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Seen in Honfleur on May 14th the SILVER EXPLORER (ex PRINCE ALBERT II)

Photo : philippe.p.brebant@sfr.fr ©

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EVENTS, INCIDENTS & OPERATIONS



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The **ZIM ANTWERP** on her first voyage to Antwerp. She opened the new AEX 2 service from ZIM, Evergreen and China Shipping between the Far East and Europe. - **Photo : Adri de Schipper ©**

Hijacked Algerian ship crew alive but exhausted

The crew of an Algerian flagged cargo ship that was seized by pirates earlier this year is sound and healthy but exhausted from filthy living conditions, a spokesman for their families said Monday. The hostages "telephoned their families. They said they were exhausted. They are kept on the gangway of their ship. The water (being fed) is dirty, the food rancid," said Abdelkader Achour, whose brother is among the 27 captives. "We ask the Algerian authorities to intervene to speed up their release," he added. The Blida bulk carrier was seized around 150 nautical miles southeast of the Omani port of Salalah on January 1 as it was heading for Dar es Salaam, Tanzania. The kidnapped crew includes Algerians and Ukrainians.

Although the pirates are unidentified, they are widely believed to be Somali pirates. Pirates captured around 1,200 seamen last year mainly in the Indian Ocean, according to the International Maritime Bureau (IMB). Algerian Foreign

Minister Mourad Medelci on Sunday urged for all hostages in Somalia to be freed. "We seize this opportunity to launch a solemn call so that all hostages, including Algerians, who have been detained since the beginning of this year, be freed, in the hope that they can quickly rejoin their families," he said. He added that Algiers continued to follow the situation closely and was in regular contact with the ship-owner, which has been negotiating its crew's release, although talks have yet to bear fruit. Justice Minister Tayeb Belaiz said in January that Algeria will not pay ransom, saying it encourages criminals and finances terrorism. **Source: AFP**



The **GENTLE LEADER** seen enroute Antwerp – **Photo : Walter Beckers ©**

Netanyahu: We never let ships dock in Iran

Prime Minister Benjamin Netanyahu today told the Knesset Defense and Foreign Affairs Committee that the Prime Minister's Office never approved any Israeli ship to dock or unload cargo in Iran, including ships owned by the shipping company owned by the Ofer family. Responding to a question by MK Ophir Akonis (Likud), Netanyahu said, "Israel has a very clear policy about Iran, which is not to maintain ties of any kind with it." Akonis then asked if the Prime Minister's Office knew of the Ofer family's Irangate. Netanyahu replied that he learned of the case in the media, and that he checked to ensure that no approval had ever been granted. Israel's National Security Council requires any company selling oil tankers to verify the identity of the buyer and whether it has any ties with Iran. It also forbids trading in equipment that could help Iran's nuclear program. Israeli law defines Iran as a hostile state, and therefore bans any commercial ties with it. **Source: Globes**



The **FLINTER AMERICA** seen approaching the IJmuiden locks enroute Antwerp – **Photo : H.Blomvliet ©**

RMS pushing to raise awareness of piracy

PR and design agency RMS has secured the support of 22 international shipping organisations for a campaign which is raising awareness of the human and economic cost of piracy. RMS has secured global coverage highlighting the issue of Somali piracy including Time magazine, Radio 4, Newsweek and the Wall Street Journal, since starting to work on the saveourseafarers.com account in March.

Major shipping organisations, including ASF (Asian Shipowners' Forum), IMB (International Maritime Bureau), IMO (International Maritime Organization), have also pledged support. Ruth Shearn, MD of RMS, said: "We're delighted to work on a political campaign that is reaching a global audience, will change political history and seafarers' lives forever. It's wonderful to see the world's shipping industry, made up of 147 countries, united in support of our campaign." **Source: Men Media**



15 Myanmar seamen to replace crew of stranded ship

Fifteen Myanmar seamen will replace the crew of MV **Banga Biraj** who have been stranded on board the detained vessel for more than a year off Northport here. HRC Shipping general manager Capt Shajahan Siraj said the company was getting Myanmar seamen as the recruitment of Bangladeshi sailors was proving "inconvenient". "A lot of them have heard of the current condition of the ship and they do not want to serve on the container vessel," said Shajahan in a telephone interview from Dhaka.

"The Myanmar nationals will replace the long-serving crew of **Banga Biraj** before Friday," he added. He said they were in the midst of submitting the papers for the foreign sailors to the Shipping Ministry in Bangladesh. Capt Shajahan said they were confident of repatriating all the crewmen by the deadline set by Suhakam, which warned that it would take legal action if it failed to do so.

"The Myanmar seamen are being signed on a six-month contract and they will be replaced by the end of the contract," he said. Meanwhile, the Daily Star newspaper in Bangladesh reported that the 30-year-old **Banga Biraj** had faced various troubles over the past decade. On July 9, 2003, seven armed robbers attacked the ship, held the deck crew hostage and fled with valuables from its storeroom.

