA jumped 54 percent to NOK 439 million. New order intake for the quarter totaled NOK 1,182 million, including three new PSVs slated to be delivered from Norway as well as variation orders on existing projects. As at March 31, 2011, STX OSV's total order book stood at 46 vessels, 34 of them being built to STX OSV's own design. During the quarter, STX OSV delivered six vessels from its shipyards in Norway, Vietnam and Brazil, with 19 vessels remaining for delivery in 2011.

STX OSV also announced that it has obtained the environmental license for construction of the new shipyard development at Suape, Pernambuco, Brazil. Shipyard construction is expected to start in mid 2011, as planned, with construction of the first vessels estimated to start in 2012 and full operations of the yard scheduled for 2013.

STX OSV says it is seeing an increase in the number of project inquiries as a result of a higher activity level in the offshore market. Order momentum is also expected to accelerate toward the second half of 2011, in line with industry expectations for utilization and day rates in the PSV and AHTS segments to pick up, as well as for the demand for OSCVs to improve through the year.

The trend towards deeper water exploration, which is a fundamental growth driver underpinning the industry, remains strong, and the group expects to continue capitalizing on this trend with its strong expertise in building vessels with advanced specifications. STX OSV believes it is fundamentally well-positioned to seize opportunities when the market picks up, and to reinforce its market position. **Source : MarineLog**



Above seen the 1970 built LBY flag and owned research ship **NOUR** formerly **CRYROS** at the slip at Misurata Port, Libya on Sunday 8th May 2011.

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Above seen the [Tarka](#) IMO 9295622 Damen 2609 Shoalbuster owned and operated by Offshore and Ocean Engineering (Botany, Australia) arriving White Bay Sydney Harbour. [Tarka](#) is the first type 2609 to operate in Australian waters and introduces a new standard in project support vessels for Australia.

[Tarka](#) was mobilised from Dubai (UAE) via Darwin (Australia) to undertake support operations for cable armouring and burial works on Botany Bay for OOE and Leighton Contractors.

Master Capt Samuel (Bas) Visch OOE Operations Director.

Photo : [Chris C. Alsop \(c\)](#)

OOIL says orders six container vessels from Samsung

Orient Overseas (International) Ltd said it has ordered four new container ships from Korean shipbuilder Samsung Heavy Industries Co Ltd for a total of \$544 million. The new order for the ships, which can carry 13,000 twenty-foot equivalent units (TEU) each, followed a deal between OOIL and Samsung signed in March to build six container vessels of the same size for \$816 million. OOIL, a Hong Kong-based container shipping firm, was arranging bank financing to help fund the new order, it said in a statement with the Hong Kong stock exchange. The ships were expected to be delivered in 2013 and 2014. **Source: Reuters**

Seaspan Accepts Delivery of Sixtieth Containership

[Seaspan Corporation](#) announced that it accepted delivery of the [Berlin Bridge](#), a 4500 TEU containership, from Samsung Heavy Industries Co., Ltd. The new containership is Seaspan's fifth delivery in 2011 and expands the Company's operating fleet to 60 vessels. The [Berlin Bridge](#) is on charter to Kawasaki Kisen Kaisha Ltd. ("K-Line") of Japan under a twelve-year, fixed-rate time charter with options to K-Line to extend the charter term up to an additional six years. The vessel is the fourth of five 4500 TEU sister ships and the sixth of a total of seven vessels to be chartered by Seaspan to K-Line.

Seaspan is a leading independent charter owner of containerships, which it charts primarily pursuant to long-term fixed-rate time charters to major container liner companies. Seaspan's contracted fleet of 69 containerships consists of 60 containerships in operation and 9 containerships scheduled for delivery through March 2012. Seaspan's operating fleet of 60 vessels has an average age of approximately five years and an average remaining charter period of approximately seven years. All of the 9 vessels to be delivered to Seaspan are already committed to fixed-rate time charters of 12 years in duration from delivery. Seaspan's customer base consists of eight of the world's largest liner companies, including A.P. Moller-Maersk A/S, China Shipping Container Lines (Asia) Co., Ltd., Compania Sud Americana de Vapores S.A., COSCO Container Lines Co., Ltd., Hapag-Lloyd USA, LLC, Kawasaki Kisen Kaisha Ltd., Mitsui O.S.K. Lines, Ltd., and United Arab Shipping Company (S.A.G.). **Source: Seaspan Corporation**



