

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 144



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Sovcomflot's VASILY DINKOV seen arriving in Rotterdam

Photo : Jan Simons ©

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EVENTS, INCIDENTS & OPERATIONS



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Maersk shoots down concerns of capacity exceeding demand

Concerns have been raised that the supply/demand situation in the shipping sector will deteriorate over the coming years due to a combination of weakening demand and large orders for new container vessels. Shipping giant A P Moller-Maersk Group, however, disputes this and strongly believes demand will continue to outstrip supply.

"If you look at the figures provided by well-reputed independent analysts, such as Drewry and Clarkson, it is clear that this view that supply will be in excess of demand is not supported by hard numbers," said Jesper Larsen, country manager for Maersk Line Philippines.

"Both groups are forecasting fairly solid global GDP growth," he said. "GDP growth is a key driver of demand growth. It is evident that while the world economy is expected to slow down in 2008, it is still well above the long-term average of three percent."

The forecasts also indicate container demand will be robust and capacity growth is likely to slow down from peak levels.

"While the supply/demand balance will indeed soften over the next few years," Larsen said, "it is likely that we will end up around the healthy 2003 levels where we, particularly over the peak season, saw demand exceed the supply of shipping capacity." According to Larsen, Drewry sees "the outlook for 2008 as a fairly healthy one on the global

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demand front, and forecasts a small uplift in freight rates for ocean carriers and continued impressive growth in the Far East, Europe and Mediterranean trades."

Larsen said that the current climate of the shipping industry was "no doubt influenced by the development of the world economy". Although over-all growth decreased at the end of 2007 due to slower growth in the US, Europe and Japan, both Drewry Shipping Consultants and Clarkson estimates show that the world economy still improved by approximately five percent last year. This translated into a growth in the global container market of about 10 percent in 2007, with a total increase in tonnage of around 15 percent.

Regarding bunker surcharges, Larsen said, Maersk Line has a total consumption of well over 10 million tonnes of bunker fuel a year, and carriers could not continue to pay all the costs of rising fuel prices while at the same time sustaining high service levels on the various trades. "What we need is a fair and equitable solution that allows us to share the risk with our customers in a simple and transparent manner," Larsen stressed.

"We recently introduced a new bunker adjustment formula, which has generally been well received by our customers. It is an attempt to provide a hassle-free, transparent process for adjusting rates in response to one of the most unpredictable aspects of the container shipping business environment." Regarding the end of the shipping conferences regime in October, Larsen said: "Freight rates have always been set by the market forces and will continue to be so. We have seen that clearly from the consistent reduction in freight rates made possible by improved productivity in the container industry combined with competitive pressure.

"The demise of shipping conferences should see the disappearance of old-fashioned rhetoric and the emergence of a new will to jointly pursue productivity benefits. With the end of shipping conferences, we now have the opportunity to start on a clean slate by creating a better dialogue between shipping lines and our customers."

Source: [cargonewsasia](#)

Two Cambodian vessels detained for poaching near Sakhalin - FSB

Russian border guards have detained two vessels sailing the flag of Cambodia, which was illegally poaching crabs in the Russian economic zone, Interfax reports.

"Russian border guards detained two steamships Khobart and Dampir, which illegally caught sea food resources, in Russia's exclusive economic zone near the eastern shore of Sakhalin on Saturday," the public affairs center of the Russian Federal Security Service (FSB) says.

"Over 50 tons of crabs were found aboard Khobart, while over 70 tons of crabs were found aboard Dampir in a check," the statement says.

Fishing equipment was found aboard the ships, while "documents proving the authenticity of the catch arose doubts," the statement says. The detained vessels were tugged to the port of Korsakov for an investigation.

KNRM haalt mensen van Razende Bol

Reddingsboot [Joke Dijkstra](#) van de KNRM is zaterdagavond ingezet om een gezelschap van 32 mensen van de Razende Bol te halen.

De groep, bestaande uit mannen, vrouwen en kinderen, was met 3 bootjes naar de Razende Bol tussen Den Helder en Texel gevaren voor een dagje uit. Toen de groep terug wilde varen bleek van één van de bootjes de motor niet meer goed te werken. De golven van 1,5 meter hoog maakte het nog moeilijker.

De andere twee bootjes hadden onvoldoende capaciteit om de boot met pech op sleeptouw te nemen.

De reddingsactie werd bemoeilijkt doordat de reddingsboot van de KNRM niet dicht genoeg bij kon komen. Een rubberboot van kitesurfers van 't Coraaltje uit Callantsoog bood daarop hulp. Deze rubberboot kon de opvarenden naar de reddingsboot van de KNRM brengen waarna de opvarenden veilig naar land werden gebracht.

Three Filipinos killed in Shanghai

Three Filipinos were killed while ten others were hospitalized from a gas leak accident in a shipyard in Shanghai, China. The Philippine Consulate General in Shanghai, acting head of post Aileen Mendiola-Rau, reported to the Department of Foreign Affairs that three Filipino seamen died of carbon dioxide poisoning on May 22 from an accidental gas leak at the Chongming Dadong Shipping Yard.

The fatalities were identified as Heracleof Casas, 44, Ferdinand Armendares, 40, and Rex Villaruz, 37. Ten other Filipino seamen were brought to the Chongming Hospital for treatment. Their identities have not yet been released.

All the Filipino seamen were crewmembers of the Panama-registered **M/V Hakone**. The ten who were hospitalized had been cleared from the accident but had run to the scene to help their colleagues. However, they also succumbed to the effects of the gas leak, resulting in their hospitalization. **Source : Manila Times**

PIRATES DIE AFTER SHIP RELEASE

SOMALI pirates last Friday released the Jordanian-flag, general cargo ship Victoria which had been hijacked on 17 May when carrying a Danish-funded cargo of sugar to Mogadishu. Soon afterwards the hijackers were in a bloody fire fight with Islamist militia and several were reported killed, along with two militiamen, and others captured.