In October the same year, **Banga Biraj** was involved in a head-on collision with MV **Eagle Strength** and both vessels crashed into 18 navy vessels at Chittagong port. On Aug 1, 2007, a mobile court fined three officials of **Banga Biraj** for discharging oil sludge in the Chittagong port channel. **Source : The Star**

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The **GIOVANNI DP** seen outbound from Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

'Shipping recovery not before 2013'

Recovery of the shipping market is unlikely before 2013, says the latest industry outlook released by ICRA, an associate of Moody's Investors Service. The report also adds that credit profiles of Indian companies are unlikely to show meaningful improvement before calendar year 2013.

Across the board, market analysts have been taking about a recovery by the second half of 2012, provided the present pace of recycling is maintained. But for the slight variation about the timing of the recovery, there is a general consensus about the various contributory factors and their effect on the emerging scenario.

The shipping industry witnessed its most profitable cycle starting from 2003 until end of third quarter of 2008, with charter rates and vessel values making new historical highs. The shipping cycle turned downward rapidly in late 2008 translating into weak freight rates, which continues to date with only intermittent periods of recovery . **Source :** [indiatimes](#)

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Singapore-flagged tanker robbed by pirates

A Singapore-flagged tanker was hit by pirates east of Horsburgh lighthouse early on Monday morning, Seatrade Asia online reports. The **Dong Jiang** was 30nm east of Horsburgh lighthouse when six pirates boarded the vessel at 01-29hrs according to a report from the ReCAAP Information Sharing Centre. "The robbers stole cash and other valuables before they escaped," the report said. The vessel was bound for Balongan, Indonesia from Tanjung Pelepas, Malaysia. The crew were not injured in the attack. **Source :** [PortNews](#)

Minder schuttingen van Parksluizen door droogte

Vanaf woensdag 1 juni schutten de brug - en sluiswachters van de Parksluizen in Rotterdam van 1,5 uur voor hoogwater tot 2 uur na hoogwater niet voor de scheepvaart. Bovendien gaan de brugwachters efficiënter - dus met zo veel mogelijk volle schuttingen – werken. Bij hoge uitzondering wordt hiervan afgeweken, bijvoorbeeld als deze stremming aansluit op de stremming in de spituren.

De maatregel is genomen mede op verzoek van het Hoogheemraadschap Delfsland. Door de lage rivierstanden en aanhoudende droogte is er een grotere zoutindringing vanuit zee dan normaal. Per schutting wordt er gemiddeld 4000 ton zout water naar binnen gelaten.

Elderly cruise ship passenger rescued by Newhaven lifeboats

Lifboat crews rescued an elderly cruise ship passenger after she was seriously injured onboard. The 79-year-old woman was transferred from the [Queen Victoria](#) cruise liner to Newhaven shore after breaking her leg.



The [QUEEN VICTORIA](#) seen outbound from Stavanger - Photo : [Anders Bohn Hansen](#) ©

The RNLI Newhaven's Severn class lifeboat was alerted at about 8.20pm Sunday after coastguards decided the woman was too frail to be airlifted. The woman and her 85-year-old husband were taken to the Royal Sussex County Hospital in Brighton. Source : [The Argus](#)

Vietnamese fishermen determined to hold on to the sea

It is a fact that many Chinese ships have penetrated deep into Vietnam's sea to make threats against and rob Vietnamese fishermen these days. The ship [PY92134](#) landed at the Dong Tac fishing wharf in Ward 6, Tuy Hoa city in Phu Yen province in central Vietnam on the morning of May 30, with four other fishing boats. Captain Nguyen Thanh Hiep, who has worked as an ocean tuna catcher for 15 years, said: "Many ships with Chinese flags and Chinese scripts appear in the sea of Vietnam. I see them everywhere." Captain Nguyen Dinh Nha, also from Phu Yen province, said that since the lunar New Year, he has seen a lot of Chinese squid catching ships in the sea of Vietnam. Each group includes 8-10 boats, which are as three to four times bigger than Vietnamese ships. Vietnamese fishermen said



that Chinese boats often hinder and threaten Vietnamese fishing boats from catching fish in the sea of Vietnam. In some cases, they seized all of Vietnamese fishermen's catch in Vietnam's exclusive economic zone.

Captain Tran Van Thoa from the central province of Quang Ngai, has just returned to the mainland after a one-month trip in the sea. He recalled: "After two days in the sea of Hoang Sa, we caught around one ton of fish. But in the morning of May 6, a big ship with Chinese flag got close to our boat and overwhelmed us with guns." According to the captain, the Chinese ship forced two Vietnamese sailors to shovel fish from their ship to

the Chinese ship. After that, they searched the ship to rob some assets and chase the boat out of Vietnam's Hoang Sa sea.

A group of fishing boats in Phu Yen province prepare for a new trip. "During this trip, we saw many Chinese fishing boats in the sea of Vietnam. Some group of ships worked only 40 miles from the sea of Ly Son, Quang Ngai province," said fisherman Tieu Viet Thach from Quang Ngai province.

From April to June, the weather is very convenient for offshore fishing. However, China has banned catching in the East Sea, even in the sea of Vietnam. Nguyen Thanh Nam, an operator at the information station based in Binh Son district, Quang Ngai province, said that many captains reported that their boats were chased by Chinese battle ships. Some ships were even robbed of equipment and food. "Previously, Chinese ships used to catch our ships and fishermen and hold us in custody in Phu Lam Island and asked for ransom. Now, they chase Vietnamese ships. Any ship that runs slowly will be robbed," said Captain Nguyen Thanh Bien by phone. "However, we will hold on the Hoang Sa Sea anyway. This is our traditional fishing ground," he said.

