

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 229



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The Perdido spar tow-out from Aransas Pass, Texas on August 8th with the Sidney Candies and the Kelly Candies.

The Perdido spar has been safely anchored in 8000 ft of water depth by Heerema's DCV Balder in the eve before hurricane Gustav entering the Gulf of Mexico

Photo : Courtesy of Shell Oil Inc. ©

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EVENTS, INCIDENTS & OPERATIONS

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A lesson to be learned

CLEAR-UP CRITICISM: A new report has criticised the response the the Napoli disaster of January 2007

AUTHORITIES involved in the clear-up of the stricken cargo ship **MSC Napoli** have a lot to learn, a critical report reveals. Poor communication, lack of facilities, poor media liaison and confusion over the collection of oiled birds are all highlighted in a document due to be presented to a local public inquiry.

Officers from Dorset County Council will submit evidence to their counterparts in Devon who are holding an inquiry this autumn. Dorset's environment director Miles Butler said it was acknowledged that those involved in managing the emergency did an exceptional job under difficult circumstances. But he warned there were many lessons to be learned to improve future incident management and response.

The evidence document includes a list of recommendations requiring organisations to act. It calls for the coastal pollution plan to be strengthened, closer working between counties and the role of each agency involved to be made clear to allow for reliable communications.

There is also a need to improve communications equipment and for the Coastguard Agency to liaise more with others and take a proactive lead in dealing with the media.



The ship was damaged in a severe gale off Cornwall in January 2007 and then deliberately beached off the World Heritage Coast while it was being towed to Portland amid fears it would sink. Containers were washed ashore, sparking a scavenging spree in scenes reminiscent of the film Whisky Galore!

Left : The tug **FAIRPLAY 23** and workbarge **MONTECRISTO** seen at the **MSC NAPOLI** location

Photo : Piet Sinke ©

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Since then, a multi-million pound salvage operation has seen the containers and fuel oil removed and the wreck of the ship dismantled on site in Lyme Bay.

Poor weather postponed operations last winter but work restarted in April. Introducing the county council's submission of evidence in a report to the Cabinet next Wednesday, Mr Butler describes the incident as a complex undertaking requiring a multi-agency response.

He says: "Following some uncertainty over responsibilities, all involved pulled together and did an outstanding job.

"There is unlikely to be any long-term environmental, social and economic impact and those involved are to be congratulated for their efforts." But he adds: "In the future, we must make sure that the widest spectrum of information is available and this information is communicated between agencies.

"The public must be kept informed with clear and concise information through the media to prevent injury or civil disorder.

"Using lessons learned, contingency plans will be more robust and complete to cover circumstances which have not been experienced previously."

Regarding emergency planning and response and local command and control, Dorset's evidence to the public inquiry states that the incident tested the county's emergency contingency planning to the full.

Highlighting areas that went well, it praises the regular briefings to keep responders informed and effective liaison between police, fire, health and local authority. But it says the initial relationship between the Maritime and Coastguard Agency (MCA) and local responders was 'poor'.

The evidence report highlights 'little quality information' on the situation and a 'lack of clarity' about the MCA's role. It criticises the initial location of the Salvage Control Unit/Marine Response Centre, the lack of IT provision for outside agencies and limited space in which to work leading to 'evident frustration'.

It reports distance between groups and the media leading to 'attendance issues' at meetings, 'insufficient liaison' between command groups and 'poor' information flow and connectivity between command sites. Landowners were not consulted in the response process early and there was a lack of commonality between Devon and Dorset County authority plans.

Sea bird collection areas were confused' and there was no previously established protocol for dealing with oiled birds or other affected coastal fauna. The report says clear and consistent messages were circulated to the public through the media, but improvements are needed to ensure quality information reaches the public, with particular reference to the scavenging of the containers.

Regarding waste management, a pollution clearance plan for Dorset proved useful but did not contain the information required for dealing with the range of pollutants encountered. The beach clean-up response was 'confused,' the use of volunteers and issues relating to insurance was unclear' and there was 'limited' information on the likely hazards of waste collection. The report concludes: "Developments in the areas highlighted in this report can only strengthen the resilience within Dorset to future incidents of this type." [Source : Dorset Echo](#)

Sulpicio Lines may face criminal charges over ferry sinking

According to AFP, Justice Secretary Raul Gonzalez has said that the special panel of prosecutors, which launched the official investigation on the **'Princess of Stars'** has concluded the ship's captain was at fault for the ferry's capsizing.

"We are closely studying the Board of Marine Inquiry report and we recommend the filing of criminal charges if the situation warrants," he said. Criminal and civil charges may be filed against the officers of Sulpicio Lines for negligence which resulted in the death of some 800 passengers in June.

'Princess of Star's' operator Sulpicio Lines now has 30 days to appeal the findings and recommendations of the inquiry. **Source : Baird Online**

A big gamble by the chief of Neptune Orient Lines

Ronald Widdows, chief executive of Neptune Orient Lines, is about to take what will likely be the biggest gamble of his 37-year shipping career. Widdows wants to gobble up his German rival Hapag-Lloyd, double the size of the company he heads in Singapore, to establish the world's third-biggest container shipping firm. The move has met with apprehension in Germany, and hundreds of Hapag-Lloyd workers protested outside the Singapore Embassy in Berlin against the international snoop a day before the German government passed a law to shield firms from foreign predators. But the U.S.-born Widdows, who has a Thai wife and three children, thinks he can pull it off despite the risks. Neptune Orient has lined up \$6 billion in funding and has the support of its controlling shareholder, the Singapore sovereign fund Temasek Holdings. "It's an opportunity, and it could well be transformational," Widdows, 55, told Reuters in a recent interview. Widdows has told Neptune Orient clients that the merger would be good for the industry, spreading the combined group's footprint across Asian, European and trans-Atlantic routes. Neptune Orient, 66 percent owned by Temasek, bought the U.S. container shipping group APL in 1997 and has kept the brand name for its core business. Widdows, who took over as chief executive last month after the exit of the German-born Thomas Held, joined Neptune Orient at the time of the APL takeover.

The American, who has tackled labor unrest in the past, was in the thick of things when dock workers on the U.S. West Coast, represented by the International Longshore and Warehouse Union, went on strike in 2002. "APL had a bigger problem than most because it is very dependent on the U.S. West Coast," said Dan McHugh, Asia-Pacific chief executive of the express cargo carrier DHL Express, who worked with Widdows at APL for over 15 years. "Ron was the operations guy for APL at the time and had to deal directly with the issue, and he helped APL come through it better than many other companies would have," he added.

But investors have not been persuaded on the \$7 billion price tag for Hapag-Lloyd. The deal appears to be a potentially difficult integration at a time when a slowing global economy threatens to derail growth. Industry analysts believe the downturn may be more severe than in 2006. **Source: Reuters**



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Shipping takes a new direction

The developer of a software product that has made the documentation process easier for vessels to enter ports around the world has broken away from the business that his father sold two years ago to start his own company. Fritz Heidenreich, president and chief executive officer of Heidenreich Innovations, will leave Heidmar Inc. on Monday to establish his new business at 165 Mason St., in Greenwich, sharing a building occupied by a office operated by his father, Per Heidenreich, who founded Heidmar 25 years ago and sold it to subsidiaries of Morgan Stanley Capital Group Inc. in September 2006.