The 3,440 gt ship, with 12 crew reported to be safe, sailed away from Hobyo, about 300 miles north of Mogadishu, where it had been held with Somali soldiers onboard protecting it.

Jordanian Minister of Transport Alaa Batayneh was reported by the Jordan Times on Saturday as saying: "We have been informed by the ship's owner, Marwan Shipping and Trading Company, that the ship and its crew and cargo were released on Friday," he said and added that he was unaware of any deal with the pirates on the ship's release.

Source : Maritime Global Net

Angry France diverts Myanmar aid to Thailand

The French navy has given up the idea of trying to deliver humanitarian aid directly to Myanmar and will instead divert its cargo to neighbouring Thailand, the French Foreign Ministry said in a statement today. The statement said the UN World Food Programme would take charge of the shipment and ensure it gets to victims of Cyclone Nargis that devastated Myanmar's Irrawaddy delta earlier this month.

The 1 000 tonnes of aid, including drugs, food and tents, has been sitting in a French naval vessel off the Myanmar coast since May 17 waiting for a green light from the local junta to let them deliver it to the storm victims.

Although junta leaders on Friday agreed to admit foreign aid workers to the disaster zone they have refused to let foreign military vessels enter their waters, infuriating France. "We are particularly shocked that the Burmese authorities have not allowed the 1 000 tonnes of aid to be directly disembarked and distributed. This aid will provide food and access to drinking water for 100 000 people for 15 days and offer shelter to 60 000 victims as well as medical support," the French statement said.

A US navy ship carrying aid is also off the Myanmar coast, and it too has been refused entry. The May 2 cyclone left 134 000 people dead or missing and another 2.4 million destitute. **Source : sabcnews.com**

Fuel costs push British fishing fleet to brink

Guest columnist **Bill Redmond** returns to argue action is needed to help British fishermen...

Persistently high fuel costs are pushing the British fishing fleet to the brink, believe trawler skippers at England's premier fishing port of Brixham. "It is the worst it has ever been," explained Shaun Gibbs, skipper of the Barentssee, a view supported by the MD of Brixham Trawler Agents Ltd, Rick Smith.

There have been fuel cost spikes before but they have been short-lived and so the industry recovered, albeit scarred, without the need for help. Today, however, the prolonged nature of historically high fuel costs will decimate what is left of an industry already castrated by quotas, unless help is forthcoming.

The fishing industry would like that help to be a Government subsidy as it sees this as the only survival solution but this is unlikely given that red diesel is already duty free for the industry and special case pleadings are hard to justify. Help must be forthcoming, however, over the French and Spanish governments' subsidies to their fishing fleets, thought by some to be in breach of EU competition law. This creates an uneven playing field, which if left unchecked will see unfair competition devastate a beleaguered British and Irish fishing industry to the benefit of France and Spain.



The Brixham trawler **BM 140 GEESKE** seen moored in Brixham

Photo : Henk Doornhein ©

The French subsidy is reportedly worth £230m over three years funded by a 2% tax on fish wholesalers. But since this was promised by French president, Nicolas Sarkozy, last November he has promised another £136m in subsidies following more truculence from French fishermen blockading channel ports in late May. On May 23 the French prime minister, Francois Fillon, announced that France had agreement from the European authorities for the arrangements proposed to help the French fishermen overcome the crisis. It is regarded as a transitional measure, including cutting boat numbers and modernising others. But an idea of just how unfair those subsidies are can be gauged by the £765 a French trawler would save filling a 4,000-litre tank compared with a British trawler. A typical Brixham trawler consumes 20,000 litres a week (£11,000) and may be at sea 40 weeks a year.

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The Brixham fleet is doing all it can to save fuel and diversify its catch, like fishing for cuttlefish . “We go in for bigger trawls to reduce drag so it cuts down on fuel consumption and we are lightening our gear,” explained Shaun Gibbs. Crews are still leaving, however, “and these boats are at a bare minimum now which is getting dangerous for us to put to sea with just four crew,” added Shaun.

The Brixham fleet suppliers are also doing what they can. Over a three-month period, for example, the Brixham Trawler Agents are supplying fuel at cost, provided the trawlers land their catches at Brixham and the price of fuel remains above 43p per litre.

British fish prices have been rising but passing higher costs on to the consumer is a limited option as supermarkets react to consumers feeling the financial pinch. Skippers claim that they can pay a maximum of 23p a litre for diesel to maintain a viable business but currently fuel costs are 55p a litre, a year-on rise far above fish price rises. Given that fuel often accounts for more than half a trawler’s earnings, depending on the catch, “It’s getting to the point where it is unsustainable for us to go to sea,” says Shaun.

Prolonged, high fuel costs, of course, present an unprecedented global problem for the fishing industry, which affects more than just fuel prices, explained Rick Smith. “It applies to anything made from oil, like ropes and twines. The only way that would be of any help at all is a subsidy which the French and Spanish have given their fishing fleets,” he said.

Short term, special subsidies are not untenable. The case could be argued that EU agriculture receives billions of pounds in annual subsidies, plus other protective measures, so why should a vital, healthy food source like fish be excluded from only temporary help? Moreover, there are precedents for Government subsidies to British fishing fleets. Given that the French government now has EU approval for the subsidies Britain could similarly support its fleet without EU regulatory objection.

British fishermen don’t expect subsidies in normal times and nor should they but they rightly expect an EU-wide level playing field which the British Government must now remedy. If high fuel prices persist much longer then financial help seems the only option to prevent a catastrophe that would be far more onerous than any cost of temporary subsidies. When there was a 100% fuel price rise in 1999-2000 it had a severe impact on the viability of the fleet, leading to an 8.2% reduction in vessel numbers by 2001.