Fishermen in Phu Yen province now go to the sea in groups. A fishing ship-owner, Pham Van Dung, said: "Though Chinese ships disturb us, we are determined to hold on our fishing ground. This is the sea of Vietnam. We have the right to catch fish there!" However, fishermen are worried that their boats are small so they are easy to be infringed by Chinese big ships.

Captain Nguyen Thanh Hiep suggested that Vietnamese naval ships should be present in the sea of Vietnam to protect fishermen. "We have determination to hold the sea because foreign ships are illegal violators," he said. Tran Ngoc Nguyen, Chairman of Ly Son Island district in Quang Ngai province, confirmed: "As China unilaterally bans catching in the East Sea, we have asked fishermen to go to the sea of Hoang Sa and Truong Sa as normal. Whenever anything happens, they need to make contact immediately via Icom stations to have timely intervention of competent agencies."

Colonel Bui Phu Phu, second in command of the Border Guard forces of Quang Ngai province, said: "In recent years, the border guard forces have detected and dealt with many Chinese fishing boats which illegally entered the territorial waters of Quang Ngai. Normally, our patrol ships used loudspeakers to ask them to leave Vietnam's sea immediately. Ships that did not leave our waters were fined under Vietnamese law". Colonel Nguyen Trong Huyen, commander of the Border Guard forces of Phu Yen province, said that he reported to the superior the violation of Chinese ships in Vietnam's sea. Phu Yen has organized over 100 groups of offshore fishing boats. "Through Icom stations, we always ask fishermen to firmly struggle against foreign ships to affirm Vietnam's sovereignty," Colonel Huyen said. According to the April report of border post 328, which is based on Ly Son Island, Quang Ngai province, since 2006 China has performed many oil exploration activities in the sea to the northeastern Ly Son Island. Many Chinese ships penetrated deep into Quang Ngai's sea to catch fish. **Source : Vietnamnet**



The **MSC CAROLINA** seen arriving in Itajai (Brazil)

Photo : Rodrigo João Mélo - www.panoramio.com/user/1451474 ©

Container ships still the focus of interest from ship owners

Growth is still evident in the container ship newbuilding ordering activity, as was the case in the previous week, while the Nor Shipping fair held in Oslo, also contributed to a weaker activity in most other shipping segments as well. According to the latest weekly report from Golden Destiny, despite the the significant slowdown of business during the last days in the dry bulk sector, this week was one more week with quite high activity, up 80% from last week's volume of transactions with panamax vessels being on the spotlight.

"The week ended with 58 orders reported in total (all ship types), equalling a total deadweight of around 3,5 mil tons at a total invested capital of region \$3,5 bn, with containers winning the 50% share of the total ordering activity, while bulk carriers have gained 30% share. In terms of invested capital, the most overweight segment appears to be the offshore and container segment, since the overbooked bulk carrier and tanker segment seem to have faded as fashionable ordering investments. At a similar week in 2010, the newbuilding activity was down by 60% than current levels with 20 new contracts to had been reported worldwide and bulk carriers winning 70% share of the total volume of reported contracts" said the shipbroker.

In a separate weekly report from Clarksons, the newbuilding market was reportedly quieter last week, with much of the market's attention drawn to the biannual Nor Shipping. "One of the key themes to emerge from week has been the need for the market to embrace technological innovations. Both MAN B&W and Wartsila have recently announced newly developed engines running on alternate fuels, such as Gas or Bio fuels. These allow for significant reductions in emissions and in addition, are more economical than the standard fuel oil engines. Whilst concerns remain over the implementation of these engine types, due to current refueling constraints, their development at least allows for yards/owners to get a glimpse of the future and how designs may change going forward. These are not however the only developments - conventional fuel oil engines continue to evolve with newer more efficient models being developed. We are beginning to see these being incorporated into the latest designs, across most of the sectors and the interest in them is beginning to grow. With regulations on emissions becoming stricter and bunkering costs continuing to rise, these new efficient designs will become increasingly important and could be expected to be a more prominent feature of future ordering" said Clarksons. As for ordering activity in the tanker segment, Golden Destiny said that "following the order of Scorpio Tankers last week one more order came to light in the MR segment by Greek owner Thenamaris for two product carriers of 51,000 dwt in STX Shipbuilding for delivery in 2012, at an estimated price of \$35-\$37 mil each with options attached for two more units.

