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**The MCS ALIX seen in Ostend - Photo : WesleyVercruysse (c)**

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## EVERT STAAL

op 14 mei 2011 is overleden

Renkum, 22 april 1966

Brussel, 14 mei 2011

*Een man die de wereld heeft omarmd  
met een intensheid, blijmoedigheid en ernst  
die een ieder wist te vangen  
met zijn humor en warme lach  
heeft afscheid van ons genomen.*

Evert is overgebracht naar het rouwcentrum aan de Kamperdijklaan 6 te Heelsum, alwaar geen bezoek.

De afscheidsplechtigheid wordt gehouden in het crematorium 'Rijk van Nijmegen', Schoenaker 12 te Beuningen, op zaterdag 21 mei om 12.30 uur.

Na de plechtigheid is er gelegenheid tot condoleren en elkaar te ontmoeten in de ontvangkamer van het crematorium.

Correspondentieadres: Laakselaan 25, 7207 NA Zutphen

**\*\*\*\* EVERT, RUST ZACHT \*\*\*\***

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## EVENTS, INCIDENTS & OPERATIONS



The **MSC ANTARES** seen leaving the Berendrecht locks in Antwerp - Photo : Piet Sinke (c)

## Iranian aid ships turned back from Bahrain

Two ships carrying Iranian activists return to docks after facing "threats" from warships en route to Bahrain.

Two ships carrying 120 Iranian activists sailed for Bahrain on Monday in an act of solidarity with the island country's Shia majority population. The Iranian government ordered the two boats to return, while activists threw into the water letters they were carrying as "moral support" to Bahraini Shia, a journalist for Iran's English-language Press TV reported live aboard one of the vessels.

The ships turned back towards Iran at a halfway point after facing "the emergence of threats" from warships belonging to a coalition of Gulf states which have lent support to Bahrain in its crackdown on anti-government demonstrators, the Washington Post reported, citing an announcement on the activists' website.



Iranian authorities did not try to stop the ships' trip, the website said, according to the Washington Post. Mahdi Eghrarian, an organiser of the trip, earlier told the semi-official Fars news agency that the ships had embarked at the southwestern port of Dayyer.

A third of the activists were women, 10 were children, and nobody on board was armed, Eghrarian said. The group is carrying 5,000 letters which convey the Iranian people's "moral support", he said, for the Shia of Bahrain. "We've started moving towards international waters. We will carry on sailing towards Bahrain's borders as far as possible in order to be able to hand over letters and messages of the Iranian nation to the Bahraini nation," Eghrarian said according to Fars.

Last month, Iranian authorities stopped two boats carrying Iranian students from leaving the southern port city of Bushehr for Bahrain in a similar show of solidarity. Bahrain, a tiny island country in the Gulf, has a majority Shia population but is ruled by a Sunni king, who has cracked down on dissent since pro-democracy protests broke out in February. **Source: Agencies / Al Jazeera**



The **OLUF MAERSK** seen enroute Rotterdam – **Photo : Jan Oosterboer (c)**

## **EU watchdogs raid Maersk and other liner shippers**

European Union regulators raided several liner shipping companies on Tuesday, including Danish group A.P. Moller-Maersk, on suspicion of price fixing, the Commission and Maersk said. "The (European) Commission has reason to believe that the companies concerned may have violated the antitrust rules that prohibit cartels and restrictive business practices and/or abuse of a dominant market position," the EU executive said. The Commission, which can fine companies up to 10 percent of their global revenues for breaching EU rules, did not identify the companies raided. A.P. Moller-Maersk, which owns the world's biggest container shipping company Maersk Line, said its practices were in compliance with EU competition legislation and it would cooperate fully with the Commission to investigate the matter. "We can confirm that today the European Commission carried out an unannounced inspection in our offices," Christian Kledal, head of A.P. Moller-Maersk's legal department, said in a statement. The Commission's purpose was to ascertain whether there was evidence of any infringement of European competition law related to liner shipping, Kledal said. "The Commission has stated that it is interested in possible coordination of prices and/or liner transport capacity to and from the EU or the EEA," Kledal said. Maersk did not say which other liner shipping companies were under suspicion of cooperating with it.

"Furthermore, the EU Commission is investigating whether there is abuse of dominant position on the market," Kledal said. The Commission's probe covers the period from 2008, when liner shipping conferences were banned, to the present, Maersk's spokesman Michael Storgaard said. Liner shipping was earlier organised in groups called "liner conferences", which met to discuss market conditions, freight rates and other common concerns under a block exemption from European competition rules. But the European Union decided in 2006 to ban the practice as against competition rules and the ban took effect in 2008. Maersk's main European competitors in liner shipping are privately

held Switzerland-based Mediterranean Shipping Company (MSC), privately owned French group CMA CGM and German company Hapag-Lloyd, which is half-owned by TUI AG. Shares in A.P. Moller-Maersk fell 0.6 percent by 1214 GMT, underperforming a 0.4 percent fall in the Copenhagen bourse's blue chip index. The European Commission was not available for comment. **Source: Reuters**



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**Henk Hensen** (left) and **Karel Kaffa** (KST) seen during the **Tugnology conference** which was held Tuesday and Wednesday in The Hilton Hotel in Antwerp – **Photo : Piet Sinke ©**

## Danish Navy frees 16 Iranians from suspected Somali pirate ship

The **Esbern Share**, a Danish warship patrolling off the coast of Somalia, killed four suspected pirates and wounded 10 in a shootout Thursday. Sixteen Iranian hostages who were on board were freed, the Royal Navy said on its website. No one on board the Danish ship **Esbern Snare** was hurt, and the hostages were also not injured, CNN reported.