There are still thousands working on British fishing boats, and in Brixham, for every fisherman there are at least six land-based jobs wholly dependent on him, claims Nick Smith. Diversifying away from fishing may not be a feasible option in fishing areas where there are no other significant, year-round industries. Losing an entire industry that would make an already parlous balance of payments deficit much worse is even less of a sensible option.

The time for talk and neglect is over. Must it take truculent actions along French lines which forced the French government into agreeing to subsidies? If so, then British opinion would surely back the fishermen while dwindling electoral support for the government would plumb new depths. **Source: shippingtimes.co.uk**

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The **EMPRESS** seen moored at the cruisterminal in Amsterdam
Photo : Joep van Dam ©

CASUALTY REPORTING

Cruise ship strikes Manhattan pier

Firefighters say the cruise ship **NORWEGIAN SPIRIT** has hit a column at a Manhattan pier, but no one has been hurt. The Fire Department says the accident happened shortly after 7 a.m. Sunday at a Hudson River pier near West 50th Street.

Inspectors are checking on the pier, and the city Buildings Department has no immediate information on their findings. The cruise line's Web site says the **Norwegian Spirit** was due in to New York Sunday morning after a jaunt to the Caribbean. It carries about 2,000 passengers and 1,100 crew members. Source : **APP.com**

NAVY NEWS

New seamen get personal instruction

Despite increased and intensive operational activity over the past year, the Israel Navy's submarine flotilla has continued to invest heavily in officers who graduated from the submarine training course on Sunday and became official crew members.

The yearlong course includes extensive physical training and basic submarine studies. The seamen are carefully selected, constantly observed and eventually split up into several teams. The first stage of the course contains exhausting sea training, including a civilian diving course. After they are divided into teams, the seamen are taught their specialization - radar operator, weapons expert, technological officer and more.

Col. A., commander of Submarine Flotilla 7, told The Jerusalem Post on Sunday that despite the submarines non-stop operational duties, the navy was able to provide the trainees with fulltime instructors to accompany them throughout the course.

"Our method of training is that we split them up into teams and then teach them how to work together," A. said. "They then start working in the vessel and we provide them with an instructor who follows their every step and approves them for operations at the end of the training period."

The navy's three Dolphin-class submarines are the most expensive platforms in the IDF's arsenal. Germany donated the first two submarines to Israel after the first Gulf War and split the cost of the third.

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The submarines' diesel-electric propulsion systems requires them to surface after short periods underwater to recharge the batteries with which they operate when submerged.

In 2010, the navy hopes to receive two U212 submarines it has ordered from Germany. They will be fitted with a new German technology that works with a propulsion system that combines a conventional system consisting of a diesel generator with a lead-acid battery, and an air-independent propulsion system, used for silent slow cruising, with a fuel cell equipped with oxygen and hydrogen storage.

A. said the flotilla had played an active role in the Second Lebanon War, but declined to divulge what lessons were learned from its operations and how they had been implemented. He also said Sunday's graduating course was unique since it had a relatively high proportion of seamen from cities, particularly Tel Aviv. In comparison, officers at the Ground Forces Training School recently complained of a drop in the number of soldiers from large cities volunteering to become officers. **Source : The Jerusalem Post**

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SHIPYARD NEWS



A Rotor tug 80 with yard number 820 seen under construction at the ASL yard in Singapore

Photo : Piet Sinke ©

Droogdokcapaciteit gereed voor aanzwellende vraag

Het aantal droogdokken voor schepen in de Rotterdamse haven blijft ook dit jaar op peil. Dit blijkt uit de nieuwste editie van de "Rotterdam Port Statistics". Er zijn zes gegraven dokken, waarvan één overdekt, en zeven drijvende dokken. Alle dokken binnen het havengebied behoren tot werven van de Damen Groep en Keppel Verolme.

Dit is het resultaat van een jarenlange consolidatie waarin het aantal afzonderlijke bedrijven en locaties is verminderd. De werven en het Havenbedrijf hebben zich echter beijverd om de dokcapaciteit te handhaven. Een voorbeeld is de recente eigendomsoverdracht van één van de grootste dokken in Europa aan Keppel Verolme.

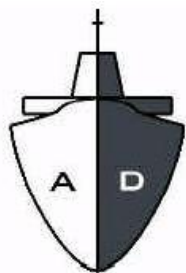
Door de groei van de mondiale vloot neemt de vraag naar droogdokcapaciteit voor reparaties, conversies en inspecties sterk toe. Volgens het toonaangevende Noorse classificatiebureau "Det Norske Veritas" (DNV) neemt de vraag in 2011 ten opzichte van 2004 toe met 50%. DNV ziet de grootste schepen vooral in Azië behandeld worden en het kleinere tonnage in Europa. Een aantal betrokkenen constateert nu reeds een capaciteitstekort, maar anderen zien dit nog niet optreden in Europa. Wel lijkt er overeenstemming te zijn over de toenemende kosten van dokbeurten.

Los van reparaties door incidenten, moeten schepen regelmatig het dok in voor inspecties om de veiligheidscertificaten te verlengen. De tussenpozen zijn weliswaar verlengd door verbetering van de schepen, maar dit biedt onvoldoende soelaas in het licht van de groeiende vloot. Hiernaast wordt de capaciteit voor de handelsschepen beperkt door de aanzienlijke vraag vanuit de olie-industrie naar conversiecapaciteit voor offshore-installaties.

