

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 202



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**The SLEIPNER seen approaching the Terneuzen Locks**  
**Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)**

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## EVENTS, INCIDENTS & OPERATIONS

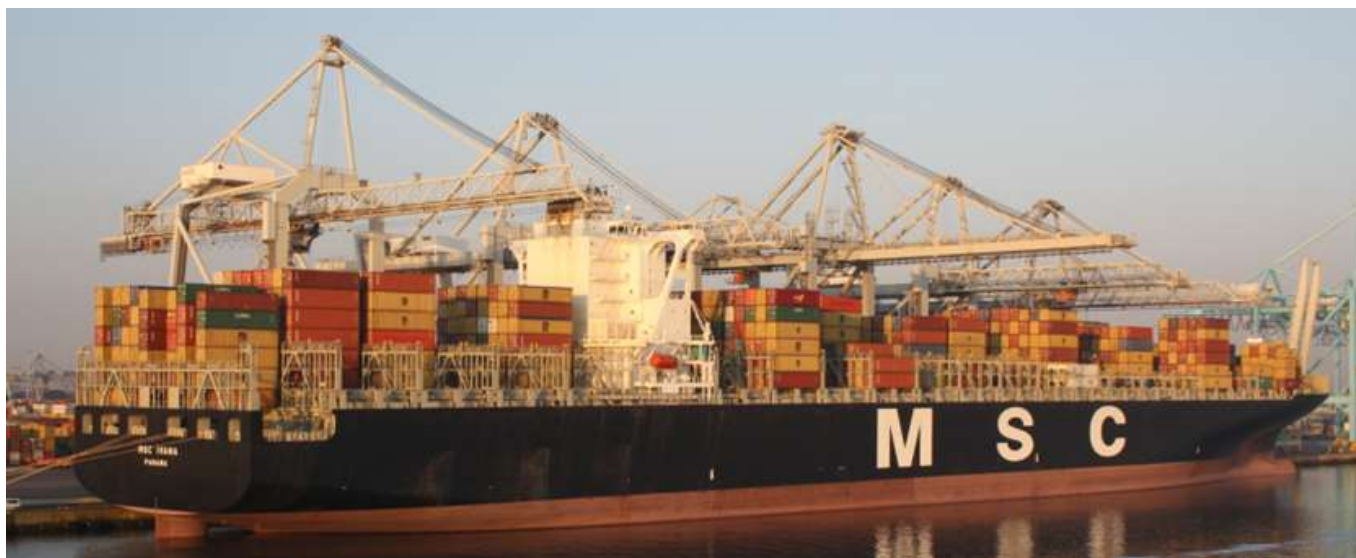


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The **MSC IVANA** seen moored in Rotterdam – Europoort – Photo : Rik van Marle (c)

## Russian ship crew member goes missing

Officials of Gujarat Maritime Board (GMB) and Alang police station have been put on alert ever since a Russian crew member of an international ship anchored at Alang ship breaking yard went missing on Saturday. According to GMB and police officials, the crew member, identified as Vensiyev Igwin, on board **Summerset** ship from Russia, was reported to have gone missing since Saturday night. "The ship was anchored at the yard on Saturday evening. At night, ship captain Keskoveserji had alerted GMB officials and police about one of his crew members having gone missing," said a GMB official. The ship has the crew strength of 19. Igwin was serving as an electric engineer.

Meanwhile, police have intensified the search for Igwin. When contacted, shipping agent JM Bakshi could not give a satisfactory answer. Police are also investigating whether the shipping agency had the idea about the missing crew and whether the information was deliberately concealed. **Source : Times of India**



The **INSIGNIA** seen outward bound from Antwerp  
**Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)**

## Goede samenwerking in reddingsactie

Een ongelukkige val van een visser van de rotsen ten oosten van het vliegveld Hato, leidde afgelopen zaterdag tot een snelle reddingsactie, waarbij door diverse lokale instanties goed werd samengewerkt.

Rond 16:00 uur kwam er bij het Reddings- en Coördinatiecentrum (RCC) van de Kustwacht voor de Nederlandse Antillen en Aruba een melding binnen van een man die tijdens het vissen te water raakte. Door de zeegang en de te hoge kust was het voor de man niet mogelijk om zelf uit het water te klimmen. Het RCC schakelde direct de kustwachthelikopter AS355 in en alarmeerde de politie, brandweer, reddingsorganisatie CITRO en het Kustwacht Steunpunt Curaçao. De man had zich inmiddels zelf aan een roest vast gegrepen. Vlak voordat de AS355, de Superrhib en de CITRO ter plaatse waren, lukte het de brandweer en de politie om de man met een zwemvest en touw naar de vaste grond te hijsen. Nog geen drie kwartier na de melding bij het RCC is de ongelukkige visser in veiligheid gebracht.