"When **Esbern Snare** tried to stop the mother ship with calls, the mother ship opened fire on **Esbern Snare**, which immediately returned fire," the statement said. After the firefight, the crew could see weapons being thrown overboard from the suspected mother ship, and "there were signs of the pirates surrendering," the statement said. The crew then took control of the ship.

The 10 injured pirates were being treated onboard the **Esbern Snare**, the Royal Navy said. The four suspected pirates who were killed were buried at sea "in accordance with NATO procedures with regards to Muslim traditions."

All the suspected pirates were being held onboard the **Esbern Snare** while Danish authorities looked into possible prosecution, the Navy said. **Source: edition.cnn.com**



The **ARKLOW RAMBLER** seen outbound from IJmuiden – **Photo : Marcel Coster ©**

## **Ocean carrier profits to fall - Alphaliner**

The financial performance of ocean carriers will deteriorate in the second quarter as falling freight rates and rising operating costs hit shipping companies' bottom lines, according to a new report from Alphaliner. Hopes for a rapid recovery in container shipping have "evaporated" with little sign freight rates will show any significant improvement before July, according to the container market analyst. "The momentum is moving against carriers this year, with freight rates still trending down, even as the traditionally strong summer season looms," Alphaliner said. The pessimistic report follows several negative financial reports from carriers. APL, Hanjin Shipping and Hapag-Lloyd all reported losses in the first quarter, and Maersk Line parent A.P. Moller-Maersk warned in reporting stronger first-quarter earnings that it expects a slimmer profit later in the year.

Carriers are warning about slot and container shortages but tightness has not materialized so far amid the addition of significant new ship capacity and on-going investment in new container equipment. Average operating margins of the five main carriers shrunk from 13 percent in the final three months of 2010 to -1 percent in the first quarter of 2011.

But this masks a wide variation in the operating margins among carriers — ranging from 7 percent for Maersk Line to -13 percent for CSAV in the first quarter.

Alphaliner said the varying performance among carriers could prolong the current downturn as concerted action to curb oversupply is delayed. Weak ship utilization rates are hampering efforts to raise freight rates, the analyst said. Rate hikes of \$200 to \$300 per 20-foot container which were scheduled for May have been postponed to June due to strong market resistance. **Source : PortNews**

## **EU antitrust inspection at OOCL UK office**

The European Commission and UK Office Fair Trading Office carried out inspection yesterday at the OOCL's UK-based office, the OOCL's press release said. The EU inspection purpose was to ascertain whether there is any evidence of infringement of European competition law related to OOCL's shipping transport services, OOCL said.

"We are in compliance with EU competition legislation and are cooperating fully with the Commission on the investigation," the ocean carrier statement said.

OOCL said it had developed and implemented its competition compliance program, "which includes the establishment of a corporate compliance committee, guidelines and mandatory training of employees to ensure our practices are in compliance with competition legislations including European competition legislation." **Source : PortNews**





Combined crew of [Willem Pot B.V.](#) and [Umoe Schat-Harding B.V.](#) re-hooking all lifeboats of Heerema`s "Hermod" with the [SeaCure LHR MK II hook system](#) at Dubai dry dock location.



## Grounded ship faces P42-M fine for damage to reef

Environment Secretary Ramon Paje said cargo tanker [MV Double Prosperity](#), which ran aground off Kiamba town, Sarangani, should pay fines that could reach up to P42 million for damaging Bakud Reef, a protected marine area.

The 224-meter long [MV Double Prosperity](#), loaded with 66,000 tons of coal, was sailing to India from Australia when it ran aground seven kilometers off Kiamba last May 8. "We estimate that the damage cost in Bakud Reef could run up to P42 million. But this amount is like giving a slap on the wrist on the ship's owners as the value in marine services that was lost as a consequence of the accident is invaluable," Paje said. Bakud Reef is within the 215,950-hectare Sarangani Bay Protected Seascape, a declared protected area by virtue of Presidential Proclamation No. 756.

The SBPS-PAMB is co-chaired by Sarangani Governor Miguel Dominguez and DENR-Region 12 Executive Director Alfredo Pascual and is set to convene on May 18 to assess the damage. **Source : Philippine Daily Inquirer**



The **LEONARD TIDE** seen operating in the South China Sea with the **DLB QP 2000-**  
**Photo : Capt. Jelle de Vries ©**

## **Filipino seafarer found dead on ship attacked by pirates**

A Filipino seafarer was found dead on a Marshall Island-flagged ship four days after it was attacked by pirates at a port in West Africa's Benin, the Department of Foreign Affairs said Tuesday. Heavily armed pirates on May 7 boarded chemical tanker **MT Sea King** while docked in Cotonou, the largest city in Benin. Christopher Cortez Ceprado, who was among the 15 Filipino crewmembers of the ship, was later found dead on May 11.

The pirates looted the vessel and even the personal effects of the crew were taken, the DFA said in a press release. Ceprado's death was confirmed by the vessel's local manning agency, the DFA said. No other crew members were reported hurt. His body was brought to a mortuary in Cotonou for autopsy, it said.