Rederijen moeten daarom zeer tijdig en strak plannen, ook omdat steeds meer schepen in krappe lijndienstschema's varen. Voor alle schepen gelden bovendien hoge dagkosten, oplopend tot \$ 60.000. Men kan het zich dus niet permitteren een paar dagen te wachten tot een dok vrij is. Werven op de hoofdvaarroutes, zoals in Rotterdam, hebben daarom een potentieel goede positie.

Bestaande capaciteit, op goede locaties, wordt aantrekkelijker maar ook nieuwe dokken / werfcapaciteit krijgen perspectief. Er zijn daarvoor plannen in China (ook voor VLCC-schepen), Qatar (voor LNG-schepen), India en Oman (Sohar, waar het Havenbedrijf Rotterdam bij betrokken is). Naast de capaciteit is de beschikbaarheid van technisch gekwalificeerd personeel een, wederom mondiaal, probleem. In Europa uit zich dat onder andere in een sterke arbeidsmigratie vanuit het oosten naar het westen en, mede daardoor, snel stijgende arbeidskosten voor de Oost-Europese werven. **Bron ; Port of Rotterdam**

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AKER YARDS MARINE'S ROLE IN BMT'S CANADIAN PROJECT

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NORWEGIAN-based Aker Yards Canadian subsidiary Aker Yards Marine (AYM) has been brought into the team assembled by BMT Fleet Technology Limited to fulfil the Definition, Engineering, Logistics and Management Support (DELMs) contract for the Canadian Arctic Offshore Patrol Ship (AOPS) project. The Canadian navy will acquire between six and eight ice-capable patrol ships to assert and enforce sovereignty in Canada's waters, including the Arctic.

AYM says: "During the definition phase (2008 - 2009) AYM will utilize its experience and expertise in the design of patrol vessels and icebreakers to support the BMT team in the development of an illustrative definition design for the AOPS. The definition design will allow the PMO to refine and validate the ship specification and statement of work to be used in the selection of the contractor for project implementation." **Source : Maritime Global Net**



The **SVITZER HAWK** seen under construction at the ASL shipyard in Singapore
Photo : Piet Sinke ©

STX plans Azerbaijani shipyard

South Korea's STX Group has announced that it will build a shipyard in Azerbaijan by 2011 in cooperation with the Azerbaijan Investment Co. and the State Oil Company of Azerbaijan.

To cost US\$430 million, the yard will be operated by STX exclusively. With a shipyard in China, and a \$150 million stake in Aker Yards, STX is looking to diversify overseas and is also planning a \$150 million yard in Vietnam.

Source : Baird Online

Chernomorsky Shipyard lays down multi-role vessel for Damen Bergum

Russia's Chernomorsky Shipyard has laid down its first multi-role vessel in many years. Hull number 9409 is being built for Damen Shipyards Bergum.

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According to a representative of the customer, this vessel will be the first of four, and has a contract price of US\$17 million. The vessel will have a maximum length of 88.6 metres, beam of 12.5 metres, board height of 7.0 metres and deadweight of 3,850 tonnes. **Source : Baird Online**

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Oslo Marine Group to take out a loan for EUR 115 mln for reconstruction of Vyborg port

Oslo Marine Group completes negotiations with European Bank for Reconstruction and Development on taking of a loan to the amount of EUR 115 million for implementation of the first phase of Vyborg port modernization, the group informs. The money raised is to be spent for reconstruction of surface facilities, replacement of outdated port equipment, repair of roads, port railways, berths and hydraulic engineering facilities. It is also planned to expand the territory for container storage. Bank experts currently estimate the loan. The first phase of Vyborg port modernization is valued at EUR 233 million, one half of which is to be invested by Oslo Marine Group itself. Modernization of Vyborg port is to raise the port's capacity to 10 million tonnes in 5 years.

The port of Vyborg was founded in 1293 on the crossroads of waterways between Finnish Gulf and navigable system of the Saimaa lakes and the Vuoksa river. Vyborg Port Ltd. was acquired by Oslo Marine Group in 2007 for diversification of its activities and creation of the Group's transport-and-logistics complex in St. Petersburg and the Leningrad region.

As of today, the port handles mainly dry loose cargo (mineral fertilizers), dry bulk cargo (coal, cast iron, scrap metal), timber (round and sawn timber), general cargo (import steel and pipes, containers, fertilizers in big-bags, export pellets), liquid bulk cargo (lingosulphonates) etc.

The new management plans to carry out reconstruction of 70,000 m² of port territory with complete re-equipment of the existing facilities.



De SVITZER Groep kent zijn oorsprong in historische overnames tussen wereld spelers. A/S Em. Svitzer werd samengevoegd met Wijsmuller in 2001 en samengevoegd met Adsteam in 2007 en is hiermee 1 van de grootste maritieme service bedrijven in de wereld.

Om onze positie als een van de wereld's grootste dienstverleners op zee te kunnen handhaven, stimuleren wij een cultuur waarin betrokkenheid, innovatie en ondernemingsgeest hoog in het vaandel staan en waarin alle medewerkers zich betrokken voelen voor het doel dat wij nastreven: veiligheid en assistentie op zee

Met 4000 man personeel en een vloot van ruim meer dan 600 schepen verleent SVITZER in meer als 35 landen wereldwijd haar diensten aan de maritieme wereld. SVITZER is onderdeel van de A.P. Moller-Maersk Group, de activiteiten van SVITZER bestaan uit bergings, ocean towage, haven, terminal sleepdiensten.

Vanuit Nederland voeren wij ondermeer het volledige management van de grote zeeslepers, waarvan er 1 ingezet wordt als Emergency Towing Vessel (**Waker**) in Nederland en de overige schepen (**London, Rotterdam en Singapore**) Wereldwijd worden ingezet. Kenmerken van deze schepen zijn:

- Officieren voornamelijk Nederlanders (3-5 Nederlandse officieren aan boord)
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- Interessante en afwisselende sleepreizen/projecten (o.a. MODUs en FPSOs)
- Wereldwijde inzet van de London, Rotterdam en Singapore
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Mercator Lines makes waves

After its encouraging financial results for the year 2007-08, Mercator Lines, the second largest private shipping company, seems to have more news in store. Before the news about its deal to acquire a modern double hull, very large crude carrier (VLCC) died down, the company has announced taking possession of a 4500 cu mtr capacity trailer suction hopper dredger from China.