Above seen the bulker **Crescent Harbour** arriving in the Otago Harbour on July 20<sup>th</sup> to load fertilizer for Australia.  
**Photo : Ross Walker (c)**



## Coast Guard rescues merchant ship off Mumbai coast

The Coast Guard (CG) rescued a merchant ship, which reported flooding on-board, off the Mumbai coast, saving lives of 28 crew members including six foreigners. The vessel **MV Khalijia-3**, fully loaded with steel coils, was sailing to Mumbai from China when at around 8.45pm yesterday the Maritime Rescue Co-ordination Centre in Mumbai received a call informing flooding on-board, CG officials said.

The CG's fast patrol ship **Subhadra Kumari Chauhan** was immediately sent with adequate repair facilities, submersible pumps and divers to extend help to the ship, they said. As the flooded ship tilted one side, the crew stood on other side when the fast patrol ship reached near the merchant vessel and all 28 crew members including six foreigners were rescued during six hour rescue operation, they added. The reason for the flooding on-board is yet to be ascertained, the officials said. The CG's specialised pollution response team and advanced offshore patrol vessel with pollution response equipment were also kept standby to meet the requirement in case of oil pollution following the incident. The merchant ship was towed to safer waters, the officials said **Source : DNA India**



The **DIAMOND PARK** seen arriving in Willemstad (Curacao)

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

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The **FIGHTER**, once the most powerful tug on the Westerscheldt River, now seen as a (semi) rust bucket in the Port of Rotterdam - **Photo : Hans Hoffmann (c)**

## **Dry bulk shipping market finding some support, as owners take Capesizes off the market**

With the Baltic Dry Index finally having reached bottom, at least according to market analysts, the dry bulk industry is looking to begin its long road of recovery in terms of hiring rates. After the first glimmer of hope received Friday with the halt of the BDI's 35 day slide, Monday's session was again on the positive side. The BDI ended at 1732 points, up by 12, with gains noted both in the capesize and the panamax end of the market. Still, shipbrokers' reports have warned that demand from China remains subdued, which means that no particular "rally" should be expected in the near term. In its latest weekly report, Commodore Research & Analysis said that "recent spot chartering activity has decreased sharply from moderate levels seen at the start of the month. Two weeks ago, the steady increase in available vessel supply was largely responsible for the continued decline in freight rates. Last week's decrease in freight rates, however, was largely due to the recent decline in spot cargo demand. A sharp week-on-week decrease in iron ore fixtures put additional pressure on capesize rates - but owners have reportedly begun to take their Capes out of the market in order to artificially reduce vessel supply, which would help capesize rates find support. This ploy might be working - capesize rates increased by 3.5% on Friday, after previously falling for 11 consecutive days and during much of June.

Panamax freight rates have also been finally able to find support. A moderate amount of South American grain fixtures and Indonesian and Australian coal fixtures continue to come to the market, which have led to a moderate increase in panamax rates. Also encouraging is last week's minuscule week-on-week decrease in Chinese steel prices. Chinese steel prices need to reverse their decline before a sustained increase in freight rates is possible" said Commodore. Port congestion still affect shipping rates, with approximately 155 vessels currently anchored outside major Australian ports, 10 more than a week ago. Approximately 40 vessels are anchored outside major Brazilian ports, 10 less than a week ago. Of the 195 vessels congested outside of the Australian and Brazilian ports, approximately 100 of them are Capesize vessels. In comparison, 110 Capesize vessels were anchored outside of Australian and Brazilian ports a week ago. Lower levels of global vessel congestion continue to put pressure on freight rates. Rates have come under

additional pressure due to the recent decline in cargo demand. According to Commodore, “although cargo demand has seen a noticeable week-on-week decline, owners are reportedly taking their vessels out of the market which might help rates find support”. Meanwhile, the report said that Chinese steel exports have possibly peaked. “China has exported 23.58 million tons of steel in the first six months of 2010, 14.25mt (153%) more than the 9.33mt exported during the same period in 2009. This increase in seaborne cargo has helped support rates for smaller dry bulk vessels. Chinese steel exports are about to come under pressure, however, even though global steel demand remains robust. Recently passed legislation which removes rebates for Chinese steel mills on various types of steel exports came into effect on July 15. Chinese steel exports totaled 5.62mt in June, the largest total since September 2008, but Chinese steel exports are now, on average, 10% more expensive than just 4 days ago. Chinese steel exports are now likely to begin coming under pressure” Commodore said. As for coal trades, more thermal coal will likely be used by China, to fuel any increase in power generation, with the country’s hydropower output likely at or near its peak. As a result, Chinese thermal coal imports, which have been robust but on the decline since April, could find additional support. Commodore mentioned that in recent weeks, a moderate amount of Chinese thermal coal fixtures have been chartered in the dry bulk market and fixtures may increase in the upcoming weeks. It still remains to be seen if China will be able to generate enough electricity to satisfy growing demand. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **FJELL** seen arriving in Rotterdam – **Photo : Thijs Vink (c)**

## Seafaring ministry to extend reach across Africa and Asia

Mission to Seafarers has launched a new five-year-strategy to extend its pastoral care and welfare facilities to new ports around the world. The next five years will see the ministry open up new facilities in Ho Chi Minh City, Luanda, Maputo and Tanjung Pelepas, among other cities. The change in focus from European ports to ports in Asia and South America is in response to the change in global shipping routes. The ministry plans to scale down activity in declining ports where its services are no longer required and set up new bases in many of the rising Asian and South American shipping hubs that currently have little or no facilities for seafarers.