The DFA's Office of the Undersecretary for Migrant Workers' Affairs said it was closely coordinating with the manning agency on the repatriation of Ceprado's remains and for other benefits. At the same time, the DFA said it has instructed the Philippine Embassy in Abuja to coordinate with Benin authorities on the investigation of the incident.

**Source : INQUIRER**



The **COSCO YANTIAN** seen departing from Rotterdam – Europoort – **Photo : Piet Sinke ©**



## NAVY NEWS



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### Northern Fleet must pay for ecological damage

The Northern fleet is judged to pay environmental authorities in Arkhangelsk 2.8 million rubles for ecological damages. The arbitration court in Murmansk has complied with demands from the federal environmental watchdog Rosprirodnadzor in Arkhangelsk Oblast that the Northern Fleet should repay 2.8 million rubles (app €70.000) for negative impact on the nature, Severinform reports. The Northern Fleet has neglected to pay duties for negative impact on nature for more than two years. **Source : BarentsObserver**

### Navy to train for Scorpene subs

Two Indian naval crews will be going to France to train for operating the Scorpene killer submarines, six of which are being built at Mazagon Docks (MDL) in Mumbai under the Rs 23,562 crore programme called Project-75.

"The Indian crews will begin the training with the French navy after some months. We now hope to get the first Scorpene by August 2015. Each submarine will have just a 36-member crew since automation levels in them are very high," said an official. With India down to just 14 submarines now, the Navy is keen that the Scorpene project, which has been hit by a huge cost escalation and is running three years behind schedule, does not suffer any more slippages.

Both MDL as well as French collaborator DCNS, however, are confident that Project-75 is now fully on track. "The first Scorpene will be 'launched' into water in 2013, and will be ready for commissioning by August 2015 after extensive harbour and sea trials," said a top DCNS official.

"The target is to deliver the sixth submarine by 2018, one every nine months after the first one in 2015. The third and fourth submarines are already under construction at MDL," the official added.

Navy, on its part, is keeping its fingers crossed about the Scorpene project as well as its new programme called "Project-75 India". The government of course is yet to finalize P-75 I, under which six new stealth submarines equipped with both tubelaunched missiles for landattack capabilities as well as AIP (air-independent propulsion) are to be built with foreign collaboration for over Rs 50,000 crore.

Projections show the force will have only five of its existing 10 Russian Kiloclass and four German HDW submarines by 2020. Consequently, even with the six Scorpene, India will be far short of the at least 18 conventional submarines required to deter Pakistan and China, both of which are rapidly augmenting their underwater combat arms.

**Source : Times of India**

## SHIPYARD NEWS



Seen at Monday 16th May 2011 at [Niestern & Sander Delfzijl](#) occupied drydocks with Dutch owned vessels  
Photo : [Daniëlla Vermeer](#) ©

## Danish Company Takes Delivery of Austal's Largest Catamaran

Austal's largest catamaran built to date, the 113 metre "[Leonora Christina](#)", was recently handed over to her owners, marking completion of construction of the high speed vehicle-passenger ferry at Austal's Henderson shipyard.

"[Leonora Christina](#)" was constructed for Danish company Færøen (formerly Nordic Ferry Services) and is due to depart Austal's Henderson shipyard for Denmark this week, where it will be operated by Bornholmer Færøen, a subsidiary of Færøen. "[Leonora Christina](#)" will join the 86 metre Austal-built catamaran, "[Villum Clausen](#)", which has been transporting vehicles and passengers between Ronne on the Danish island of Bornholm and Ystad in south east Sweden since 2000.

Senior Captain Søren Schow, of Bornholmer Færøen, will command the 22 day voyage from Western Australia to Denmark along with a crew of 12, and has commented that he looks forward to "[Leonora Christina](#)" commencing operations in mid-June 2011. Having spent a significant amount of time at Austal during the construction of "[Leonora Christina](#)", I am confident that this vessel will perform well and exceed the expectations of the Bornholm public."

"After participating in recent sea trials, I am satisfied that "[Leonora Christina](#)" has fulfilled its speed requirements, while its proven seakeeping capabilities will ensure maximum passenger comfort throughout the 90 minute journey from Bornholm to Ystad," said Senior Captain Schow.

Austal Chief Executive Officer, Andrew Bellamy, congratulated employees at Austal's Henderson shipyard on the completion of "**Leonora Christina**", commenting that the vessel will soon be the pride of Bornholmer Færge's fleet.



Austal was awarded the contract to build "**Leonora Christina**" in April 2009, following a competitive international tender process which saw Austal utilise its in-house design team and experience to develop a highly customised vessel design that met all of Færge's requirements for the route. "**Leonora Christina**" has also been built to comply with stringent Danish regulations, covering environmental noise, wave-wash and exhaust emissions, as well as ergonomic working arrangements for the crew and strict fire and safety standards.

Austal's proven design experience enabled the 113m "**Leonora Christina**" to be customised to fit Bornholmer Færge's existing high speed ferry berths, which it will share with the smaller "**Villum Clausen**". This resulted in significant savings for the operator, as only minimal modifications were needed to be made to the ports of Ronne and Ystad.

"**Leonora Christina**" maintains the tradition for high standard ferry services offered by Scandinavian operators in general and Bornholmer Færge in particular, not only in terms of performance, but also with regard to safety, comfort and quality of finish.