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Sister act for Yangfan

China's Yangfan Group has won capesize contracts from a sister company. HongXiang Shipping, the shipping arm of Beijing Jianlong Heavy Industry Group has gone to Yangfan's Qingdao yard for up to eight capesize bulkers. It has booked two firm 205,000 dwt newbuildings at Yangfan Group for delivery at the end 2012 and early 2013 at prices of just over \$50m a unit. **Source: Seatrade-Asia**

MORE FLOATING SYSTEMS FOR THE LNG INDUSTRY FROM FENDERCARE



Following on from recent successes in the supply of floating fendering systems for the Adriatic LNG and Golar Dubai FRSU, FenderCare is currently in the process of supplying pneumatic fendering to Saipem Spa, Milan for the Livorno FSRU. The main fenders in this operation are 4.5m dia x 9m long fitted with Aircraft Tyre High Protection nets. Won

against stiff international competition offering alternative pneumatic fenders of various origins, Saipem selected FenderCare on the basis of a strong commercial proposal for the supply of best-in-class genuine Yokohama fenders fitted with FenderCare's unique and market-leading design of maximum-protection chain and tyre nets. This, combined with the unrivalled support philosophy offered to its clients in the LNG industry via a worldwide network of bases and highly-skilled team of globe-trotting fender technicians, convinced Saipem Spa that FenderCare had the strongest through-life proposition on offer to them.



FenderCare's Sales and Marketing Manager Phil Shaw commented:

"As well as being the world's leading supplier of genuine Yokohama units, FenderCare is also the largest owner and operator of these fenders – using them on over 2500 offshore operations each year. Put very simply, as the market leader in 3rd party offshore Ship-to-Ship (STS) hydrocarbon & dry bulk transfer services we would not entrust our 23 years' worth of reputation, our client's vessels and cargoes, to any other brand of pneumatic fender." The in-house knowledge of their team of STS Superintendents allows Fendercare to provide both engineering and practical advice on the fendering systems from the outset of such projects – well in advance of any steel being cut, and so thereby ensuring that the outcome for the client is a safe, efficient and reliable fendering operation.

1990s plan to move ferry terminal resurrected

The Government wants to resurrect old plans to relocate the Picton Ferry Terminal to a remote bay in northern Marlborough. The proposed terminal means passengers and freight would arrive at and depart from Clifford Bay, but the more direct route across the strait could be less than plain sailing for Picton businesses.

The picturesque views through the Queen Charlotte sound are part of the attraction of the three-hour journey across Cook Strait by ferry, but passengers may have to wave goodbye to the landscape. The Government is proposing that a \$250 million ferry terminal be built around 50km south of Picton at Clifford Bay.

"If it stacks up economically and socially it could be very good for the whole of Marlborough and particularly for Christchurch, as it rebuilds post-earthquake," says Steven Joyce, Transport Minister. If the terminal is built the new route would take 30 minutes off the trip between the North and South Islands and would reduce the drive time to Christchurch by around 50 minutes. "Effectively, you're moving our three major cities closer together and that's always good from a transport perspective, for getting goods to market," says Mr Joyce.

The Government expects to know within three months if the proposal is viable, but whether established businesses in Picton which rely on transiting ferry passengers can also survive is being questioned. "Initially I think it would be hard for a lot of us because we have built up the infrastructure here over a long, long time to cope with the passing traffic," says Rob Burn, Backpackers Lodge owner. The idea of a ferry terminal at Clifford Bay isn't new. Resource consent was granted back in the late 1990s but the project was shelved. That consent has since lapsed. If another is granted, it's expected to take two-and-a-half years to transform the coastline. **Source : 3News NZ**



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NAMPORT AIMS FOR INTERNATIONAL STANDARDS

Namport, the Namibia Ports Authority, says that the past year has been a challenging one, made more so because it followed on the record results posted in 1999, at a time when the financial crisis was affecting world markets.

The report continues:

Global economic activity and world trade volumes declined by 12% in 2009, with Namibia experiencing a lag effect of this economic down-turn. Since 90% of the world's trade is carried by ship, the impact of the economic crisis on the shipping trade has been exceptionally severe. Any analysis of Namport's performance is therefore being prepared against this background.

Despite the current outlook of renewed optimism, few players in the industry are committing to sustained volumes. This reflects an environment that is still highly uncertain. Furthermore, the positive effect of China's demand for Africa's resources does not impact Namport directly, as uranium, Namibia's prime resource export, is moved in high-value, low volume containers. Resource-driven upturns therefore have a limited impact on the port's revenue.

The effects of the global economic crisis were manifested in the reduction of cross-border trade with Angola, which impacted heavily on Namport. Container volume figures were below those of previous years for seven straight months, and only saw an upturn in late 2010 as confidence returned to the industry. Global container volumes declined by 10% in 2009, yet Namport managed to limit this impact to a decline of 3.5% in container volumes. Had Namibia's zinc export from the Port of Lüderitz been containerised as in the past, this decline would have been further mitigated.