According to Nitin Kolhatkar, vice-president – finance & accounts, Mercator Lines, the \$14.5 million worth dredger will go for upgradation to make it suitable for Indian conditions before it is put to service.

The new VLCC is expected to join the company's fleet next month. It will bring the total of VLCCs controlled by the company to 3. During this calendar year, Mercator has signed pacts to acquire 2 Panamax-sized dry cargo vessels, as also one THSD dredger. According to company sources, it has made a total investment of Rs 1,300 crore from April till date.

Mean while, the group has also acquired economic interest in a coal mine in Mozambique with coal resources of about 3 billion tonnes and coal resources of about 15 million tonnes in Indonesia.

This backward integration is expected to strengthen its shipping activities and to meet the huge energy demand in India.

The company has already expressed its interest 'to go for high value large assets.' It, at the same time, made it clear that the company had no immediate plans to acquire OSVs (offshore supply vessels) or MSVs (multi-purpose supply vessels) required by the oil sector.

The company is building one jack-up rig at Keppel in Singapore and is looking at outright purchases to acquire more.

Keppel is expected to deliver the \$190 million jack-up rig in March 2009 and the company has already tied up its deployment for the next three years.

The second largest private sector shipping company in the country has a diversified fleet of 20 vessels, including nine tankers, eight bulk carriers and three dredgers. **Source : India Times**

Hamburg Süd introduces latest and largest ship

South African ports continue to play host to a growing number of maiden ship visits as shipping lines adjust their fleets and trade routes, generally introducing larger tonnage.

The reasons for this conversion to bigger ships are fairly straightforward. As demand increases, particularly for consumer goods coming out of Asia, so shipping lines have gone the route of introducing larger ships that bring economies of scale while being capable of absorbing increasing traffic.

This usually takes place initially on the major trade routes, such as Asia – Europe, but also has a cascading effect as large ships already deployed there are replaced by the mega ships and released for transfer to secondary trade routes.

South Africa probably features somewhere in the region of the third strata of trading routes but it is noticeable that certain shipping lines have begun introducing ships in the 6,000-TEU (twenty foot container equivalents) range much sooner than had been expected. Only a few years earlier these 6,000-TEU ships were still being regarded as the giant 'mega-ships' of the future.

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A good example of the above can be seen with German shipping line Hamburg Süd which recently began introducing a new class of ship in the 6,000-TEU range. The first of these, Rio de la Plata made her grand entry into Durban on Friday (23 May) when she was greeted with tugs spraying water from their fire cannons and this was followed (so we understand – the media wasn't invited), by a reception held on board the ship which was berthed temporarily at R berth (the car terminal).

The 286m long and 40m wide **Rio de la Plata** is named for the estuary formed by two major South American rivers, Paraná and Uruguay, on which the two key ports of Buenos Aires and Montevideo are situated, and was named at the Korean shipyard on 17 March this year. She is the first in a new series of 5,900-TEU ships, becoming Hamburg Süd's largest container vessel class.

A total of six of these 80,455-DWT Rio-class ships will be introduced, initially on Hamburg Süd's Far East – South Africa – South America service before transferring across to the company's Europe – East Coast South America trades.

That's when the class of ships they are replacing on the Europe service, the 5,520-TEU 'Monte' class will move onto the Far East – South Africa – East Coast South America service (the cascade effect), bringing with them increased container capacity between Asia and South Africa.

Lazard suggests more than 10% of bulk orderbook will not be built

As much as 10% of today's combined capesize/panamax orderbook, and up to 20% of the handysize book, including supramax units, may not be built, according to a recent study on the supply and outlook for dry bulk tonnage by investment bank Lazard. Explaining the basis for these assumptions in a webcast interview with Norwegian shipping paper Tradewinds, analyst Urs Dur says the smaller sizes are more vulnerable than capes and panamax because a greater volume of such ships have been nominally contracted at "greenfield" yards, many of which are in Asia, and on a speculative basis.

The bank believes that even assuming 7% annual compound growth in tonne miles, shipbuilding supply will exceed demand from the second half of 2009 until at least 2011. It warns investors not to count on 30-40% of orders not being delivered, as some have suggested. More cautious in the interview than in the study, Dur says 5% of the dry bulk orderbook overall may not get built whilst another 5% could be severely distressed, perhaps by long delivery delays, not being built to specification or by facing financing issues.

Dur believes that less experienced shipbuilders, including both greenfield and non-greenfield yards, could face solvency issues whilst some owners, placing speculative orders for dry bulk tonnage, may run into credit problems. Investors should be careful, therefore, to invest in companies that have longer-term strategies, he says. **Source :** [Seatrade Maritime News](#)

Hamburg Port serves Grand Alliance's new Far East-Europe EU5 loop

A container ship operated by German shipping line Hamburg Süd, the 3,322-TEU Oslo Express, was the first ship in the new Far East-Europe (EU5) liner service of the Grand Alliance to recently sail for the Port of Hamburg. The Oslo Express is the first of eight container ships used in this new weekly Far East container shipping service to be cleared at the HHLA Container Terminal Altenwerder (CTA). The new Grand Alliance liner service focuses on Central and South China as well as Southeast Asia and links the Chinese ports of Shanghai, Ningbo and Xiamen, as well as the city state of Singapore, to the northern European continent.