Seating for the vessel's 1,400 passengers is spread over the upper and bridge decks. Ample room and luxury fittings are evident throughout the vessel's refined, high quality interior, which reflects contemporary Scandinavian design aesthetics. Natural lighting and timber finishing deliver a feeling of light and space throughout the vessel, with large skylights located in the vessel's atrium completing the look.

High levels of passenger comfort are ensured with a range of fixed and adjustable Beurteaux seating throughout the vessel in a variety of complementary colours. The main passenger facilities on board "**Leonora Christina**" are located on the upper deck, which is split into several distinctive lounge areas along its length, each featuring its own style of seating, colour scheme and facilities as well as extensive use of glass to ensure a sea view for all. LCD TV screens are located throughout all passenger areas, with a screen visible from every seat in the interior of the vessel.

Bornholmer Færge is particularly renowned for its high quality food and beverage service, and the facilities on "**Leonora Christina**" will assist the crew to exceed expectations not only in food quality but efficiency of delivery. The large galley features ergonomically adjustable bench heights and extensive food storage and preparation services, along with a raft of features to enable rapid replenishment during the vessel's short time in port.

The design and layout of the food servery is unique to Bornholmer Færge, with Austal's design team working to ensure maximum efficiency and flow of people through food service areas. Adjacent to the servery is the shop, which features the same high quality finishes found throughout the vessel. Tables and chairs border both sides of the servery, allowing passengers to enjoy their meals whilst taking in the panoramic ocean views. A separate bar and café facility towards the bow of the vessel is also available to serve drinks and snacks throughout the duration of the voyage.

A must on every ferry is a children's play area and "**Leonora Christina**" is no exception. Located in the upper passenger deck near the atrium, the playroom is one of the brightest areas of the vessel and features a 42 inch flat screen TV with DVD and surround sound capabilities. "**Leonora Christina**" has also been designed to allow maximum



wheelchair accessibility, with two lifts allowing disabled access from the vehicle to the passenger decks, together with designated wheelchair seating locations in the forward lounge in close proximity to the cafe. The vessel's wheelhouse contains ergonomically designed navigation and control stations for the Captain and Navigator as well as a fully integrated monitoring and control system featuring Austal's Marine Link system which provides the Ship's Engineers with the ability to monitor and control the vessels safety, propulsion, generating and other operationally critical systems. The wheelhouse extends across the full width of the vessel and provides the crew with maximum visibility, while fully equipped bridge wings on both the port and starboard sides enable safe docking of the vessel in the confined ports of Ronne and Ystad, especially in winter fog, snow and other adverse conditions. A fully equipped crew mess, and multiple crew storage areas add to the comfort and functionality of the vessel.

The vessel's three vehicle decks offer a total capacity of 300 truck lane metres, or a maximum of 357 cars, which are accessible via both bow and stern ramps, ensuring efficient 'drive through' loading and unloading of the vessel, thereby keeping turnaround times to a minimum. The fitting of hoistable vehicle decks provides Bornholmer Færger with the flexibility to carry a mix of cars and freight. Lightweight structural fire protection, zoned sprinkler systems and hydrants ensures optimal fire safety during vehicle transport.

With the ability to operate at speeds of up to 40 knots, "**Leonora Christina**" is powered by four MAN 20V28/33D engines, each capable of producing a maximum continuous output of 9100 kW and driving Rolls Royce KaMeWa 125 SIII waterjets.

## **CSCSC Huangpu delivers four surveillance ships ahead of schedule**

CSCSC Huangpu Shipbuilding completed the fourth 1,000-ton Type II surveillance ship, nine months ahead of schedule, Bairdmaritime reports. Ship specification: length overall - 77.7 m, breadth - 10.2 m, DWT 1,350 ton, maximum speed - 20 knots, cruising range - 5,000 nm. The vessel is equipped with advanced satellite communications and navigation equipment. With two engines and an adjustable variable pitch propeller, the ship reportedly runs at high speeds with good mobility.



**Fairmount Glacier** and **Volvox Olympia** all Dutch Flagged under repairs and dry-docking at **Elgin Brown & Hamer** Durban South Africa. **Photo : Willem Kruk ©**

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The **SEA CLOUD** seen enroute Amsterdam for her maiden call – Photo : H. Blomvliet (c)

## Gov't urged to decongest Manila ports by diverting to Batangas

The Export Development Council (EDC) has asked the government to decongest the Manila ports by diverting the loading and unloading of international cargoes to the Batangas Port for goods that are coming from and bound for Southern Luzon. EDC said the Subic Freeport should also be made the pick-up and unloading points for shipments to and from Central and Northern Luzon.

The EDC transportation committee made this pitch as it sought for government intervention in solving the critical congestion of the country's primary seaport while recently modernized ports nearby remain underused. EDC transportation committee Chairman Meneleo Carlos pointed out that with the signing of an executive order, President Aquino can ease the congestion of the Manila Port of at least one fifth of an average 6,000 truckloads entering the metropolis every day.

After its modernization was completed in 2006, the Batangas Port can now accommodate between 1,200 and 1,600 container trucks a day, the presentation pointed out. After its modernization, the southern Luzon port has gained a capacity of 400,000 TEUs (20-foot equivalent units) a year. The Batangas and Subic ports were modernized with a foreign loan to the tune of US\$ 240 million, but both ports are moving goods at below one tenth of their handling capacities. More than half of all international cargoes passing through the Manila Port comes from the CALABARZON region, specifically its over 1,000 Philippine Export Zone Authority (PEZA) locators housed in 42 industrial zones. It has become the fastest growing region in the country accounting for one-fifth of the total value of goods made in the country a year.