In connection with Heidenreich's departure, Heidmar will transfer the www.Q88.com and www.Baltic99.com Web sites to Heidenreich Innovations and will enter into a contract with the new company for consulting services.

The Q88 Website was launched in June 2001, and the Baltic99 Website was launched in June. There are 580 questionnaires available on these Websites, and they are being used by more than 390 ship owners, representing 4,900 vessels.

The eventual departure of Fritz Heidenreich, 38, and transfer of the Web sites had been contemplated at the time that Heidmar was acquired.

"It will be very difficult for me to leave Heidmar, where I have worked for the past 15 years," Fritz Heidenreich said, "but I look forward to the opportunity to expand the questionnaire service and develop new products for both the wet and dry sectors of the shipping industry."

Heidmar, through its offices in the United States, England and Singapore, operates a fleet of more than 90 tankers. Heidmar is the general agent and commercial manager of five tanker pools ranging from 55,000 to 180,000 dead weight tons.

"We wish Fritz every success with his new company. Computer innovations have been an important factor in the growth of Heidmar over the past 20 years," said Tim Brennan, president and chief executive officer of Heidmar, in a prepared statement. "We look forward to working closely with Heidenreich Innovations in the future."

Fritz Heidenreich had the option of selling his business or going out on his own. ST Shipping & Transport PTE Ltd., sees the Q88 Web site as an essential provider of information for its 160 chartered and owned tankers that visit ports around the globe. "It takes the salient data - the physical characteristics of a ship and its certificates to populate the questionnaires required by the shipping terminals. Every terminal has a different format," said Eric Haughn, spokesman for ST Shipping. "It makes life easier." **Source: Stamford Advocate**



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The **FAIRPLAY 23** seen at the Devon coast
Photo : Piet Sinke ©

MISC tanker on way to pirates' port of Eyl

Malaysian tanker **MT Bunga Melati Lima** is on its way to the pirates' coastal base of Eyl where six other vessels are being held, said a Somali official.

One of the six vessels is the other MISC-owned ship **MT Bunga Melati Dua** which was hijacked on Aug 19.

Abdulqadir Muse Yusuf, Assistant Fisheries Minister in the northern Somali region of Puntland, said villagers of Alula, Bargal and Eyl were providing the pirates with supplies and said radio operators on the coast were also helping the gangs.

"The pirates are increasing dramatically in numbers and in strength," said Abdulqadir. The **MT Bunga Melati Lima** was carrying 30,000 tonnes of petrochemicals from Yanbu in Saudi Arabia to Singapore when it was seized on Friday in the Gulf of Aden.

Thirty-six Malaysians and five Filipino temporary maintenance crewmembers were onboard when the hijacking took place. The latest incident pushes the number of Malaysians held captive by Somali pirates to 65.

MISC said the tanker had been travelling "within the vicinity" of a security corridor set up last week by a multinational anti-terrorism task force in response to the sharp rise in attacks.

The national shipping company said coalition naval forces were unable to stop the hijacking out of concern for the safety of the crewmembers.

The International Maritime Bureau has again called on ships at the Gulf of Aden to keep a strict 24-hour visual and radar watch to avoid being attacked by pirates.

IMB's piracy reporting centre head Noel Choong said early assessment and detection would allow ships to quickly alter their course or increase their speed while also giving time to alert authorities.

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He said although Western coalition forces had set up a security patrol area in the region, there was no guarantee that it was 100% safe. Choong said the help of the United Nations and the international community was desperately needed.

Last week, Somali gunmen seized a record four ships in 48 hours, and are now holding about 130 crew hostage on at least nine vessels from Malaysia, Thailand, Japan, Germany, Nigeria and Iran. **Source : The Star**



The Dredger **Puerto Mexico** seen in Colon Panama - **Photo : Puerto Mexico crew** ©

Five Pinoy seamen on board hijacked Malaysian ship

Five Filipino seamen were among the crew of a Malaysian-flagged ship that was hijacked off Yemen, the Department of Foreign Affairs said yesterday.

Quoting a report from the Philippine Embassy in Nairobi, Kenya, Esteban Conejos Jr., DFA undersecretary for migrant workers' affairs, said the chemical tanker **MT Bunga Melati 5** with a 41-man crew was seized off the Kenyan coast in the Gulf of Aden last Aug. 29.

He said the DFA is now coordinating with concerned Philippine embassies, ship owners and other authorities to secure the Filipino crewmen's safe release.

Conejos confirmed last Saturday that two Filipino seamen were among the 29-man crew of the Iranian bulk carrier **M/V Iran Deyanat** reportedly hijacked by suspected Somali pirates last Aug. 21.

All crewmembers of the Iranian ship were said to be unharmed, he added **Source : Philstar**



The 2008 built 2000 TEU **CSCL KINGSTON** seen in Rio Grande (Brazil)
Photo : Marcelo Vieira ©

PDRM hands over seized ship to Indonesian police

THE Royal Malaysian Police (PDRM) handed over the **MT Blue Ocean 7**, which was seized by pirates three months ago, to the Indonesian police last Friday.

The Indonesian container vessel was seized in Indonesian waters in May and was recovered in Malaysian waters a month later.

The handing over of the palm oil container vessel will allow the Indonesian Police to charge the eight Indonesians involved in seizing the vessel.

The eight suspects involved were being detained in Balikpapan, Indonesia.

PDRM was represented by Sabah CID chief SAC II Zainal Abidin Kasim while the Indonesian Police by Kalimantan Timur (Balikpapan) Marine Police CID chief ACP Wahyu Kuncoro Sik.

Zainal Abidin said close cooperation between PDRM and Indonesian Police led to the quick recovery of the container vessel seized by the pirates in the Straits of Makassar.

The vessel was on its way from Sulawesi Barat to Surabaya on May 21 when it was seized. The 14 Indonesian crew were unhurt. "Malaysian Police received a report on the piracy from the Indonesian Police on June 19.

The vessel was recovered in Sandakan waters while the pirates were arrested in Indonesia," said Zainal Abidin.

When recovered, the container vessel had been painted black instead of its original colour blue and renamed **MT Eka**.
Source : Bernama

IMB Official Gulf of Aden Warning To all ships transiting the Gulf of Aden

Within the last 48 hours four ships have been attacked and hijacked by armed pirates in the vicinity 12 / 14 degrees north and 046 / 053 degrees east. All ships are strongly advised to maintain a strict visual and radar watch.

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Early detection will allow ships to take measures to prevent boarding and request for assistance.

Intelligence sources revealed that there are now three suspicious vessels in the Gulf of Aden believed to be pirate mother vessels looking to attack ships with the intent to hijack.