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The ports of destination in northern Europe are Hamburg, Amsterdam and Southampton. In addition to the Oslo Express, the EU5 service is deploying the 6,039-TEU newbuild **Wan Hai 605** chartered by MISC. The service is also deploying ships with an average cargo capacity of 4,700 TEU, namely: the **NYK Leo**, the **OOCL America**, the **Bunga Pelangi Dua** (MISC), Hapag-Lloyd's **Southampton Express**, the **MISC Merlion**, and **OOCL's Meta**. By deploying eight ships a round trip will take 56.

Following the launch of the new EU5 service, the number of container shipping services destined for the Port of Hamburg has risen to 29. In traffic with China alone, 26 container services offer direct connections between Hamburg and Chinese ports, a statement from the port authorities said. **Source: schednet.com**

Iran, South Africa discuss shipping cooperation

Islamic Republic and South Africa joint cooperation meeting on ports and maritime opened in Tehran on Sunday. Deputy head of Ports and Shipping Organization (PSO) for ports and special zones affairs noted that the three-day meeting aims to develop bilateral shipping cooperation. Alireza Satei called for boosting shipping cooperation particularly in the fields of commerce shipping, bolstering the technical cooperation, ship building and developing maritime infrastructures as the other objectives of the meeting.

"The memorandum of understanding on control and inspection, search and rescue, marine certification will also be discussed in the meeting," he said. **Source: Mathaba News**



Former ferry **Nindawayma** seen at the Purvis yard at the Great Lakes, above the locks, possibly awaiting scrapping
Photo : Roger LeLievre ©

Piraeus Port Authority posts losses instead of profit

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Piraeus Port Authority reported net losses amounting to 5 million euros for the first quarter of 2008, ending in 31st of March, against a profit of 3.7 million euros for the relevant period of 2007. According to a stock filing, sales also declined by 47% to 19 million euros (down from 35.68 million euros), mainly because of the labor disputes observed in the country's largest port since the beginning of the year, on account of the bidding process, to award two out of three container handling terminals to private operators. The company said that the labor walkouts caused "a drastic reduction of handled cargo and shrinking of revenue". As a result, income from the container handling business was also reduced by 71.2%, versus the first quarter of 2007, deeply impacting the overall results. Leasing space on the other hand was increased, resulting in a rise of the rest of the operating incomes, which stood at 1.67 million euros, increased by 12.1%.

Piraeus Port's labor union has been refusing overtime and weekend work to oppose government plans for a private investor to take charge at the container handling business of the port. Nevertheless, plans went ahead with two main bidders staking their claim on the port. China's Cosco Pacific and Hutcinson Port Holdings, which teamed up with local pharmaceutical company Alapis are the two main contestants. The winners of the tender will operate and expand the commercial docks for up to 35 years. The process is expected to be completed by the end of the year, according to recent remarks made by Minister of Mercantile Marine, Mr. George Voulgarakis. **Source : Hellenic Shipping News**

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Shanghai port to crack 30m teu this year

Port operator China Merchants Holdings (International) Co Ltd (CMHI) expects that the throughput of Shanghai International Port will reach 30 million teu for this year despite a slowdown in the first four months.

Shanghai International Port, in which CMHI has about 26 percent stake, reported a slowdown in throughput growth in January-April. The year-on-year growth dropped to 11.4 percent from last year's 20.4 percent.

The snowstorm early this year and the US economy slowdown are the main reasons dragging the growth of the port, Fu Yuning, chairman of CMHI said. He said the throughput target of 30 million teu can be achieved as he expects the growth to pick up in the second half.

In March, CMHI bought a 5.4 percent stake in Ningbo Port Company. Fu said the listing of the company is actively moving forward despite the stock markets volatility this year. He hopes the company can be listed this year, but whether A-share or H-share listing would come first depends on the market situation, he said. **Source : Seatrade Maritime News**

DEME provides overview of recent contract wins

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Belgian dredging contractor DEME reports that in the past two months the company has secured as many as 22 new contracts worth a total of Euros 400 million. The most important contract won by the company, for the deepening and widening of the Panama canal (a deal worth some Euros 120 million) is not included in this figure.

The new contracts are spread around the world. In the Middle East (contracts valued at Euros 184.5 million), operating through Middle East Dredging (MEDCO), DEME is executing the dredging work for the southern tunnel crossing and on the Golf Course Channel at the island of Yas in Abu Dhabi.

In Abu Dhabi, having completed the important Al Raha Beach reclamation project, DEME has obtained a new contract that calls for dredging two access channels. Also in Abu Dhabi, the company is responsible for capital dredging works for the construction of a new container port, to be executed by MEDCO.

In South America (Euros 25 million) DEME is responsible for dredging an access channel and basin at the port of Itaguaí in the Bay of Sepetiba, south of Rio de Janeiro, Brazil. This contract involves some 4.5 million m³ of material and will be executed during the maiden voyage of DEME's new trailer Breydel.

This contract was obtained after the successful completion of the nearby steel port of Sepetiba, which was carried out on behalf of Thyssen-Krupp. In Africa (Euros 36.5 million), the trailer Marieke will execute the second phase of the port extension at Richard's Bay in South Africa. This job will be finished by mid August, whilst in Ghana the company is responsible for additional remediation (fourth phase) at Korle Lagoon, formerly a lake that acted as a waste reservoir on the outskirts of the Ghanaian capital Accra.

In Cameroon DEME company GeoSea has assigned its jack-up platform **Buzzard** to work on behalf of Geocéan, executing repair works at Sonara jetty in Limbe. GeoSea is undertaking the rock socketing part of this job.