Namport attracted the French shipping line CMA CGM to its transshipment portfolio, in accordance with a trend in the industry of shipping lines consolidating their routes. The port's overall cargo volume declined marginally from 5.38 million tons to 5.25 million tons, the difference attributable directly to reduced volumes from Angola.

Cross-border volumes through the Walvis Bay Corridor routes experienced a mix of fortunes. Whilst the Angolan volumes were down by 25%, volumes to Zambia and the Democratic Republic of Congo (DRC) increased exponentially. Zambian volumes reached the enviable position where outgoing volumes matched incoming and ultimately, this situation will lead to lower transport costs.

Based on the above trends and other projections, Namport has entered a period of preparation for the coming years. This is evident in the new container terminal expansion, which has passed the Environmental Impact Assessment stages. The terminal will be completed in late 2013 and will cater for an additional 500,000 twenty-foot equivalent units (TEU's). Namport acquired six new Rubber Tyre Gantry (RTG's) from Kalmar and two new Liebherr Mobile Harbour Cranes. These significant purchases will enable the port to improve on efficiency at both the container and break-bulk berths. The equipment will also enable Namport to effectively utilise the existing space.

Namport has invested a great deal of time and money in training and staff development. The long overdue recruitment process, which is aimed at acquiring the needed expertise, has now taken precedence. This will develop a service offering that is of world-class standard and enable Namport to effectively compete with other ports in the SADC region. Source : ports.co.za

InlandLinks: the smart way to connect

Op dinsdag 10 mei, is InlandLinks: the smart way to connect, internationaal gelanceerd tijdens de vakbeurs 'Transport Logistic Munich' in München. Het project is een initiatief van het Havenbedrijf Rotterdam en wordt samen met de Vereniging van Inland Terminal Operators (VITO) uitgevoerd.

InlandLinks is het kwaliteitsmerk voor containerterminals in het achterland, gebaseerd op geobjectiveerde en vergelijkbare criteria. Hierdoor zijn alle deelnemers in de logistieke keten beter in staat algemene en specifieke voordelen te realiseren, zowel kwalitatief als kwantitatief. Het draagt tevens bij aan vergroting van het intermodaal vervoer per binnenvaart en trein van de zich in de komende 25 jaar verdrievoudigende containerstroom. Negentig procent van de Nederlandse achterlandterminals aangesloten bij de VITO, is inmiddels deelnemer. In een volgende fase wil het Havenbedrijf het concept uitbreiden naar Duitsland, in het bijzonder de Rijnterminals.

InlandLinks is hét kwaliteitsmerk van en platform voor containerterminals in het achterland en biedt, via www.inlandlinks.eu, inzicht in het totale intermodale dienstverleningspakket tot op terminalniveau. Dit is gestandaardiseerd, dus vergelijkbaar gemaakt, op basis van zes criteria:

- Aanbod van faciliteiten en diensten: onder andere afhandelingcondities, openingstijden, kranen en andere uitrusting, ligplaatsen, depotfuncties.
- Veiligheid en beveiliging: onder andere beleid, procedures, protocollen en fysieke faciliteiten.
- Bereikbaarheid en verbindingen met de Rotterdamse haven: frequentie en vaarschema's, vaarklasse/treinpaden, transittijden.
- ICT: dataverbindingen en integratie met Portbase.
- Douanefaciliteiten: douanestatus (AEO).
- Duurzaamheid en milieu: beleid en procedures.

De criteria zijn getoetst door Lloyd's Register en het kwaliteitsmerk toont per terminal de criteria in percentages. Hierdoor kan de klant een terminal selecteren die aansluit bij de voorzieningen die zijn producten en diensten vragen/vereisen. Voor hoogwaardige elektronica telt bijvoorbeeld veiligheid en beveiliging zwaar in verband met de verzekeringen.

Naast de scores op de zes criteria biedt de site ook algemene terminalinformatie zoals contactgegevens, eigendomsstructuur en ontwikkelingsperspectief.

Verdrievoudiging

Rotterdam verwacht de komende 25 jaar een verdrievoudiging van de containerstromen. Vanwege de groei van de wereldhandel, de gunstige geografische ligging en de toename van zeer grote containerschepen met een capaciteit van rond de 20.000 eenheden elk. Van de totale overslag van 30 miljoen TEU in 2035, wordt naar verwachting 12 miljoen aan- en afgevoerd met kleinere schepen van – en naar Europese havens. Zo'n 18 miljoen TEU komt en gaat via intermodaal transport van en naar het achterland. Voor deze stroom moet InlandLinks betere en meer duurzame verbindingen opleveren.