In the gas tanker segment, Hyundai Heavy Industries is said to have won a Pertamina newbuilding tender for an 84,000 cbm VLGC, which is expected to cost around \$73-\$75 mil. In the container segment, German owners Peter Dohle and Bernhard Schulte have placed a contract in Hyundai Samho for 10 boxships of 5,600 TEU for delivery in 2013 and 2014, which all have secured employment from Mitsui OSK, Japan for over 10 years at just under \$39,000/daily. In addition, Hanjin Shipping is said to have finalized an order for three 4,700 TEU newbuildings at compatriot yard Samsung Heavy Industries, at a cost of around \$60 mil each for delivery in late 2012 and early 2013. German owner Reederei Stefan Patjens after many years of absence is in talks with South Korea's Sungdong Shipbuilding and Marine Engineering for 6 firm ships, of 4,700 TEU, worth \$360 mil plus four options. In the post panamax segment, the ordering spree seems to have no end by major liner operators. The Singapore's Neptune Orient Lines is planning to book 10 vessels of 13,000 TEU and two of 10,000 TEU at yards in South Korea and it is estimated that the 13,000 TEU vessels will cost to NOL more than \$130 mil each, while the smaller ships will cost around \$115 mil each. CMA CGM has confirmed that the group is going to enlarge its order in South Korea from 13,000 TEU to 16,000 TEU and said that CMA CGM is not ready to follow the example of Maersk in ordering 18,000 TEU units, unless they do it in partnership. Israel Ofer Global Holdings Group, will build four 9,000 TEU boxships for delivery by the end of 2013, with an additional option for more four units in the Romanian subsidiary of Korea's Daewoo Shipbd. that is going to build the largest containerships in Europe" concluded the report.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

CASUALTY REPORTING



Cruise Ship Passengers Injured In Gibraltar Blast

Twelve passengers on a cruise ship moored in Gibraltar were injured Tuesday after a towering dockside tank holding used oil and water exploded as workers were welding it, sending plumes of black smoke into the air and shrouding the British outpost's famed "Rock" from view. A Spaniard who was welding atop the tank suffered life-threatening burns and was scheduled to be transferred to a burn unit at a hospital in the Spanish city of Seville, Gibraltar's government said in a statement. A second Spaniard suffered less serious injuries.

The passengers aboard the **Independence of the Seas** cruise ship operated by Royal Caribbean suffered injuries ranging from minor burns to a fractured shoulder, the statement said. Gibraltar's government said the ship sailed away from the burning tank immediately after the blast, and Royal Caribbean said in statement that it immediately moved "a safe distance away from the dock" and then headed toward its next scheduled stop, the French Mediterranean destination of Cannes.

The company characterized the passengers' injuries as minor and said all received medical treatment aboard the cruise ship. Two guests who were onshore when the explosion happened were not hurt, Miami-based Royal Caribbean Cruises Ltd said. Spokeswoman Cynthia Martinez said she had no information on where the injured passengers were on the ship when they were injured.

Heavy smoke billowed into the air for hours after the blast happened while the workers were welding atop the tank, and efforts to douse the afternoon blaze suffered a setback after a second tank next to the burning one caught fire in the evening, the statement said. Firefighters who were trying to put out the fire from land were forced to withdraw, and Gibraltar's government said it was using tug boats to spray water on the raging blaze from the sea. Residents living near the burning tanks were not forced to evacuate, but were advised to close the windows of their homes. An investigation was under way to determine the cause of the blast, Gibraltar's government said.



Photo : Jon Millatt ©

Royal Caribbean said the ship was on a 14-night cruise that left Southampton, England, last Saturday. Gibraltar is a popular tourist destination, and the Rock lies at the eastern end of the Strait of Gibraltar, a strategic waterway that links the Atlantic and the Mediterranean and separates Europe from Africa. An Anglo-Dutch fleet captured Gibraltar in 1704. Spain ceded Gibraltar to Britain in 1713 but never relinquished its claim to it. The outpost has about 30,000 residents. Source : wpxi

NAVY NEWS

2 LANDSORT (M80) CLASS MINEHUNTERS SEEN OFF ABERDEEN



The Swedish MCM **M 73 KOSTER** seen off Aberdeen (Scotland) – Photo : Ferry van Rijsbergen ©

The **M 73 KOSTER** is one of the 7 LandSORT (M80)-class coastal minesweeper/hunters [MHC]

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 153

	Symbol	Laid down	L	In serv.
M 71 LANDSORT	LDO	5-10-81	22-11-82	19-3-84
M 72 ARHOLMA	ARH	13-2-82	10-10-84	23-11-84
M 73 KOSTER	KSR	1-9-84	16-1-86	30-5-86
M 74 KULLEN	KLN	1-1-85	15-8-86	3-7-87
M 75 VINGA	VIN	27-4-86	14-8-87	22-11-87
M 76 VEN	VEN	15-5-87	18-8-88	12-12-88
M 77 ULVÖN	ULN	2-1-88	10-89	9-10-92

As a mine countermeasure vessel, the hull is made out of glass-reinforced plastic in order to lower acoustic and magnetic signatures, as well as provide improved shock resistance to underwater explosions. The Landsort class is equipped for mine sweeping with both conventional mechanical sweeping gear as well as electric and acoustic sweep systems. Mine hunting capability is provided by remotely operated vehicles (ROVs) from Saab Underwater Systems, such as the Double Eagle. In December 2004, the Swedish Navy awarded Kockums a contract for the mid-life upgrade for five of the Landsort class (excluding [HMS Landsort](#) and [HMS Arholma](#)).

The upgrade includes a new mine countermeasures (MCM) system, adaptations for international operations as well as a new air defence systems involving moving and modification of the Arte 726 from the Kaparen class fast patrol boats. The first was completed in 2008. The upgraded vessels will be renamed as the [Koster class](#), as the first vessel to be upgraded is the above seen [HMS Koster](#) (formerly the third ship in the Landsort class).