The description of the suspected trawlers - long white, Russian made stern trawlers with names "**BURUM OCEAN** or **ARENA** or **ATHENA**". One of the trawlers is believed to be operating at approximately 60 NM NE of Bossasso, Somalia in the Gulf of Aden. Also intelligence indicates a blue-coloured tug operating in the same vicinity

The centre has received information that the suspected pirate mother ships are at the following positions:

BLUE-COLOURED TUG: 1159N 05056E at 25 0500 UTC Aug 08

Fishing trawler **BURUM OCEAN:** 1411N 04951E at 25 0930 UTC Aug 08

All ships are strongly advised to maintain a strict 24 hours visual and radar watch while transiting these waters and report any attacks or suspicious boats including the trawlers named above to the 24 hour IMB PRC:

Tel: +603 2031 0014 / +603 2078 5763 - email: piracy@icc-ccs.org / imbkl@icc-ccs.org

Suspected Pirate Mother Vessels:



BURUM OCEAN



ARENA or ATHENA

Source: Coalition Forces

CASUALTY REPORTING

Search for man overboard off fraserburgh

A search is currently underway 35 nautical miles north east of Fraserburgh after a man overboard was reported from oil standby vessel '**Grampian Hunter**' at 2355 Sunday night.

Aberdeen Coastguard received the call reporting that the man had not been seen since 2100 and scrambled Rescue Helicopter 137 from Lossiemouth to begin a search. 13 other vessels in the area (fishing and standby vessels) also responded to calls for assistance.

After exhausting the search area the helicopter was later stood down due to poor weather, however nine vessels continue the search, which is currently still ongoing.

Aberdeen Coastguard Watch Manager Fiona Hastie said: "The search will continue until further notice for a missing British seafarer suspected of falling overboard from Aberdeen registered oil standby vessel '**Grampian Hunter**'.

Weather on scene is foggy in patches with rain and poor visibility and Southeasterly force 3 winds."

Greek bulker safe



Tugs soon to reach handymax **Nena J** which was reportedly in danger of grounding in storm off South Africa.

A Greek bulk-carrier which got into difficulty off South Africa when its engine broke down has avoided grounding.

A tug boat is due to reach the 43,230-dwt **Nena J** in the next two or three hours when it is expected to be towed back to Cape Town.

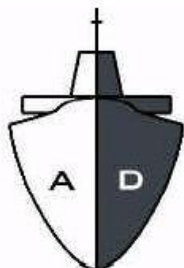
Left : bad weather is battering Cape Town

Photo : **Glenn Kasner** ©

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Gulf Coast shipbuilders respond to Gustav

As Hurricane Gustav bore down, America's Gulf Coast shipbuilders announced closures and put contingency plans into effect.

Northrop Grumman Shipbuilding announced that production work at its Pascagoula, Miss., and Avondale, New Orleans, facilities is suspended until Monday morning, Sept 8. Production work at its Gulfport, Miss. facility is suspended Tuesday, Sept.2, through Friday, Sept. 5.

Bollinger Shipyards announced that all its facilities with the exception of Texas City would be closed Tuesday and Wednesday. Edison Chouest Offshore is operating in Phase 5 of its Corporate Emergency Plan and is asking employees to monitor <http://www.eco-emergency.com>

Cebu firm completes ship for South Pacific islands

Aboitiz company FBMA launched the locally-built **Betico II**, a 57-meter long fast craft roll-on roll-off catamaran capable of carrying 356 passengers and 10 cars. The vessel with a top speed of 32 knots, would service the City of Noumea and the three major islands of New Caledonia in the South Pacific.

Cebu Gov. Gwendolyn Garcia, Roberto Aboitiz president and chief executive officer of FBMA and Tony Moraza, a director of FBMA welcomed here the visiting officials of New Caledonia.

The New Caledonian delegation included President Philippe Gomes of the Southern Province, President Neko Hnepeune of the Loyalty Islands Province, Deputy President Cono Hamu of the Loyalty Islands Province, Alain Descombels member of the Southern Province Assembly and Chairman of the Economic Development Commission, and Christiane Waneissi, adviser on external affairs of the Southern Province.

FBMA won the tender to build the **Betico II** to replace the older Australian-made **Betico I**.

FBMA completed the ship at the Cebu drydock after 13 months. The fast craft was designed to sail in the rough seas of New Caledonia. The vessel will depart Cebu for New Caledonia after the fitting of the vessel and the sea trials have been completed.

New Caledonia's mining industry had also aigned a contract with another Aboitiz-owned firm the Metaphil Corp. to build mining equipment for the Caledonia mining operations where at least 5,000 Filipinos are currently working.

Source : **Philstar**

Ashronia Organisation appeals for funding for humanitarian aid sailing ship

Western Australia-based Tenix will soon set to work building a replica of the '**Herzogin Cecilie**'. The vessel will be used to carry specific cargo such as wines in cases, flour, grains, salt, sugar, cement or wool, and passenger cadets from Australia to the UK.

The Ashronia Organisation works within the Australian community and also overseas in helping people that are in need of an emergency assistance, through opportunity shops, networking with other humanitarian and Christian aid organisations.

The original '**Herzogin Cecile**' was built in 1902 by Rickmers Schiffbau for Norddeutscher Lloyd Bremen, Germany. The vessel was one of the fastest merchant sailing ships of the time.

Ashronia is currently seeking support from the commercial sector for cargoes and also from the general public for finances.

For further information contact: Pastor Lawrence (Lofty) Shave , Western Australia
PH: +61 8 9335 2230 - Web: www.ashronia.org

Source : Baird Online

Keel-laying ceremony for Jan de Nul's Leiv Eiriksson held

On 27 August the keel laying of Jan de Nul's trailing suction hopper dredger **Leiv Eiriksson** took place at the Construcciones Navales del Norte in Sestao, Spain.

Leiv Eiriksson is a sister vessel to the 46,000m³ **Cristóbal Colón**, which was launched on 4 July and is currently being completed at La Naval. The launch of **Leiv Eiriksson** is expected to take place in July 2009, with delivery in early 2010.

La Naval is currently building four vessels for Jan De Nul:

- the trailing suction hopper dredgers **Cristóbal Colón** and **Leiv Eiriksson**,
- the fallpipe vessel Simon Stevin, and a recently ordered trailing suction hopper dredger with a capacity of 30,500m³.

The keel laying for this last vessel is expected to take place on 1 October 2009. Source : Dredging News Online

LINDØ TO SELL LOKSA SHIPYARD

THE AP Moller-Maersk shipbuilding subsidiary Odense Steel Shipyard (Lindø) says it has put Loksa Shipyard in Estonia up for sale as part of its continuing efficiency drive, .

Loksa Shipyard became part of the Odense Steel Shipyard Group in 1994 and is now one of the world's leading manufacturers of hatch covers. It also produces steel structures and components.