Carlos argued that international shipping lines continue to patronize the Manila Port simply because it carries the significant cargo traffic. Without direct orders from Malacañang and more specific instructions from agencies involved in international trade, the situation will not be remedied. The timing for such a strategic decision is just right as the support road networks in southern and central Luzon have been set in place which include the extension of the south superhighway right to the doorsteps of the Batangas Port and the Subic-Clark-Tarlac Superhighway that opens up speedy transportation in Central Luzon, Carlos added. **Source: Manila Bulletin**



The **ORION II** seen outbound from Willemstad – Curacao

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

## Coast Guard reopens Mississippi shipping lane



The US Coast Guard said it has reopened a shipping lane in the Mississippi River near Natchez, Mississippi, one day after shutting the key US waterway due to flooding. However, the Coast Guard is still limiting traffic on the river near Natchez on Tuesday as a measure to protect ships, levees and other flood control structures.

Only one tow vessel hauling barges up or down the river will be allowed to pass through a 15-mile stretch of the Mississippi near Natchez while water levels continue to rise near record highs, the Coast Guard said. The closure had halted cargo vessels on the nation's busiest waterway, blocking vessels heading toward the Gulf of Mexico and others trying to return north after dropping off their freight.

Heavy flooding from Mississippi tributaries has displaced more than 4,000 in the state, about half of them upstream from Natchez in the Vicksburg area. Port officials said the interruption could cost the US economy hundreds of millions of dollars per day. Economic pain from the flooding could be felt far from the South because of the river closure. During the spring, the Mississippi is a highway for towboats pushing barges laden with corn, soybeans and other crops brought down from the Ohio, Missouri and Mississippi river systems.

Farm products come down the river to a port near New Orleans to be loaded onto massive grain carriers for export.

At least 10 freight terminals along the lower Mississippi River between Baton Rouge and New Orleans have suspended operations because of the high water, said Roy Gonzalez, acting president of the Gulf States Maritime Association. In many cases, their docks are already at water level or going under, he said. Vessels scheduled to use the terminals will either have to wait out the high water or divert to other terminals or ports. Additional costs for delaying any one vessel routinely run \$20,000 to \$40,000 per day, port officials say. **Source : Al Jazeera**



The **SOLVIKEN** seen departing from the MOT (2) in Rotterdam-Europoort – **Photo : Piet Sinke (c)**

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## Trico Supply Group completes restructure

Trico Marine Services has successfully completed the out-of-court restructuring of subsidiary Trico Supply Group, which includes Trico Supply, Trico Shipping, DeepOcean, CTC Marine Projects and other subsidiaries, Bairdmaritime reports.

In the out-of-court restructuring, US\$399,500,000, or 99.88 percent, of Trico Shipping's senior secured notes due 2014, the Trico Supply Group's working capital facility debt and intercompany claims and interests held by Trico Marine entities, will be equitised and the holders will proportionately share all the common stock of DeepOcean Group, a new Norwegian private limited company.

DeepOcean Holding and its subsidiaries, including Trico Supply, Trico Shipping, DeepOcean, CTC and other subsidiaries, will no longer be subsidiaries of Trico Marine. The DeepOcean Group has commenced independent operations and will continue to operate these businesses in the normal course. "We are pleased to have completed the out-of-court restructuring of DeepOcean Group," said Richard A Bachmann, Trico Marine's Chairman of the Board of Directors, President and Chief Executive Officer. "Through this process and the separation of DeepOcean Group, we have significantly reduced DeepOcean Group's total debt outstanding and improved its liquidity position. Furthermore, the out-of-court restructuring delivers value to the company's bankruptcy estate."

The out-of-court restructuring of DeepOcean Group does not otherwise alter the company's pending bankruptcy proceeding before the United States Bankruptcy Court.



The **ASUKA II** visited the port of Amsterdam – **Photo : Joop Marechal (c)**

## **Aberdeen Harbour completes £4 million commercial quay refurbishment and welcomes arrival of new workboat**

Aberdeen Harbour Board has announced the completion of a £4 million refurbishment project at Commercial Quay East while welcoming the arrival of a new £1 million workboat.

The reconstruction work at Commercial Quay East began in January 2010, with main contractor, McLaughlin and Harvey Ltd working alongside Glasgow-based consultant engineering firm Jacobs', to undertake a varied programme of works.

The project, part of Aberdeen Harbour Board's £65 million development plan, included refurbishing the quay's existing, 170-metre-long wall, before installing replacement shipping water points, rainwater drainage system and ducts for possible future services. The quay is now fit for purpose for the demands of today's cargo handling equipment and cargoes. It has since been deepened to 7.5 metres. This will allow the port a greater degree of flexibility and enable the harbour to support larger projects including land based and offshore renewable energy.

Aberdeen's Harbour's continued investment was also demonstrated with the recent arrival of a new, 14-metre-long workboat, **Sea Herald**.

Designed by Macduff Ship Design and built by Macduff Shipyards, it is equipped with a range of features, including a multi-beam hydrographic survey suite, deck crane, twin 350hp engines giving a speed of 9.6 knots and bollard pull of 9.5t, which will enable it to undertake a variety of tasks; from debris removal and bed levelling work to hydrographic surveys and occasional pilot duties.