Above seen the [M 74 KULLEN](#) approaching Aberdeen – [Photo : Ferry van Rijsbergen ©](#)

On 31 January 2005 a contract exceeding €30 million was awarded to Atlas Elektronik for the upgrade of these five vessels with the Atlas Integrated MCM Systems (IMCMS-S). The systems were commissioned into operational service between 2008 and 2009. The system combines minehunting, minesweeping, mine disposal, surveillance and communication with other naval forces. It comprises an Atlas MCM Tactical Command and Control system, a broadband Atlas HMS-12M hull-mounted sonar and an Atlas mine identification and disposal system (MIDS) Seafox. The IMCMS-S onboard also fully integrates sensors and effectors like the self-propelled variable depth sonar, underwater positioning system, navigation radar and sensors, conventional MIDS systems, and air defence system.



The Australian frigates 150 **ANZAC** and 151 **ARUNTA** seen at the slip at BAE SYSTEMS in Henderson (Australia)
Photo : Auke te Winkel ©

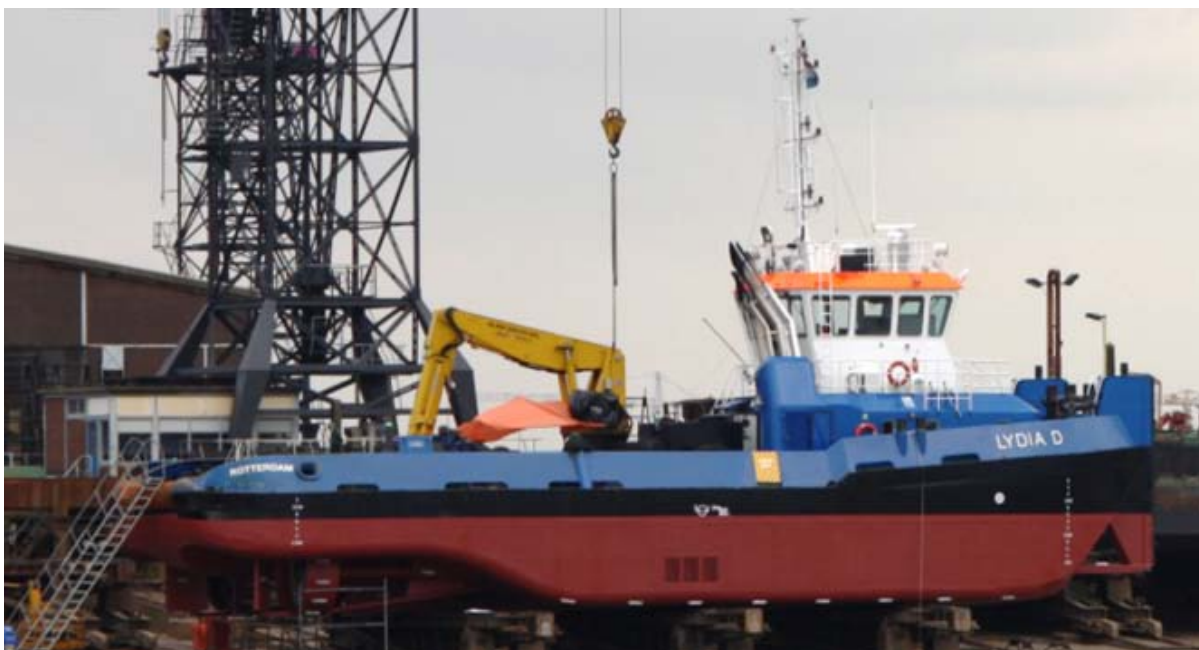
Caribbean fleet days (21-22 May)

See a compilation of this event at :

http://www.youtube.com/watch?v=Z7KX2XOw_Ag&feature=player_embedded

SHIPYARD NEWS

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The **LYDIA-D** seen at the slip in Hardinxveld - **Photo : Daniëlla Vermeer ©**

HHI wins LNG carrier order

Korea's Hyundai Heavy Industries (HHI) recently announced it was awarded a \$600 million contract to build two 155,000 m3 LNG carriers, including an option for another same class vessel, from Dynagas Ltd., Athens, Greece.

These membrane-type LNG carriers are due for delivery in the second half of 2013. They will feature the Dual Fuel Diesel Engine System which allows the ship to run on oil fuel or natural gas. Due to tightening global regulations on carbon emissions, increasing demand for LNG as an alternative energy source after Japanese nuclear crisis, and price competitiveness of LNG in comparison with oil prices, Hyundai Heavy expects to see more liquefied natural gas carrier orders in the future. As a part of HHI's long-term strategy for the expected increase in demand for LNG carriers and LNG FPSOs, it has been actively developing a special welding system that can work on the thick aluminum plates used for the LNG tanks **Source : MarineLog**

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The **MSC Mykonos**, assisted by Kotug's **SD Seahorse** and **SD Shark** seen arriving in Rotterdam-Europoort
Photo : Jacco van Nieuwenhuyzen ©