Lindo says in a statement: "The ownership of Loksa Shipyard Ltd. will not be necessary for the expected future production at Lindø and a sale will give Lind the opportunity to focus fully on shipbuilding and enhancing productivity."

"It is no secret that we are in a difficult situation. Therefore, we continue to work hard on strengthening the Yard's productivity and competitiveness. Selling Loksa Shipyard will give us the opportunity to concentrate on shipbuilding at

Lindø and develop our subsidiary shipyard Baltija Shipbuilding Yard in Lithuania that builds superstructures and steel blocks for Lindø," says Lindø's MD Finn Buus Nielsen. **Source : Maritime Global Net**

"K" Line orders three more bulkers from Shanghai Waigaoqiao

Kawasaki Kisen Kaisha ("K" Line) has ordered three 176,000 dwt capesizes at Shanghai Waigaoqiao Shipbuilding (SWS) for delivery in 2012. "K" Line's goal is to have 100 capes in its fleet come fiscal 2013. The firm took delivery of its first SWS cape in May this year and have been very satisfied with the quality performance of the ship thus far. SWS is part of the China State Shipbuilding Corp (CSSC) empire. **Source: searadeasia**

Croatian Shipyards to Be Privatized

6 government-owned shipyards will be sold in Croatia before 2009. A draft of a tender for the yards was drawn up by the Ministry of economy and the privatisation fund, Fairplay reports.

The list of the yard is the following: Brodosplit in Split, Brodotrogir in Trogir, Kraljevica in Kraljevica, Maj in Rijeka, Uljanik in Pula and Viktor Lenac in Martinscica, near Rijeka.

Zvonko Segvic, speaking for the Independent Union of Workers at the largest yard in Croatia, Brodosplit, warned: "We will not accept this without there being a significant social aspect to the proposal."

Ozren Matijasevic, the head of the Croatian Association of Trade Unions, voiced concern that jobs might be lost in a privatisation. "The 10,000 employees at the shipyards throughout Croatia will now be worried about keeping their jobs," Matijasevic added.

Opposition leader Ljubo Jurcic from the Social Democratic Party earlier warned that privatising the yards could endanger up to 42,000 jobs tied to the industry. **Source : SeaNews**

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Anhui to invest US\$580 million in “Wanjiang ports”

Anhui Province, China, will invest more than RMB4 billion (US\$580 million) to construct a multi-purpose, multi-level, group of modern ports.

Under the scheme, Wuhu Port will be used as a regional hub port, while the ports of Anqing and Maanshan will be set up as vice hub ports.

Over the next few years, Anhui Province will meet Shanghai International Shipping Centre to focus on speeding up the “Wanjiang ports” project.

The development of Wuhu Port, Maanshan Port, Anqing Port, Tongling Port, Chizhou Port will be the top priority.

The key projects of the “Wanjiang ports” will include the 100,000TEU container terminals and 200,000-car Ro-Ro Ferry Terminal in Wuhu Port.

Other key focuses will include an integrated terminal called the Yu Xikou Coal Terminal in Digang Port, the Wuli Temple 50,000TEU container port in Anqing Port, two 3,000-tonne bulk cargo berths in Mawo Port and Changfeng Port. **Source : Baird Online**

Indian ships headed for tougher scrutiny as detentions increase

Indian ships could be slotted in a higher risk category by international maritime inspection agencies, as 11 vessels from the country have been detained this year for violating safety and environment standards. Typically, maritime organizations classify ships from a specific country under three categories—black, grey and white—based on the track record of ships from the country. Being moved from the so-called safe “white” category to the medium-risk “grey” or high-risk “black” increases the degree of scrutiny, thereby increasing delays and costs for ships.

The detentions could also result in losses of up to \$35,000 (around Rs15.30 lakh) per day for a ship, and repeated confinements could result in the vessels being banned from international waters.

“Detentions have serious implications as these agencies will move India into a stricter scrutiny regime,” said an executive with maritime regulator Directorate General of Shipping, or DG Shipping, confirming the development.

“For instance, Paris has moved India to a white list, a safe group, from (the) grey list, which is a medium risky group in terms of inspection. But India continues to be in the grey list for other nations,” he added, asking not to be identified as he’s not authorized to speak with the media.

“This is an alarming situation,” said another person familiar with the development, who didn’t want to be named. “The Directorate General of Shipping has called for an urgent meeting on 4 September with shipping companies.”

The 11 ships were detained by inspection agencies known as port state controls, or PSCs, created by nations entering into memorandums of understanding (MoUs) with specific countries to check vessels entering their regions.

The Paris MoU, for instance, comprises 27 maritime administrations and covers the waters of the European coastal states and the North Atlantic basin from North America to Europe. The agencies and the inspection procedures are formed in consultation with the International Maritime Organisation, the global regulatory body.

In the previous year, seven Indian ships were detained by these agencies for not complying with maritime standards. Some of the Indian ships detained this year belonged to the country’s largest shipping company state-run Shipping Corp. of India Ltd and India’s largest private shipping company, Great Eastern Shipping Co. Ltd.

The Paris agency had detained Great Eastern’s vessel Jag Pahal in Spain, while the Tokyo agency had held back vessels of Shipping Corp. of India and Fleet Management Pvt. Ltd. The Indian Ocean agency had detained vessels belonging to Mercator Lines Ltd and Great Eastern.

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The other ships were detained by agencies in Iran, China, Spain, Jordan, Korea and the US for reasons ranging from minor defects to more serious faulty mechanisms. The period of the detentions ranged from one day to a week. S.S. Kulkarni, secretary general of the Indian National Shipowners' Association, said there were allegations that most of the detentions were based on minor defaults. For instance, one of detentions this year was for not placing a sticker of the previous inspection, he added.

"One of the deficiencies reported was not very major and, therefore, sorted out immediately. In another case, the company believed the deficiency did not warrant a detention...and has appealed via the Indian (government) flag administration, which has supported the company," said Anjali Kumar, a spokeswoman for Great Eastern Shipping. "In both cases, the ships sailed out as per schedule and there was no loss of trading hours."

The same DG Shipping executive mentioned earlier admitted that some of the detentions were based on "flimsy reasons," but added that Indian shipowners have made serious defaults in the past.

Ajoy Chatterjee, chief surveyor with the Indian government and additional director general (engineering), also said some of the detentions were wrong. "Therefore, we are taking up this matter with respective administrations to sort out issues," he said, without disclosing details on the vessels. **Source: Livemint**

APM Terminals to abandon two Kaohsiung terminals from October

Kaohsiung Harbour Bureau has revealed that APM Terminals is to abandon one of the two container terminals that it operates at the port.

Berths 118 and 119 will be ditched from October, although the Danish company will continue operating at berths 76 and 77, which forms part of the fifth container terminal.