Further details of work won by DEME recently will follow in subsequent updates. **Source : Dredging News Online**

KNRM REDDINGBOOT ENGELINA GEDOOPT

Donderdagmiddag is in IJmuiden de reddingboot **Engelina** door mevrouw Engelina Roodhart gedoopt. Zij schonk dit deze **Atlantic 21** die werd aangekocht van de Engelse zusterorganisatie RNLI.



(Op de groeps foto zit mevrouw Roodhart rechts in een rolstoel)

Photo : PIM KORVER FILM+VIDEO ©

Overslag Amsterdam groeit in eerste kwartaal

De overslag in Zeehavens Amsterdam is in het eerste kwartaal met 2,7 procent gestegen van 21,8 tot 22,5 miljoen ton. Een daling in de kolensector met 0,7 miljoen ton tot 5,1 miljoen ton werd gecompenseerd door een stijging in de olieproducten met 0,9 miljoen ton tot 6,8 miljoen ton. De toename in de haven van Amsterdam lag met 7,6 procent hoger dan die in Velsen/IJmuiden, Beverwijk en Zaanstad.

Grote stijgers in Amsterdam waren het eerste kwartaal olieproducten (+16,9 procent) en ro/ro (+43,3 procent).

Over het gehele jaar 2007 heeft Haven Amsterdam een winst geboekt van 46,8 miljoen euro. In 2006 was dat nog 29,3 miljoen euro. **Bron : Nieuwsblad Transport**

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NOL readies bid of up to \$7bn for Hapag-Lloyd

Neptune Orient Lines Ltd. is ready to make a cash offer for Hapag-Lloyd of \$6 billion to \$7 billion and is confident of winning the German container shipper despite an expected bid from a consortium led by the German city of Hamburg, two people familiar with the situation told the Wall Street Journal yesterday. "They [NOL] are expecting Hapag's formal invitation for bids at the end of this month or early June. Once the request for offers lands, the [NOL] bid will be made," said one of the people. Hapag-Lloyd, the shipping arm of German tourism company TUI AG, has held talks with NOL about a possible takeover since the beginning of the year. A deal would make NOL the world's third-largest container-shipping firm by capacity.

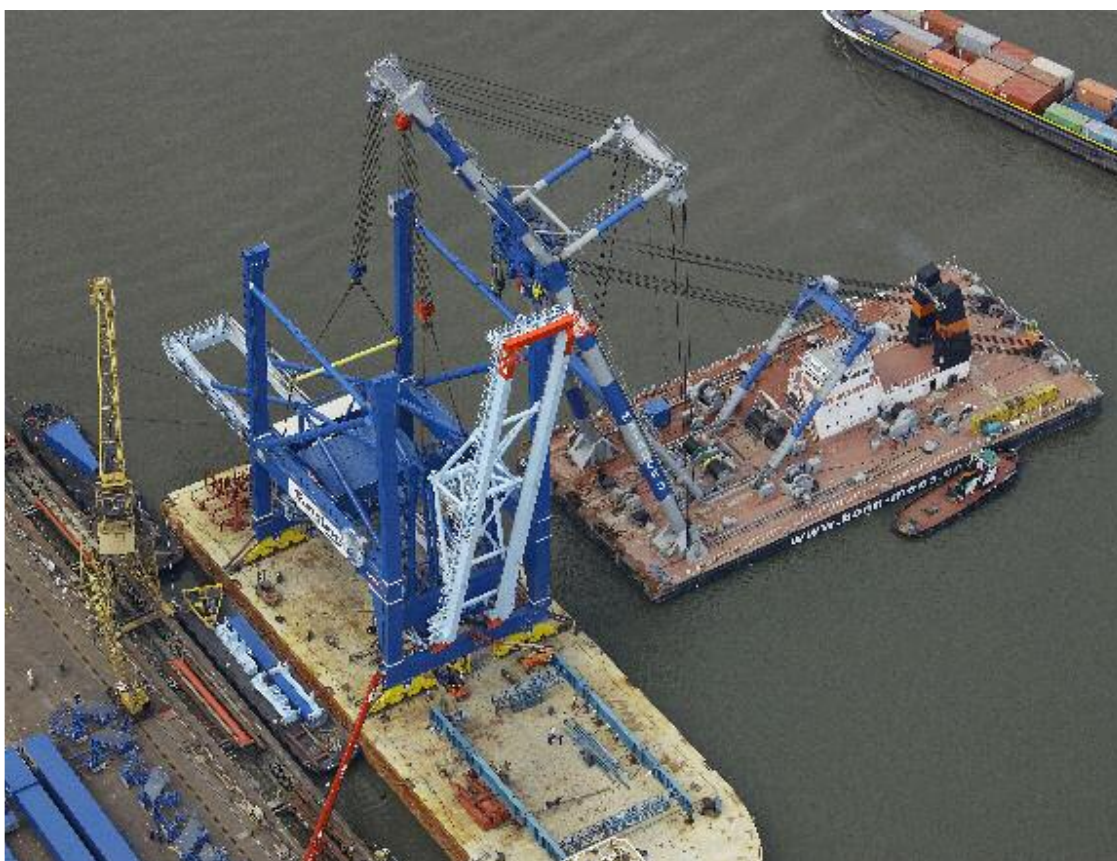
NOL Chief Executive Thomas Held confirmed last month that he was interested in buying Hapag-Lloyd, and TUI said it was in the process of approaching potential buyers. One rival bid likely will come from the city of Hamburg, which has taken a 20% stake in a consortium that plans to make an offer for Hapag-Lloyd, Hamburg Financial Secretary Michael Freytag said Tuesday. While the consortium would give Hamburg an indirect stake in Hapag-Lloyd, Mr. Freytag said the city doesn't rule out taking a direct stake. Other members of the newly formed consortium are German logistics company Kuhne Holding AG and Hamburg private bank M.M. Warburg & Co.