Box Ships Inc. Takes Delivery of Its Sixth Containership

Box Ships Inc., or the Company, a global shipping company specializing in the transportation of containers, announced yesterday that it has taken delivery of the **CMA CGM Marlin**, a 5,095 TEU container vessel built in 2007, from a company owned by its Chairman, President and CEO, Mr. Michael Bodourogrou. The **CMA CGM Marlin** has a fixed rate period time charter term expiring in three years (with the charterer option of plus/minus 45 days) with CMA CGM

at a gross daily charter rate of \$23,000. Commenting on the recent events, Michael Bodourogrou, Chairman, President and CEO of the Company, stated, "With the addition of the CMA CGM Marlin, our total initial fleet, comprising six containerships, has been delivered earlier than expected, placing us on course to pay our first quarterly dividend this August prorated for the second quarter of 2011. We remain alert to identify the proper expansion opportunities in order to take advantage of asset values which remain attractive while the freight market is improving." Box Ships Inc. is an Athens, Greece-based international shipping company specializing in the transportation of containers. The Company's current fleet consists of six containerships with a total carrying capacity of 28,177 TEU's and a weighted-average age of 2.7 years. The Company's shares trade on the New York Stock Exchange under the symbol "TEU."

Source: Box Ships Inc.

Shipping Corporation of India plans to raise \$500-600 mln in FY12 through ECBs

Shipping Corporation of India, India's largest shipping services firm, plans to raise \$500-600 million through external commercial borrowings in FY12 to fund expansion, a top executive told reporters late on Monday, Reuters reports. "Every year we go in for some external commercial borrowings, we have so far been able to pick up finances at very good rates," B.K. Mandal, director (finance) said.



SCI's **DESH GARIMA** seen moored in Singapore last week – Photo : Piet Sinke ©

For FY12, the company has earmarked a capex of 37.6 billion rupees, and expects to add 17 ships during the year to its existing fleet of 79 vessels. The firm has lined up a capex of \$1.6 billion till 2015/16 for 31 vessels on order having a total capacity of 2.02 million DWT. Mandal said the firm typically funds 80 percent of its annual capex through borrowings.

The shipping firm reported a net loss of 61.7 million rupees for the March quarter, compared with a net profit of 1.36 billion rupees a year ago, as its liner segment slipped into the red during the reporting quarter. However, it reported a 50.5 percent jump in FY11 net profit to 5.67 billion rupees. Source : PortNews

Mombasa Port Delays May Hurt Consumers

Shipping lines have threatened to impose penalties for delays in offloading cargo from ships. It is taking more than 10 days for some ships to offload containers at the port of Mombasa, a period considered long enough to justify introduction of a Vessel Delay Surcharge (VDS) charged by shipping lines to offset the extra costs.

Should the surcharges be effected it would result in Kenyans paying more for imported goods. Kenya Ship Agents Association, which represents lines operating in Mombasa, has written to the Kenya Ports Authority asking the authority to address the problem of delays, failure to which the surcharge will be introduced, the association's executive officer, Mr Juma Tellah, said. "Vessels that do not have cranes mounted on them have to wait for up to seven days for the berths," Mr Tellah said. The delays are caused by several factors, some of them unlikely to be addressed until the port creates extra capacity to handle the growing cargo volumes. Berth 18 is undergoing major repairs, reducing the available berths for containers to two, the port's communication manager Bernard Osero said.

According to the shipping association, the productivity at the general cargo berths is very poor, with ships offloading only 6.5 containers per hour, which is far below KPA target of 25 per hour.

The recent breakdown of the Kenya Revenue Authority cargo clearing system and the introduction of the weighbridge at the container exit gate exacerbated the problem and has created a backlog of containers at the yard. Due to the fear of paying overloading fines, transporters have been delivering one 20 ft container per trip since Kenya National Highway Authority erected a mobile weighbridge at Gate 18. This has created another huge backlog of containers at the yard. Last week, the Kenya Revenue Authority sent 18 members of staff to the container release point to help clear the backlog.

When the yard is congested, it affects the speed at which ships are offloaded, port operations manager Joseph Atonga said. This is peak season at the port. There has been an increase in the amount of cargo, with three to five ships arriving every day since last month, Mr Atonga said. Mr Gilbert Langat of the Kenya Shippers Council blames the problems on poor planning. KPA, he said, was informed of the vessels' arrival 14 days in advance and should have made adequate preparations. The shippers' council, the Kenya Association of Manufacturers and the KPA management plan to scrutinise the level of service at a forthcoming meeting. If the problems will not be addressed, the shippers will move to court, according to Mr Langat. Maritime experts say that congestion at the port, which is this year expected to surpass the facility's 20-million-tonne capacity, may get worse when the port starts working on the planned expansion.