Engineering director, Ken Reilly, said: "As part of our development strategy, the refurbishment of Commercial Quay East is just one part of the larger vision we have for Aberdeen Harbour in maintaining the high level of service we currently provide for our customers.

"The harbour is an integral part of the North-east's infrastructure and continued investment, whether it be for the refurbishment of facilities or the provision of new vessels such as the workboat, will cement our reputation as being the centre of activity for the energy industry's marine operations in North-west Europe."

Ray Shaw, operations director and harbour master at Aberdeen Harbour, added: "It is important for us to continue to provide the best service and facilities for our customers. The new vessel will make an important contribution to harbour activities and demonstrates our commitment to ensuring Aberdeen Harbour remains one of the UK's busiest and most efficient ports."



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## Smaller ports gain from short sea shift

Although in the main, ports tend to be reactive to supply chain and eco-initiatives like short sea shipping are traditionally based on demand. However, a group of small Californian ports have reversed this pattern. Bill Lewicki of the Port of Stockton explains that loaded containers carrying lucrative cargo move at a snail's pace along Interstate 580 – one of the US' most congested roads – and pass hundreds of thousands of empty boxes on the return trip to Oakland. It wasn't just the appalling burden on the air quality: a recent study showed that by 2020 the main north-south corridor between Sacramento and Stockton may be almost at a standstill with trucks making up a quarter of this traffic. The solution is, says Mr Lewicki, coastal transportation combined with a satellite container terminal close to the intermodal facilities. Mr Lewicki estimates this could eliminate more than a million truck trips from California's roads every year. The scheme is clever because it responds to particular, local pressures. "Here we have weight restrictions



on the roads of 80,000lbs. Once you have taken into consideration the chassis and so on this only leaves room for 50,000lbs of cargo – with the result that boxes travel half full,” says Mr Lewicki. “What this system allows is the stripping and re-packing of the boxes which on average reduces shipment volumes by a fifth – or gains shippers an extra 200 boxes of product per thousand.” Further, it works to keep boxes full both directions as the empties are used by agricultural facilities in the Central Californian Valley, giving producers a helping hand with their exports. Mr Lewicki thinks it could help with the port’s profile. “Since the Port of Oakland sits in middle of the west coast, it is competing with the likes of LA and Long Beach. However, this service will give Oakland a viable reason to be a first-drop port.” And eventually, he sees other ports joining the service: “We are starting slowly, but we know a lot of people will be watching to see how we do; we have a number of smaller ports nearby so this kind of service could expand, taking in operations like San Francisco, Richmond and Sacramento – and maybe eventually adding deepwater operations.” Adani Logistics is already moving Suzuki cars from a plant in Maruti to Kochi using a coastal shipping service, but there may be more use of short sea as India’s recent budget has given coastal ro-ro, and incidentally the intermediate and minor ports, a helping hand. Trucks will now often find it cheaper to take the longer sections of a journey by ro-ro, finishing of the last leg by road. One benefit is that cargo will not be subject to the usual interstate tolls and hold ups, and taking out the driver’s stops this might actually make it faster. It looks such a good option that some logistics operators are already in the process planning an entry into short sea. Further, it’s useful for India’s numerous smaller facilities, as the major ports put most goods through the same processes as international cargo and they don’t tend to have dedicated short sea berthing. **Source: Port Strategy**



10th May - the tug **Taucher O. Wulf 5** towing the newbuild **Abis Bremen** from Szczecin to Harlingen. She was assisted on the stern by **Taucher O. Wulf 8**.

**Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) (c)**

## **Port of Tauranga boosts container services**

Port of Tauranga, the country's biggest export hub, says it expects to service an extra 130 vessels per year after three international shipping lines announced they were expanding their container services to include the port. The shares were unchanged at a record high. Singapore- based Pacific International Lines has included the port on its Pacific shipping route, which calls in on Melbourne, Sydney, and now Tauranga, before heading back to Brisbane, Taiwan and China.

The service begins in July. Mediterranean Shipping Company has included the Tauranga port to its Noumea service as of June, which will sail between Australia, New Zealand and the capital of New Caledonia. The two additions follow news earlier in the week that Maersk Line, the world's biggest shipping line, will be expanding its NZ1 service from August to include Tauranga on its international rotation to Port Kelang and Tanjung Pelepas in Malaysia. The weekly service will replace the smaller Pacific Island service that currently calls at Tauranga on a fortnightly basis. Port of

Tauranga shares were unchanged today \$8.90, the record high reached yesterday, and have gained 18 per cent so far this year. **Source : NZHerald**



11th May - the tug **Union Diamond** passing Rendsburg Southbound towing a loaded barge from Lubmin to Barrow in Furness. **Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk)**

## Seoul shares rise as automakers, shipyards gain

Seoul shares rose on Wednesday after four sessions of falls, lifted by advances in automakers and shipbuilders, but gains were capped by ongoing Europe debt worries and disappointing U.S. economic data, Reuters reports. The Korea Composite Stock Price Index was up 1.12 percent at 2,125.93 points as of 0141 GMT. "The market is making a solid rebound following its recent losses, and is seen regaining firm support at 2,100 points," said Kim Seung-han, a market analyst at HI Investment & Securities, referring to the KOSPI's 50-day moving average. Foreign investors however remained net sellers of stocks into a fifth consecutive session, offloading 75 billion won (\$68.9 million) worth.