Traffic handled by Maersk at berths 118 and 119 may well transfer to berth 75, which is currently operated by Hyundai Merchant Marine, whose concession the port authority would reportedly like to amend. **Source: portstrategy**



The **CLWYD SUPPORTER** seen in Aberdeen
Photo : Rob & Frits van der Hoek ©

Shipping Corp to revive JV with ONGC; rope in third partner

Shipping Corp of India is working on reviving its proposed joint venture with the Oil and Natural Gas Corp and is also scouting for a third partner. "We will begin dialogue with ONGC on the joint venture in about a week. We would also rope in a third partner for the joint venture," a senior SCI official told PTI.

In March 2006, SCI and ONGC had signed a memorandum of understanding to float the joint venture company Offshore Marine Services (OMSL). The MoU, which was valid for a year, has lapsed. As per the agreement signed then, PSA Marine, a wholly-owned subsidiary of Singapore government entity PSA International, was to provide repair services to the vessels.

In the planned JV, SCI and ONGC were to have 24.5 per cent stake each in the venture, while PSA Marine would hold 21 per cent, while financial institutions were to hold the remaining 30 per cent. PSA Marine, however, backed out from the venture later that year. OMSL was envisaged to provide end-to-end solutions in vessel operations for ONGC and other oil and gas companies.

It was also to develop capabilities for acquisition, repair and maintenance of offshore floating units and undertake repair and construction on long term arrangement with shipyard facilities on preferential terms and competitive basis. SCI is looking for a third partner, who could make value- additions such as ship building or has expertise in the area of offshore logistics, the official said.

"The third partner could also be a foreign firm," said the official, but declined to give further details about the search criteria. The holdings in the new venture would also undergo some changes. "The two public sector undertakings together would hold at least 50 per cent in the venture," the official said.

As SCI has now been awarded Navratna status, the shipping major would be able to pursue the formation of the tripartite JV with greater flexibility as the company's board has been accorded more power to venture into ventures with both domestic as well as foreign firms.

As per agreements signed then, the upstream oil company would give its vessels on bare boat charter agreement to OMSL and would retain right of first refusal on deployment of these vessels as per requirement. The JV firm would acquire, own, maintain, operate and charter wide range of offshore vessels and would also be free to secure non-ONGC business, including acquiring vessels and other assets.

Meanwhile, the shipping company plans to purchase 40 ships till 2011 worth 2.5-3 billion dollar. These include four very large crude containers (VLCC).

While 20 per cent of the cost of acquiring vessels would be met by internal accruals, the rest of the money would be raised through borrowings. The deliveries of these vessels would continue until 2014. SCI has already placed orders for 32 vessels worth 1.88 billion dollar. **Source : Times of India**

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The **HAM 316** seen rainbowing of the Dutch coast
Photo : Captain & Ch.Eng MOB boat ©

New container terminal cooperation announced

On August 21, the Chinese city of Tanggu hosted a signing ceremony for the construction of Container Terminal Berth 8 to 10 in the north pool of Tianjin Port.

The project is jointly funded by Tianjin Port, Terminal Link Tianjin, a wholly owned subsidiary of CMA, and Hong Kong-based Asia International Shipping.

The total investment is estimated at RMB 4.2 billion (US\$600 million).

Sited inside the north pool, the berths are to link the northern end of container terminal 7 in the south.

The three new 70,000 to 100,000-tonne container berths are designed with an entire shoreline stretching 1,100 metres, with an annual handling capacity at 1.7 million TEU.

The designed water depth is currently 15.5 metres, however, in the long run, it will be dredged to 18 metres deep.

Making the best of the advantages of Tianjin Port, this project will continuously improve the port's comprehensive competitiveness, further consolidate its status as a container hub, and is set to earn a reputation as an international shipping centre as well as an international logistics centre.

It is reported that the three parties will jointly set up a Tianjin Port Shenghua International Container Terminals Company for terminal operations and management, in which Tianjin Port will hold 60 percent of the equity, while Terminal Link Tianjin Limited and Asia International Shipping take a 20 percent share each.

The contract will run 50 years. **Source : Baird Online**

Hellas registered ships reach 2,071 in June

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A new increase in the number of ships flying the Hellenic flag was recorded by the National Statistics Agency for the month ended on 30 June. According to the data compiled, the total number rose to 2,071, five more from the month before and ten more from two months ago. These vessels represent a total capacity of 38,896,086 tons versus 38,684,835 tons in May. Two ships were added to the dry bulk fleet, which now totals 629 units, with a capacity of 14,928,358 tons, compared to 14,804,402 tons in May. The tankers' numbers now stand at 517, from 516 the month before, with a total carrying capacity of 22,222,807 tons, versus, 22,139,990 tons in the previous month. As for the rest of the fleet (passenger ships and other types), it was also increased by two units at 925 vessels, with a capacity of 1,744,921 tons.

Accumulatively, from January 2001 until June of 2008, the number of vessels flying the Hellenic flag has been increased by 5.3%, with the most notable rise being in the ships' capacity, which is higher by 42.3% (versus 41.6% until the end of May). Similarly, the number of tankers flying the Hellenic flag has been increased by 13.1% and by 57.6% in terms of capacity. On the dry side, vessel numbers show a marginal increase of 0.6%, while from a capacity point of view, the rise stands at 25.6% (24.6% in May). This is easily translated to bigger bulkers entering the fleet, with capasizes proving to be the most popular type.

The Hellenic flagged fleet ranks third internationally and first in the EU in terms of dwt. Moreover, the the Greek-owned fleet under EU flags accounts for 44.1% of the EU dwt tonnage. Greek owners control 21.7% of the world tanker fleet (crude/oil product tankers) and 20.4% of the world bulk carrier fleet in terms of dwt (excluding ships currently on order). **Source : Nikos Roussanoglou, Hellenic Shipping News**

SCI to deploy new box ships in India-Europe sector

Shipping Corporation of India has decided to deploy its new container vessels in the India-Europe sector. The vessels are to be delivered in October. "We plan to deploy the new vessels in the India-Europe sector given the volumes in the sector. This will allow us an extra capacity of about 600 twenty feet equivalent units (TEUs) in each vessel," Mr J.N. Das, Director (Liner and Passenger), SCI, told Business Line. TEU is the standard size of containers. Currently, SCI operates the Indian Subcontinent Europe Service (ISES) in partnership with ZIM Israel, Yang-Ming Lines of Taiwan, MISC of Malaysia and K-Line of Japan.

The port rotation for ISES is Colombo-JNP-PortSaid-Barcelona-Felixstowe-Rotterdam-Hamburg-PortSaid-Colombo. SCI, the only Indian shipping firm that offers liner services, will receive two container vessels of 4,400 TEU capacity each in October from Hyundai Samho Heavy Industries.

During October to December, two vessels of SCI (of about 2,500 TEU and 2,700 TEU capacity) that are currently deployed in the ISES sector, will be deployed in those sectors of SCI where some vessels are to be dry-docked. After December, these vessels are likely to be diverted to a new sector.

"We are studying various options, including the India-US (East coast) route," Mr Das said, adding that apart from the market potential, the prevailing freight rates and fuel cost will drive the decision. SCI withdrew from the US East Coast service a few months ago. The service was being run with 2,800-TEU capacity vessels in partnership with Emirates Shipping.