"NOL is not too concerned about the German bid. National feelings aside, the city of Hamburg's offer sounds complicated, and in this process, money and how fast you can dole it out will be the determining factor," the second person familiar with the deal said. . **Source : Seatrade Maritime News**

Rotterdamse containerkraan op weg naar Finland

Kalmar Industries heeft gisteren, zaterdag 24 mei, de eerste van vier grote containerkranen op transport gezet voor de nieuwe Vuosaari-container-terminal in de haven van Helsinki, Finland. De kraan is een zogeheten containerkadekraan, bedoeld voor het laden en lossen van containerschepen. De Rotterdamse kranenbouwer Kalmar levert de kraan op basis van eigen modulair ontwerp, dat is aangepast naar de wensen van terminaloperator Finnsteve.

Deze kraan heeft een 'klap' die het mogelijk maakt schepen te behandelen waarop 17 rijen containers zijn geladen. De kraan weegt 1.200 ton. Met de klap 'opgetopt' heeft de kraan een hoogte van 100 meter. Bijzonder in het ontwerp van deze kraan is dat rekening is gehouden met het in de toekomst gelijktijdig laden en lossen van twee veertig voetscontainers. De kraan is in twee delen gebouwd. De delen zijn afgelopen week door de drijvende kraan Matador 3 op het ponton BoaBarge 22 gehesen. Een sleepboot van Fairplay brengt het ponton naar Finland. Na aankomst in Finland, naar verwachting op maandag 2 juni, wordt de kraan met behulp van zogeheten zwaarlastwagens van het ponton gereden en in de rails geplaatst. Met behulp van strandjack-techniek wordt daarna de 700 ton zware bovenbouw 35 meter opgehesen en vastgezet. De eerste twee Kalmar-kranen worden in oktober van dit jaar aan Finnsteve opgeleverd. De twee andere volgen een maand later.



In de nieuwe Vuosaari-haven, ten oosten van Helsinki, centraliseert overslagbedrijf Finnsteve haar activiteiten die het nu nog uitvoert op de terminals in het centrum en net ten westen van de stad. De nieuwe containerterminal krijgt vier grote containerkadekranen en een capaciteit van 500.000 standaard containers (TEU's). Kalmar in Rotterdam geldt wereldwijd als één van de toonaangevende bouwers van containerkranen en is samen met HIAB en MacGREGOR

onderdeel van Cargotec, wereldwijd leverancier aan havens van voertuigen, installaties en services voor het overslaan van goederen. De Rotterdamse kranenbouwer heeft op dit moment orders voor de levering van 9 kranen voor containerterminals in Rotterdam, Antwerpen, Helsinki en Rouen. Kalmar in Rotterdam is continue op zoek naar engineers en monteurs. **Bron : KALMAR**

Solstad sells two

Solstad Offshore has cashed in after two subsidiaries offloaded anchor handlers to foreign players.

The two deals are thought to be worth around \$42m to the Oslo-listed owner. Solstad says Normand Skarven KS, in which it has a 71.1% stake, has sold the 150 ton bollard pull **Normand Skarven** to overseas interests.

The sale of the 1986-built vessel will bring gains of NOK 130m (\$25.95m), Solstad says. It does not reveal how much the vessel was sold for, saying only that it went at an average broker value from 31 December 2007. Separately, Nor Offshore, in which Solstad has a 50% share, has sold the 5,500 HP **Nor Sea** in a deal worth \$17.5m for Solstad. Neptun Marine Services is the buyer of the 2005-built vessel.

Solstad will book profits from the two sales in the third quarter of 2008 when both vessels will be handed over to their new owners. **Source : Tradewinds**

OLDIE FROM THE SHOEBOX



The 34 mtr NRS tug **VARNEBANK** (35 ton BP) seen in the Europoort during 1975 after completion at her builders, the Scheepswerf v/h H.H.Bodewes, were the 3000 hp / 2207 kW tug was built under yard number 729, after serving many years in the Rotterdam region the tug was sold to Alfons Hakans during 2004 and renamed in **PALLAS**.

MOVEMENTS

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Maria Green heading out into Lake Ontario with the **Edward L Ryerson** waiting her turn to enter the Burlington canal and into Hamilton Harbor.

Photo : Rob Wolcott ©

.... PHOTO OF THE DAY



Iskes **HERCULES** seen at the Vooruit shipyard in Zaandam
Photo : Willem Harlaar ©

BOEKBESPREKING

Door : Frank NEYTS

“Container Contacts 2008”

Bij de Duitse uitgeverij Storck Verlag Hamburg verscheen onlangs een herziene uitgave van “**Container Contacts 2008. A to Z of the European Container Industry**”.

Dringende nood aan een M&R depot voor tankcontainers in Nederland? Een constructeur van reefercontainers in Denemarken? Een tank-cleaningstation in Zweden? Of een containerverhuurbedrijf in België? Wat u ook nodig hebt, in enkele seconden zult u een oplossing vinden in “**Container Contacts 2008**”. Deze gids voor de containerindustrie is hoofdzakelijk in het Engels geschreven en biedt informatie uit 34 Europese landen.

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Het boekje bevat bovendien een A tot Z lijst van alle opgenomen bedrijven, een officiële lijst van alle containereigenaars (BIC Code) en een overzicht van de internationale telefoonprefixes.

De gids is bovendien ook op CD-ROM te krijgen.

“**Container Contacts 2008**” telt in boekvorm 544 pagina’s en werd op handig formaat uitgegeven. De gids kost 22 euro, exclusief verzendingskosten. Bestellen kan bij Storck Verlag, Striepenweg 31, D-21147 Hamburg. Tel. +49.40/797.13.160, Fax +49.40/797.13.101, E-mail: service@storck-verlag.de, internet: www.storck-verlag.de.

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