"We are seeing continued profit taking, mainly by speculative funds that entered the market en masse in April," said Lawrence Kim, a market analyst at Woori Investment & Securities. Foreign investors were net buyers of 3 trillion won worth of stocks in April, Korea Exchange data showed. "This is not a broader, longer-term foreign selloff. Longer-term overseas funds are staying," Kim added. Nuclear power related issues rose after local media reports President Lee Myung-bak had reiterated the national interest in nuclear power development during a visit to the Korea Institute of Nuclear Safety. Shares in KEPCO Engineering & Construction, a nuclear power plant designer, and KEPCO Plant Service & Engineering, which maintains and operates nuclear facilities, both climbed 1 percent. Woori Finance Holdings climbed 1.5 percent amid market talk Shinhan Financial Group may bid for the firm after the government said on Tuesday it would resume the sale of its 57 percent stake in Woori, five months after an earlier auction failed due to a lack of interest. "Talk (of Shinhan's interest) is in the market, but I can't think of a reason it would pursue Woori," said Koo Kyung-hoe, an analyst at Hyundai Securities. Woori shares fell on Tuesday on the concerns about a lack of bidders for the group. Automakers posted a strong recovery from recent declines, with Hyundai Motor advancing 3.8 percent and Kia Motors climbing 3.6 percent. Gains in shipbuilders also gave market support. Shares in Hyundai Heavy Industries jumped 5.3 percent and Daewoo Shipbuilding & Marine Engineering rose 4 percent. **Source : PortNews**



The new LNG terminal seen in the middle of the photo with on the left the Maasvlakte Oil terminal

Please see **Fred Vloo's** impression of the MOT – Fase 3 tank building project at

<http://www.youtube.com/watch?v=MN92xJLj08>





## Mitsui to start China-India service

Mitsui O.S.K. Lines (MOL), one of the largest shipping and multimodal transport companies, has decided to open a new direct service between China and Nhava Sheva in India. The direct service, basically a container service with three dedicated 2,000 TEU (twenty-foot equivalent units) vessels, is set to become operational from May 19 and it forms part of MOL's plans to double its market share in India from 4 per cent to 8 per cent in a year. The service would provide direct link between the two countries as also ease access to the U.S. and European markets since it was planned via Singapore. MOL, with operating fleet of 900 vessels that is expected to grow by another 50 this year, is 'excited' about opportunities in India which was witnessing a higher growth levels compared to China where the transition to high value goods was resulting in migration of low technology and labour-intensive enterprises, MOL Vice-Chairman Masakazu Yakushiji said. Mr. Yakushiji was here on Tuesday to inaugurate the company's new and biggest information processing centre with a seating capacity of close to 450 and could be scaled up to 650. "India plays a key role in our information processing business and the Hyderabad centre will be the largest centre for meeting the requirements," he said. He said MOL had no plans to invest in shipyards in the country, but the company would focus on iron ore mining in Orissa and other places as it involved export opportunities. In addition, MOL was targeting automobile export as several Japanese companies like Nissan, Toyota and others had set up their plants here. "Being a Japanese company, we have the natural advantage in this direction," he said.

He said Japan was on the recovery path since the devastating earthquake and tsunami and it would not take long before the country returns to its position. **Source : The Hindu**



The **Swiber Else-Marie** during DP trials last week near the Ormonde Wind Park at Barrow UK.

**Photo : Rene van der Lugt (c)**

## Kuala Lumpur next stop on Fifth Ring global expansion journey

Multi-award winning agency, Fifth Ring Integrated Corporate Communications has taken the first steps of a strategic expansion into Asia with the opening of its debut Malaysian office in Kuala Lumpur.

Celebrating its 20th anniversary this year, Fifth Ring's latest expansion highlights the increasing development opportunities across its key market sectors of energy, construction, property and financial services. It will be taking its integrated communications offering, which strategically combines business positioning, public relations, advertising, design & production and digital media & marketing, to the Malaysian market.

Group managing director, Clif Collier, believes that the expansion will not only open up new opportunities for Fifth Ring, but will also provide added value to its current clients. He said: "Our Dubai and Abu Dhabi offices have found over recent years that they have increasingly become a bridge into the Far East and with offices already in the major energy capitals of the world, including Houston and Aberdeen, the decision to have an office and full time team based there was the next logical step for us.

"Our areas of specialism: oil and gas, construction, the property industry and financial services, very much reflect the growth areas within the Malaysian market."

Ian Ord, Fifth Ring's business development director, said: "This exciting new venture will enable us to use our Kuala Lumpur office as the hub from which to conduct our business across both Malaysia and wider Asia. A local presence is a prerequisite in order to succeed, and we are confident that this expansion will lead to attractive opportunities for Fifth Ring, not only in procuring new business, but also in presenting new opportunities to our existing client base.

"The move demonstrates our active approach to fully internationalise Fifth Ring – a vision we set out in 2004 - by securing offices across the energy centres of the world. We constantly seek to raise the bar to an entirely new level."

Fifth Ring's new office is located in the heart of the city's Golden Triangle and is led by senior communications consultant, Abi Firth, who is permanently based in Kuala Lumpur. Several of the company's experts have been supporting her on the ground, with senior business positioning consultant, Jayne Craib, seconded on a long-term contract to the office in Kuala Lumpur, and the team are at final stage discussions with a number of companies.