SCI currently operates four cellular container services covering the Far East (INDFEX), China (INDFEX 2), UK-Continent (ISES) and SCI Middle-East India Liner Express Service (SMILE).

The **INDFEX service** is a trilateral joint service — SCI, Pacific International Line (PIL) of Singapore and K-Line of Japan. This is a weekly service connecting NSICT to Busan in 16 days and to Shanghai in 18 days.

The port of call is Busan - Shanghai-Hongkong - Singapore - Portkelang - Colombo-NSICT-Colombo - Singapore - Busan.

SCI operates the **INDFEX2 service** with PIL and K-Line, which connects North China to East Coast of India, Chennai and Visakhapatnam.

The ports of call are Dalian - Xingang - Qingdao - Hongkong - Singapore - Portkelang - Chennai - Vizag - Singapore - Hong Kong - Dalian.

The **SMILE Service** is a direct independent service between the Indian sub-continent and Gulf, and will have links with SCI's long haul services in Far East and the UK-Continent. The port rotation for SMILE service is Colombo-Kochi-JNPT- JebelAli - Dammam - Colombo. **Source: Hindu Business Line**



The 1972 built Polish tractor (Voith Schneider) 1970 hp tug **SERWAL-2** is the former **MULTRATUG 11** which departed Dutch waters December 2003 for Poland and is at present in charter by Porject Zegluga, Szczecin, Polen.

Photo : Bob Kok ©

Malaysia: Proposal to upgrade shipping facilities welcomed

MARITIME players welcome the Government's proposal to set up a new RM2bil fund to finance the purchase of ships and upgrade of shipyards. The fund, under Bank Pembangunan Malaysia Bhd (BPMB), is to encourage more local shipping firms to participate in freight shipment. Brooke Dockyard & Engineering Works Corp chief executive officer Zuraimi Sabki praised the Government's initiative to spur the growth of the local maritime industry. "As a maritime nation, we should build up our capability and capacity in building specialised vessels.

"In my view, we should concentrate more on the construction of small to medium-sized vessels such as tugboats because we have the expertise in that area," he said.

Zuraimi said the amount was not an issue, but the application process should be made easy.

Alam Maritim Resources Bhd group managing director Azmi Ahmad will consider applying for the fund as one of the financing options for its future fleet expansion.

"But we will do that only if Alam Maritim decides to construct its vessels locally. Based on my experience, shipping fund under BPMB has a higher interest rate compared to those of commercial banks for vessels constructed outside Malaysia," he said, noting that the majority of its vessels were built overseas.

Currently, he said, Alam Maritim financed the construction of its vessels via commercial offshore bank loans and sukuk bonds.

OSK Research Sdn Bhd associate director Chris Eng said the new fund would encourage the growth of the Malaysian maritime fleet as global liquidity became scarcer.

"Companies that face difficulties scouring for funds can utilise this initiative. But the industry would need more than RM2bil as prices of ships have gone up tremendously.

"A very large crude carrier (VLCC) now costs about RM510mil while an anchor-handling tug and supply (AHTS) vessel costs about RM48mil. The new fund can only finance four VLCCs or 41 AHTS vessels," he said. Previously, the Government had set up two funds totalling RM2.3bil under BPMB to finance the purchase of ships. These funds have been fully utilised by 68 shipping and eight shipyard companies. **Source: The Star**

Shipping aid will be included in Finnish budget

Now it seems like Finland is finally getting its new tonnage tax legislation. When drawing up the budget estimates, the Finnish Government has decided to include a comprehensive support for shipping. The most important component will be the revised tonnage tax, which according to Mika Nykänen of Finnish Shipowners' Association dramatically will improve the international competitiveness of Finnish shipping companies.

"This is a historical package for Finnish shipping and we are most pleased that it also will strengthen the employment situation for Finnish seafarers," Mr Nykänen states. **Source: shippgaz.com**



The 1962 built 29 mtr **SERWAL-3** is the former **MULTRATUG 14** and built as the **PETRONELLA J.GOEDKOOP**, the tug with an bollard pull of 18 ton is at present in charter by Porject Zegluga, Szczecin, Polen.

Photo : Bob Kok ©

Shekou Container Terminals attracts intra-Asia CGX2 service

Shenzhen's Shekou Container Terminals (SCT) has started receiving a new container shipping service, the China Persian Gulf express (CGX2).

Operated by Yang Ming Line, the CGX2 calls at SCT on Saturday every fortnight on the following port rotation of: Qingdao, Shanghai, Ningbo, Shekou, Singapore, Dubai, Karachi, Port Kelang, Hong Kong.

The first vessel to call at SCT was the YM Initiative on August 25. **Source: schednet.com**

Mumbai Port to complete offshore container terminal by 2010

It is reported that the license agreement between the Mumbai Port Trust and the promoters of Indira Container Terminal has been signed for the construction of the INR 1,228 crore offshore container terminal on BOT basis.

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Currently, the preparatory work for the project has already been started. According to report, the ports contribution to the project will amount to INR 366 crore covering the cost of dredging, filling up of Princess and Victoria docks to create container storage space and laying of 3 railway tracks to facilitate construction of rail container depots. As per the report, Rail & road connectivity projects namely, Vadala-Kurla dedicated rail freight corridor project and Eastern Express Freeway project will also be part of the container terminal to help faster movement of traffic into and out of the port. The port authorities will be required to resettle and rehabilitate about 3,000 slum dwellers before the work on the dedicated railway freight corridor can be taken up by the Central Railway. The proposed dedicated freight corridor will be connected to 5th and 6th line of the Central Railway, while the Eastern Express Freeway to the National Highway No 3. The completion of the both rail and road projects is to coincide with the completion of the offshore container terminal project in December 2010. **Source: steelguru.com**



The **JOHANNES MAERSK** seen at Maaspilot station
Photo : Fred van der Spek ©

Houston Ship Channel Pilots Halt Incoming Traffic-Coast Guard

The Houston Pilots Association suspended incoming traffic Sunday on the Houston Ship Channel, a major artery for the oil industry. The pilots' decision came ahead of Hurricane Gustav, which is expected to make landfall Monday. While the channel is outside of the storm's path, Gustav could create a storm surge or poor shipping conditions in Houston. The channel remains open to outbound traffic, but the pilots have stopped bringing the large vessels, such as crude oil tankers, which they guide into the channel, according to a Coast Guard spokeswoman. The channel serves five crude oil refineries, as well as many chemical plants and oil storage facilities. While the refineries along the ship channel

were all operational Sunday morning, at least one had already reduced its rates. Further rate cuts could occur if the ship channel remains closed for more than three days, because the refineries may lack adequate crude supplies to continue operation. **Source: CNN**

Less cargo in Norwegian ports

39.8 million tonnes of cargo were handled in the largest Norwegian ports in the first quarter of 2008. This is 5.2 million tonnes, 11.6 per cent, less than in the corresponding quarter of 2007. Transportation of liquid bulk was 20.4 million tonnes in the first quarter of 2008, while it was 24.7 million tonnes in the first quarter of 2007. This is a reduction of 4.3 million tonnes or 17.6 per cent. Bergen experienced a considerable reduction of 4.4 million tonnes in liquid bulk, which is a decrease of 28.4 per cent from the same quarter in 2007. Transportation of dry bulk fell by 1.0 million tonnes, 7.3 per cent, from the 1st quarter last year to the 1st quarter this year. Two thirds of all cargo went to and from a foreign port, which was also the case in the first quarter of 2007.