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Royal Caribbean to resume Japan visits

Royal Caribbean International has announced plans to resume cruise activities in Japan. The cruise line cited the stabilisation of the situation in Japan and the recent lifting of travel advisories as the main reasons for the resumption, and will now deploy **Legend of the Seas** to ports of call in the country, starting with Okinawa on 1 August, following its Hong Kong summer season. **Legend of the Seas** will then operate 11 sailings including a number of charters to various Japanese ports such as Okinawa, Fukuoka, Kagoshima, Beppu, Nagasaki and Hokkaido, out of Hong Kong, Tianjin and Shanghai, from late July to early October. These sailings are mostly based on the ship's itineraries originally planned for this year, which do not call at the areas affected by the 11 March disasters and subsequent nuclear crisis. "Judging from the current situation in Japan, we are well-assured of the safety of travelling to Japan," said Kelvin Tan, regional director - Asia Pacific for Royal Caribbean Cruises. "Japan has always been an attractive tourist destination and its show of resilience in the face of the recent crisis has given travellers the confidence to visit the country again." **Source : Travel Daily UK**

AHMED LOADED IN SHARJAH ONBOARD THE WISHWAY



In Sharjah the accommodation platform **AHMED** was loaded onboard the Chinese transport HLV **Wishway** (newcomer on HLV market) to be transported to Egypt. **Photo's : Capt. Ton Dams ©**



Argentine dock workers threaten strike in Rosario

Argentine dock workers threatened on Monday to block grains shipments from the Rosario port area as part of a labor dispute with fertilizer company Mosaic <MOS.N>, a union leader said. Stevedores and members of the San Lorenzo branch of the CGT, Argentina's biggest umbrella group, have blocked a terminal owned by Mosaic since Friday, arguing that the fertilizing firm broke an agreement to hire dockworkers. If the dispute is not resolved soon, it could spread to other ports at the Rosario agricultural hub, one of the world's largest and the main exit point for Argentine soy. "The regional CGT will call a meeting on Wednesday to analyze this conflict that could spread to other ports if we don't reach an agreement with Mosaic," Edgardo Quiroga, a CGT leader from San Lorenzo, told Reuters. Mosaic union workers and company officials have not met since Friday and no other meetings are expected, Quiroga said. Officials at Mosaic could not be immediately reached for comment. Argentina is a leading supplier of soy, corn and wheat. Agricultural exports from the South American country are often hit by strikes, which have grown more frequent as

workers negotiate steep pay rises that they say are needed to compensate for double-digit inflation. Grains exporters Cargill [CARG.UL], Bunge <BG.N>, Molinos Rio de la Plata <MOL.BA>, Vicentin, ACA, Noble <NOBG.SI> and Louis Dreyfus operate in the Rosario area, located in the heart of Argentina's central farm belt. A week-long pay strike by the San Lorenzo branch of the CGT paralyzed major ports and soy-crushing plants in February. The protest hit export facilities and crushing plants operated by the country's largest grains exporters and also affected state coffers, reducing tax revenue from hefty export levies. **Source: Reuters**

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The banner features a large image of a ship at sea and a person in an orange safety suit working on a ship's deck. To the right, a hand holds an iPad 2. Text on the right reads: "Win an iPad 2! PICTURE COMPETITION" and "For details see www.vanbeest.com/picture_competition". Below the main image is a row of various wire rope and chain fittings. At the bottom, contact information is provided: "Tel. : +31 184 41 33 00", "E-mail: sales@vanbeest.com", "www.vanbeest.com", and "Picture competition".

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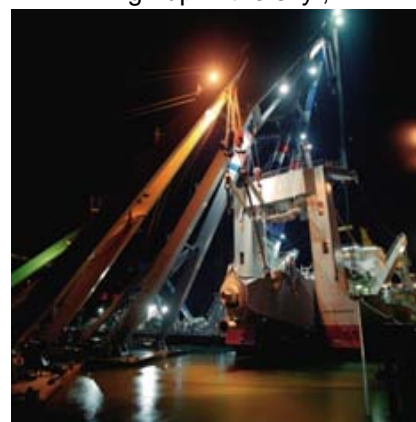
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Ex SMIT-LLOYD VESSELS SPOTTED AT SINGAPORE ANCHORAGE



Above seen yesterday the 6000 hp **VOS CHAMPION**, built as the **SMIT-LLOYD 71** by De Merwede shipyard v/h van Vliet & Co in Hardinxveld (The Netherlands) during 1980, in 1998 sold to Nomis Shipping and renamed **DEA CHAMPION** when Vroon Offshore Services obtained Nomis Shipping the 60 mtr long vessel was renamed in **VOS CHAMPION**.

Below is seen also yesterday the **PELICAN 28**, built in 1983 for Smit-Lloyd as the **SMIT-LLOYD 28** at the Voorwaarts Shipyard in Hoogezand (The Netherlands) under yard number 229, in 2006 the vessel was sold to Penguin Offshore in Singapore and renamed **PELICAN 28**

Photo's : Piet Sinke ©



Qatar signs agreement for two major ports in Egypt

Qatar said on Sunday that it had signed an agreement with Egypt to establish two new ports with the potential to create more than a million jobs, Arabian Business reported. The ports will be built in Port Said and Alexandria, Khalid bin Mohammed Al Attiyah, Qatar's Minister of State for International Cooperation said.

After leading a delegation to Egypt, he said there will also be bilateral cooperation in establishing two investment companies in Africa, with one focused on Sudan. In comments published by Qatar News Agency, he said that 1m job opportunities would be created by the Port Said port project with another 200,000 jobs as a result of the Alexandria proposal.

The Minister said that the two sides would draw up a plan to carry out their agreements and set a time frame for the establishments of the ports. He added that a delegation of Qatari businessmen would visit Egypt next month to look for investment opportunities. Al Attiyah left Cairo on Sunday afternoon after a three-day visit.