Dynamiek

Het concept is dynamisch; zo wordt bijvoorbeeld nu bekeken hoe bepaalde duurzaamheidsaspecten meetbaar gemaakt kunnen worden. De terminals worden jaarlijks herbeoordeeld, er worden verbeteringsvoorstellen gedaan en de voortgang wordt weergegeven. Ook kunnen de terminals een tussentijdse beoordeling aanvragen, zodat investeringen in de voorzieningen meteen zichtbaar zijn.

Stimulans en kansen

InlandLinks is basis en stimulans voor de verbetering van achterlandverbindingen en vergroting van de betrouwbaarheid. Het is daarnaast een stimulans en kans voor:

- Duurzame(re) inkoop (voordeel alle bedrijven).
- Versterking partnerschap met het wegvervoer (alle bedrijven).
- Logische integratie van achterlandterminals met de zeehavens met als voordelen:

- *Goedkopere opslag dan in de zeehaven (verladers, expediteurs, rederijen).
- *Bundelen/verdelen lading (expediteurs).
- *Uitvoeren operationele activiteiten, zoals douaneafhandeling (zeeterminals).
- *Meer productieruimte (zeeterminals).
- *Realisatie afspraken vergroting intermodaal vervoer Maasvlakte (zeeterminals Maasvlakte).
- *Bouw betrouwbaar en duurzaam netwerk (verladers).
- *Minder schuiven met lege containers (rederijen).

InlandLinks biedt de achterlandterminals:

- Schaalvoordelen van een groot samenwerkend netwerk.
- Objectieve beoordeling door een internationaal gerenommeerd bureau.
- (Inter)nationale marketing/promotie
- Ontwikkelingsmogelijkheden zoals gezamenlijk ontwikkelen van afhandelingprotocollen, voorzieningen op het gebied van ICT en duurzaamheid en aanvragen van subsidies.
- Transparantie en platform naar overheden en investeerders.

Grand Princess back in service after shedding Skywalkers

Still one of the world's largest cruise ships, Princess Cruises' **Grand Princess** is back in service with a new, somewhat sleeker, look. The ship sailed from Ft. Lauderdale, Fla., Friday, following a 24-day drydocking at Grand Bahamas Shipyard said to be the most extensive drydocking in Princess Cruises history. The operation included the removal of Skywalkers nightclub from the ship's stern and the complete demolition and rebuilding of the atrium to create a new Piazza.

Removal of the Skywalkers nightclub was in part undertaken as a fuel savings measure. "This drydock has been a monumental effort, and we're very proud of the teamwork by everyone involved to create this sparkling 'new' ship ready to start a season of Europe sailings," said Jan Swartz, Princess Cruises executive vice president. "We know our passengers will appreciate the updated decor, fresh new feel, and especially all the wonderful added features."

Source : MarineLog



The **ZEUS PALACE** seen in Civitavecchia – Photo : Rob de Visser ©

Mundra Port Q4 net jumps, sees 5-fold capacity rise

Mundra Port and Special Economic Zone reported a 74 percent jump in the March quarter net profit as revenue rose on higher cargo and container volumes, and also forecast a five-fold growth in its port handling capacity by 2013.

India's largest private port operator, headed by billionaire chairman Gautam Adani, reported a quarterly net profit of 3.35 billion rupees from 1.92 billion rupees. Revenue rose to 6.44 billion rupees from 4.28 billion rupees. The firm handled 14.26 MMT (million metric tonne) consolidated cargo this quarter, from 10.46 MMT a year ago. Its container volumes increased to 311,630 TEUs (twenty foot equivalent units) from 254,420 TEUs a year ago. The firm's standalone FY11 net profit rise 41 percent to 9.86 billion rupees.

Mundra Port, a unit of Adani Enterprises, had earlier this month agreed to buy Abbot Point Coal Terminal in Australia for \$2 billion in an all-cash deal to tap into growing coal traffic in the overseas markets. **Source : IndiaTimes**

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OLDIE – FROM THE SHOEBOX



Above seen the **SMIT LLOYD 117** departing from Mokpo in Korea with the **SMIT AMBON** loaded with a Evaporation Unit bound for Al Taweela (UAE) during 1998/99 ? **Photo : John Bruinsma ©**

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.... PHOTO OF THE DAY



Above seen Jack-Up barges **JB 115** and **JB 116 (Swift 10)** "parked" at the Keppel-Verolme yard in Rotterdam
Photo : Jack Up barges