The team will be recruiting locally across all areas of the company in Kuala Lumpur in order to facilitate the growth of the business and develop the local delivery team on the ground. With support from its UK, North America and Middle East teams, Fifth Ring has set high but realistic targets for its new regional office.

Collier added: "This is the latest step, but by no means the last, in fulfilling our vision of being the leading business to business specialists, with particular focus on energy, in the world. "



Russian owned AHTS vessel **Ems** heading up the Tyne for A&P, Hebburn yards West Quay

Photo : Kevin Blair ©

## Xiamen Port's cargo traffic expected to hit 200m tons by 2015

Cargo traffic at the Port of Xiamen is expected to hit 200 million tons by 2015, including about 10 million TEUs (1 TEU = approx. 20ft), China Daily reports. The port is the first one in the West Taiwan Straits Economic Zone to register an annual cargo volume in excess of 100 million tons. Last year, the port ranked seventh nationwide and 18th worldwide in terms of container throughput. **Source : PortNews**



The 2008 built, 5400 t, Turkish registered, " [Mehmet Ali Koymen](#) " seen arriving at Grand Harbour, Valletta, Malta, on the 16-05-2011 **Photo : Gejtu Spiteri ©**

## Loodsen waarschuwen voor ramp Westerschelde



The [ERRIA IDA](#) seen outbound from Antwerp at the Schelde River last Wednesday – **Photo : Piet Sinke ©**

De Belgische scheepsloodsen luiden de noodklok over het groeiende aantal cruiseschepen op de Westerschelde. Die zorgen volgens hen voor gevaarlijke toestanden. „Het is een kwestie van tijd voor een oceaanreus zo'n klein laag schip



raakt en er mogelijk honderden slachtoffers vallen", zeggen de loodsen woensdag in de Vlaamse krant Het Nieuwsblad.

Steeds meer cruiseschepen varen richting Gent en Antwerpen. Er komen dit jaar zo'n 185 schepen, vooral uit Duitsland. Meer dan twee keer zoveel als de 73 van 2005. Sven Deridder, voorzitter van de Belgische Beroepsvereniging van Loodsen, vreest een botsing met bijvoorbeeld een tanker: „Dagelijks komen meer dan zeventig grote schepen van 10.000 ton voorbij op de Westerschelde. En tussen die gevaartes zie je almaar vaker de lage toeristenboten van amper 200 à 300 ton. Worden ze aangevaren door een tanker, dan is dat alsof je met een vrachtwagen over een luciferdoosje rijdt. Het zou een drama zijn. Op die schepen zitten tweehonderd passagiers. Hun kajuiten liggen vaak onder de waterlijn. Alle hulp zou te laat komen."

De loodsen willen daarom dat cruiseschepen ook verplicht loodsen meenemen. Nu zijn loodsen alleen op zeeschepen verplicht. „En neen, ik hou dit pleidooi niet om ons beroep te promoten, verre van. Wij zijn ambtenaren. Commerciële doeleinden heeft onze dienst niet. Het gaat hier puur om de veiligheid", aldus Deridder. Vlaams minister van Mobiliteit Crevits (CD&V), is voorstander van het voorstel.



Tugboat **IKAR** and **HEBO-CAT 7** passed Helsingborg / Helsingør May 16<sup>th</sup> They are on the way to Harlingen.

Photo : Per Körnefeldt ©

## BOEKBESPREKING

Door : Frank NEYTS

### "Merchant Shipping. 50 years in photographs".

Bij The History Press verscheen een interessant boekje onder de titel "**Merchant Shipping. 50 years in photographs**", samengesteld door David Hucknall.

Over een periode van zo'n veertig jaar heeft de scheepvaart een onvoorstelbare transformatie ondergaan. Tot begin van de zestiger jaren werd de scheepvaart gedomineerd door schepen van gevestigde rederijen die werden ingezet op regelmatige lijndiensten met aangekondigde vaarschema's. In de 'sixties' startte de container zijn opmars, met een ware revolutie in de transportsector als gevolg. Hierdoor kwamen tal van moderne, snelle vrachtschepen werkloos aan de kant te liggen. Niet alleen moesten gracieuse schepen plaats maken voor 'dozen' (boxships), ook het havenbeeld onderging een ware gedaanteverandering. Door de toenemende afmetingen van de schepen werden heel wat 'oude' dokken uitgerangeerd. David Hucknall wist deze evolutie aan de hand van prachtige foto's vast te leggen. De belangrijkste rederijen komen in het boek aan bod. De opgenomen foto's werden niet alleen in het Verenigd Koninkrijk en Europa genomen, maar ook in verre havens tot in Afrika en Japan.

**Een aanrader voor iedere shiplover !**

"**Merchant Shipping. 50 years in photographs**" (ISBN 978-0-7524-5623-2) telt 159 pagina's. Het boekje werd als softback uitgegeven en kost £16.99. Bestellen kan via de boekhandel, of rechtstreeks bij de uitgeverij The History Press, The Mill, Brimscombe Port, Stroud, Gloucestershire, GL5 2QG, UK. Tel. +44.1453.883300, Fax +44.1453.883233, e-mail : [direct.enquiries@marston.co.uk](mailto:direct.enquiries@marston.co.uk)

## .... PHOTO OF THE DAY ....



The **GSP BIG FOOT 1** seen installing an 160 km underwater pipeline in Tuapse / Russia

Photo : Neagu Nicolae Daniel (c)

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