Last week, Qatar said it was drawing up potential projects worth at least \$10bn to help Egypt's economy after the popular uprising that ousted president Hosni Mubarak in February. Egypt has been asking donors and the International Monetary Fund to help to bridge an estimated \$10-12bn balance of payments gap for the fiscal year that begins on July 1, economists say. In the last week, Saudi Arabia, the US and other international donors have also pledged assistance to Egypt. **Source : PortNews**

Nederlandse baggeraar komt met hoofdvestiging naar Antwerpen



De Nederlandse baggeraar **Boskalis** - eigenaar van **Smit** en het Antwerpse **URS** - concentreert vanaf juli zijn havensleepdiensten in Antwerpen. Dat deelde algemeen directeur Peter Vierstraete van URS dinsdag mee bij de doop van twee nieuwe, uiterst krachtige sleepboten.

Zowel de commerciële als financiële, operationele en onderhoudsactiviteiten krijgen onderdak in het hoofdkwartier aan de Italiëlei. URS is sinds enkele jaren volledig in handen van het Nederlandse Smit dat vorig jaar zelf volledig werd overgenomen door Boskalis. Over het aantal mensen dat naar Antwerpen wordt overgeplaatst, wordt volgens Vierstraete nog onderhandeld.

De doop van de **Union Hawk** en **Union Eagle** verliep dinsdagnamiddag alvast niet onopgemerkt. In aanwezigheid van enkele honderden gasten en tientallen toeschouwers op het Zuiderterras werden beide in Spanje gebouwde sleepboten gedoopt terwijl de scheepssirenes loeiden, ballonnen werden opgelaten en een zusterschip waterfonteinen spoot. De 'nieuwelingen', die al sinds eind vorig jaar in gebruik zijn, zijn met elk 86 ton paalkracht (BP) meteen de sterkste sleepers in Antwerpen.

Sri Lanka shipping firm's losses rise

Sri Lanka's Mercantile Shipping lost 38 million rupees in the March 2011 quarter through revenues rose 22 percent to 197 million rupees, according to interim accounts. For the full year ending March the group lost 23.5 million rupees against a profit of 26 million a year earlier. Last year profits were boosted by the sale of an old vessel. Up to 2009, the firm also had business from operating vessels within Sri Lanka's territorial waters but its business now comes entirely from international operations. In the year to March revenues rose 25 percent to 602 million rupees. Its finance costs rose 65 percent to 91 million rupees. Last year Mercantile Shipping warned shareholders that despite taking delivery of new vessels international charter rates were depressed in the near term. **Source: LBO**



Sri Lanka to get twice weekly ferry service to Tuticorin

A passenger vessel that can carry up to 1,044 people is to be used to launch a transport service between Sri Lanka's Colombo port and the south Indian harbour of Tuticorin. The **'Scotia Princess'** ferry will initially do two voyages a week, said Classic Travels, a subsidiary of Expolanka Holdings, which was appointed principal sales agent for the Indo-Lanka ferry service. The voyage between the Colombo and Tuticorin ports would take 8 – 10 hours. The vessel has a variety of cabin types, ranging from 'First Class' to 'Economy', including specialized cabins for the disabled, Classic Travels said in a statement. The ship is also equipped with an infirmary, restaurants and entertainment facilities.

The service is being done by Ceylon Shipping Corporation on the Sri Lankan side which handles its operational aspects, the statement said. Classic Travels would offer visa processing, ferry bookings, special ground arrangements at both ends if required, and specialized package tours for private and corporate groups, it said. **Source : Lanka Business Online**

CMA shareholder buys half of port firm's Malta unit

Yildirim Holding AS, a Turkish container port operator that owns 20 per cent of France's CMA CGM SA, has agreed to buy 50 per cent of Malta Freeport Terminals from CMA CGM for 200 million euros (\$352.6 million). Yildirim will finance about 80 per cent of the purchase by borrowing from Turkish banks, chief financial officer Evren Ozturk said in a telephone interview yesterday. 'We are financially very strong as we don't have almost any debt, so we won't have any difficulty in getting the required financing.'

The Istanbul-based company may get funding for the investment from TC Ziraat Bankasi AS, Turkiye Is Bankasi AS, Turkiye Vakiflar Bankasi TAO and Akbank TAS, Mr Ozturk said. The Malta port has a 'seriously strategic location' for Yildirim's port operations because of its proximity to France, Italy and North Africa, Mr Ozturk said.

He said that he expects the transaction 'to close soon, definitely this year'. Yildirim agreed last year to purchase 20 per cent of Marseille-based CMA CGM, the world's third-largest container shipping company, for US\$500 million.

The Turkish company, which has three seats on CMA CGM's 10-member executive board, may sell the 20 per cent stake after five years through an initial public offering, Mr Ozturk said. In 2004, CMA CGM received a 30-year

concession from Malta's government to operate Malta Freeport, extended in 2008 to 65 years, according to Malta Freeport's website. **Source : Bloomberg**

..... PHOTO OF THE DAY



The **ASUKA II** seen heading up to high sea from Rouen on the River Seine on May 15th 2011

Photo : philippe.p.brebant@sfr.fr ©

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