1.2 million tonnes of cargo was transported in TEU (twenty feet equivalent unit) containers at the largest Norwegian ports in the first quarter of 2008, an increase of 3.6 per cent compared to the same quarter of 2007. Total number of containers was at 154 000 TEU, up by 900 from the first quarter of 2007. The number of containers with cargo was 115 000. The corresponding figure from last year was 109 000.

Passengers travelling to and from Norway amounted to 1.2 million in the first quarter of 2008. This is 68 000, 6.0 per cent, more than in the same quarter the year before. The number of passengers to and from Kristiansand went up by 36 000 or 26.0 per cent. Transportation of cars and motorcycles with or without trailers went up by 24 000 units nationwide, an increase of 14.0 per cent. Kristiansand had the largest increase with 12 600 units and a percentage increase of 44.5.

First quarter of 2008 saw 16 700 port calls in Norwegian ports. This is a reduction of 2.2 per cent from first quarter of 2007. Port calls by tankers and international ferries fell by 100 and 50 respectively between first quarter of 2007 and same quarter of 2008.

An annual figure that includes large municipal ports, smaller municipal ports, and private ports shows that 198.5 million tonnes of cargo were handled at Norwegian ports in 2007. This is a reduction of 1.7 million tonnes, 0.9 per cent, from 2006. The smaller ports handled 15.4 million tonnes, which is about the same as in 2006. The Norwegian Coastal Liner carried 76 922 passengers in the first quarter of 2008. This is 1 929 passengers, or 2.4 per cent, less than in the same quarter of 2007. Northbound route had the most travellers. **Source: Statistics Norway**

PDZ adds new vessel to beef up operations

PDZ Lines, a subsidiary of PDZ Holdings Bhd, has added a new full cellular container vessel to its fleet to strengthen its regional container vessel services.

According to PDZ Holdings executive director Lim Jian Hoo, the 561 twenty-foot equivalent unit capacity containership, PDZ Maju, will result in faster turnaround time.



"This is the 10th vessel to join our fleet," he told StarBiz.

PDZ Holdings' latest vessel, PDZ Maju, at Northport terminal.

PDZ Lines aims to provide shipping logistics solutions by linking exporters and importers in the pursuit of quality and value creation.

PDZ Maju is deployed in loop three of NPS service in the east Malaysia, Singapore and Brunei trade, with direct port calls from Port Klang, Pasir

Gudang, Labuan, Bintulu, Kuching, as well as Singapore and Brunei.

Lim said the launching of PDZ Maju was part of the PDZ Lines' fleet expansion plan. "The deployment of the bigger ship is to accommodate the escalating domestic trade demand.

"The company assures that every service offered is competitively priced with the fastest transit and delivery," he said, adding that PDZ Maju made its maiden voyage to Northport (M) Bhd terminal in Port Klang recently.

Source : The Star

Rotterdam heeft diepste haven Europa

xDe tijd van de grote inpolderingen en de Deltawerken ligt al een tijdje achter ons. Vandaag begint opnieuw een megaklus die Nederland over enkele jaren een stukje groter (2000 ha) en onze economie een stuk sterker moet maken: de Maasvlakte 2. Met de nieuwe terminals die vanaf 2013 op Maasvlakte 2 in gebruik worden genomen, krijgt de haven van Rotterdam een nauwelijks te overbruggen voorsprong op de concurrentie van alle andere grote Europese havens zoals Antwerpen, Hamburg en Amsterdam. Met Maasvlakte 2 blijft de haven van Rotterdam de beste plek voor producenten en vervoerders om hun platte tv-schermen, kleding of schoenen bij de Europese consument in pakweg Drachten, maar ook in het Duitse Kizingen, het Finse Rovaniemi, het Poolse Krakau of het Britse Newcastle te krijgen.



„Nergens kunnen al die containers uit China zo efficiënt en milieuvriendelijk worden overgeslagen als in de haven van Rotterdam,” zegt Bart Kuipers, als havenconoom verbonden aan de Erasmus Universiteit in Rotterdam. Die voordelen heeft Rotterdam vooral te danken aan de ligging van de havens op de Maasvlakte, direct aan en bijna in de Noordzee. Gelegen aan diep water kan de haven van Rotterdam de grootste

schepen van de wereld ontvangen die te diep steken voor Antwerpen en Hamburg.

Door de groei van de economie in nieuwe opkomende industrielanden als China, India en Brazilië, neemt de wereldscheepvaart in omvang toe, maar worden de schepen ook almaar groter. Ter vergelijking: de grootste mammoettankers en bulkcarriers voor het vervoer van ijzererts en kolen steken nu al tot 23 meter diep. De grootste containerschepen die er op dit moment rondvaren, zijn die van de acht eenheden tellende Emma Maersk-klasse, (maximaal 14.500 containers). Die steken tot 15,5 meter diep, maar in Zuid-Korea liggen inmiddels containerschepen op de tekentafel die nog groter worden en dieper zullen steken.

Door de ligging aan de monding van Rijn en Maas is de Rotterdamse haven met behulp van de binnenvaart altijd een uiterst belangrijke doorvoerhaven geweest. Met aansluiting op de Betuwe-goederenspoorlijn moet Rotterdam nu ook een echte spoorhaven worden. De kritiek hierop was destijds dat al die miljarden voor de Betuweroute over de balk waren gesmeten, omdat aan 'het stomme dozenschuiven', het transport van containers, relatief weinig wordt verdiend.

Begin jaren '90 was ook Bart Kuipers niet overtuigd van het nut van dat soort grote investeringen voor de Nederlandse economie. Maar tijden veranderen. Kuipers: „De inhoud van veel containers die ons land vanuit bijvoorbeeld Azië

binnenkomen, wordt gebruikt door Nederlandse bedrijven. Ten opzichte van de doorvoer wordt de wederuitvoer, waarbij Nederlandse bedrijven waarde toevoegen aan lading, een belangrijke tak van industrie.”

De computers uit China zijn bijvoorbeeld nog kaal en worden hier opgetuigd en gebruiksklaar gemaakt voor de consument.

„We hebben hier in Nederland inmiddels zo’n duizend distributiecentra. Een derde van de inhoud van al die containers verdwijnt in dat soort centra om na bewerking te worden geëxporteerd naar de rest van Europa. Deze lichte assemblage van halffabrikaten tot gebruiksklare eindproducten is booming. De wederuitvoer van alles wat via de Rotterdamse haven binnenkomt, wordt voor onze Nederlandse economie steeds belangrijker,” stelt Kuipers.

Molikpaq platform - 10 years offshore Sakhalin

The Piltun-Astokhskoye-A (Molikpaq) platform has produced 100 million barrels of oil.

First oil from the Sakhalin II Project was produced in July 1999 at the Vityaz production complex. The Molikpaq platform is the key component of the complex. The Molikpaq’s oil is a light, sweet oil with its own brand name – “Vityaz”. Sakhalin Energy exports Vityaz crude oil to customers in Japan, South Korea, China, Taiwan, Philippines, Thailand and the USA.

This month the Molikpaq team has two reasons to celebrate – it’s 10 years since the platform was installed on the Piltun-Astokhskoye field and 100 million barrels of seasonal oil have been produced since that time. It all started in 1996, when the Sakhalin II Project’s Supervisory Board approved Phase 1 of Project. The plan included the installation of the Molikpaq platform, a drilling rig based in the Beaufort Sea off Canada. Molikpaq means “big wave” in the language of the indigenous Inuit people of Alaska.

The Molikpaq’s previous home was in 15 metres deep water. Sakhalin offered different conditions - the waters of the Sakhalin shelf are 30 metres deep, so a steel “skirt” for the Molikpaq was made to raise its height, and the platform was technically upgraded. In 1998 the upgrades were completed and in autumn of the same year the platform was towed for installation on its permanent location 16 kilometres offshore in Piltun Bay.

The Molikpaq platform was the first offshore ice-class oil platform in Russia. Before the Molikpaq was installed only jack-up rigs operated on the Sakhalin Shelf. Designed for prospecting, appraisal and exploration in ice-free periods, the jack-up rigs discovered almost all of Sakhalin’s oil and gas fields.

Year-round oil production, from the Molikpaq platform, will start by the end of 2008. **Source: setcorp.ru**

Havenbedrijf Gent draagt beheer gebied gelegen aan Oude Moervaartarm over aan vzw Natuurpunt

Op 10 juli 2006 ondertekenden het Havenbedrijf Gent en Natuurpunt vzw een Charter voor toekomstige samenwerking.

Dit Charter voorziet in samenwerkingsmogelijkheden tussen het Havenbedrijf Gent en Natuurpunt met het oog op het bereiken van meerwaarden voor haven en natuur. In deze context besloot het Havenbedrijf Gent om het beheer van een gebied gelegen langs de Oude Moervaartarm over te dragen aan Natuurpunt vzw.

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Het betreft een gebied dat in de toekomst een deel van het buffergebied rond het bedrijventerrein Moervaart-Noord zal vormen.

Het beheer van dit gebied door Natuurpunt is het onderwerp van een overeenkomst tussen het Havenbedrijf Gent en Natuurpunt. De overeenkomst, die reeds eerder werd voorgelegd aan de raad van bestuur van Natuurpunt, werd gisteravond bekrachtigd door de bestuurders van het Havenbedrijf Gent.

Ingevolge deze overeenkomst, die werd aangegaan voor onbepaalde duur, krijgt Natuurpunt de mogelijkheid om in het gebied de noodzakelijke natuurbeheerswerken uit te voeren. Daarnaast kan Natuurpunt er ook wetenschappelijk onderzoek verrichten, wetenschappelijke en/of educatieve excursies inrichten, informatieve borden plaatsen en toezicht houden. Ook is voorzien in de mogelijkheid om het gebied ter erkenning als natuureservaat voor te dragen bij de Vlaamse overheid.

De inzet van de know-how van Natuurpunt op vlak van natuurbeheer zal niet enkel bijdragen tot de natuurwaarde van dit gebied, maar zal tevens de recreatieve waarde ervan verhogen voor bijvoorbeeld wandelaars, vissers en natuurliefhebbers.

Gelegde derdenbeslagen op opties opgeheven ivm onzekere juridische consequenties

Scheepsbouw-cv's. Vordering tot opheffing van ten laste van eiser gelegde derdenbeslagen. Elk van de onderhavige beslagen optierechten belichaamt een aan Fairmount verleend recht om in 2012 tegen een tevoren vastgestelde prijs een bepaalde sleepboot van een bepaalde cv te kopen. Eigenaar van dit recht, althans rechthebbende op dit recht, is Fairmount. De voorzieningenrechter:

'Anders dan partijen mogelijk van mening zijn, belichamen de onderhavige optierechten geen rechten op levering maar houden zij het recht in op het sluiten van een wederkerige overeenkomst met de cv's tot de aankoop van de sleepboten tegen een tevoren vastgestelde prijs.

(Zou, daarentegen, in de optierechten een recht op levering wél besloten liggen, dan is het nog hoogst twijfelachtig of het door Fairstar gelegde derdenbeslag wel voldoet aan het door artikel 475 lid 1 Rv gestelde en overeenkomstig artikel 718 Rv toepasselijke vereiste dat sprake moet zijn van een beslag op een vordering die Fairmount (de geëxecuteerde) uit een ten tijde van het beslag reeds bestaande rechtsverhouding met de cv rechtstreeks zal verkrijgen. Reden hiervoor is dat de aanspraak op levering afhankelijk is van een nog af te leggen wilsverklaring en van een verschuldigde tegenprestatie, de betaling van de koop-prijs.)'

Mede gelet op de zeer onzekere juridische consequenties van de op deze optierechten gelegde derdenbeslagen en de grote waarschijnlijkheid dat door deze beslagen bepaalde derden, waaronder genoemde cv's, aanzienlijke schade zullen lijden, moet een belangenafweging ertoe leiden dat deze beslagen moeten worden opgeheven.

Ook verreweg het grootste deel van de onder de banken gelegde derdenbeslagen moeten worden opgeheven, nu summierlijk is gebleken dat de vorderingen tot zekerheid waarvan de beslagen zijn gelegd ondeugdelijk zijn.

Weliswaar ligt het bewijsrisico ter zake van de ondeugdelijkheid van zulke vorderingen ex artikel 705 lid 2 Rv bij de beslagene, dat ontslaat de gedaagde/beslaglegger nog niet geheel van zijn plicht om deze vorderingen van enige onderbouwing te voorzien, zeker als, zoals in casu, de gedaagde/beslaglegger miljoenen van eiser/beslagene claimt.

Gedaagde/beslaglegger kan, mede in dit licht bezien, dan ook in beginsel niet volstaan met verwijzing naar haar processtukken uit een Ondernemingskamerprocedure ter onderbouwing van de door haar beweerde niet-ondeugdelijkheid van haar vorderingen.

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Bron : Het Juridisch Dagblad - <http://juridischdagblad.nl/content/view/7113/50/>

MOVEMENTS

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The **MAERSK BEAUMONT** seen outward bound at the Westerscheldt River
Photo : Richard Wisse ©

.... PHOTO OF THE DAY

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The **PETRO RIG 1** seen in Singapore
Photo : **Brendan J. Lally – OIM ©**

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