The new strategy was launched earlier in the month and is expected to cost around £1.5 million to implement. Secretary General of Mission to Seafarers, the Rev Tom Heffer, said the move would enable the ministry to bring hope and support to the world’s seafarers. “At the heart of our work is the promise that we should be where the seafarers are,” he said. “There is no ‘one solution fits all’ fix. Turnaround times and the siting of ports vary across the world, but seafarers still look to the Mission to provide them with the services they desperately need. “In some ports, a seafarers’ centre is the most effective way to respond. In others, an unmanned Portakabin, or a ship-visiting chaplain is the way forward.



"We remain committed to delivering maritime ministry to this uniquely vulnerable community of workers wherever it is required, and I hope that the church and the industry get behind us as we look to deliver these new and exciting ministries." There are 1.2 million registered seafarers in the world. Many of those from Africa and Asia choose the lonely and dangerous work onboard ships in order to provide a better life for their families back home, which often includes members of their extended family. Mr Heffer said chaplains were there to offer a 'Good Samaritan Service' to seafarers who still face the dangers of piracy, abandonment and hazardous weather. "Seafarers routinely spend up to a year away from their loved ones, and in some countries cannot come ashore even when their ships dock because of port security," said Mr Heffer. "That's why our chaplains and staff visit seafarers on board their ships, extending the hand of friendship and support to the men and women who crew the enormous vessels which bring over 90 per cent of everyday goods to this country." **Source: Christian Today Monitor**



Harms Bergungs AHTS **URSUS** arrived with the pontoon **CASTORO XI** in Rotterdam - **Photo : Nico Sannes (c)**

## **China responds to massive spill**

Xinhua reports that over 500 fishing boats today joined a massive oil spill clean-up operation underway off the coast of northeastern China's Dalian City, three days after pipelines exploded near the city's oil reserve base, one of China's largest.

A dark-brown oil slick has stretched over at least 183 square kilometers of ocean near Xingang port, with 50 square kilometers severely polluted.

Strong winds help contain the severely polluted area Sunday, Luan Yuxuan, deputy director of Dalian City's Oceanic and Fishery Administration, said Monday, according to Xinhua. Officials said they did not know the exact amount of oil spilled into the sea. **Source : MarineLog**

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## Sanctions sink trade with Iran

According to latest trade data from the Dubai Export Development Corporation, Iran receives a wide variety of goods and was listed as one of a handful of 'top direct export destinations in 2009'. Image Credit: Alex Westcott/Gulf News  
Image 1 of 4 1234 Sailor Mazher Hussain has lived through his fair share of stormy seas aboard the marred wooden dhows that ply the Gulf between Dubai Creek and Iranian ports.

In Deira, while loading his 170-tonne cargo vessel to prepare for a shipment to Kish island in Iranian waters, Hussain said dhows rafted in Dubai Creek are bracing for more financial bad weather after a fourth round of United Nations' sanctions have stemmed the flow of restricted materials into Iran.

"The business has come down 70 per cent because of all this political stuff," Hussain, 48, told Gulf News, surrounded by walls of stacked boxes containing everything from vegetable oil and wall tiles to refrigerators and diapers.

The latest sanctions have clamped down on all military shipments and financial transactions with Iran by member states.

Under the blistering 45 degrees Celsius midday heat, Hussain shakes his head at the prospect of dwindling business for himself and eight crew members with no relief in immediate sight. He grabs a tyre that looks like a giant doughnut wrapped in blue plastic and throws it with others on to the foredeck of his vessel, noting that of late to stay afloat, the ship's manifest carries less glamorous goods. "Now there is less movement from here to Iran nowadays, not like before. It's not how it used to be," said Hussain who hails from Pakistan. "Now we are taking tyres, blankets, quilts and edibles."



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The secret to making a good haul on the high seas used to be in the taking advantage of currency differences when goods could be purchased for less in Dubai, then shipped to Iran and sold for a higher mark-up value.

A less favourable economic climate, currency volatility and stepped up dockside inspections to meet the letter of the new sanctions have resulted in slower turnaround times, he said.

"The loading now has decreased. Earlier, one single dhow was filled up in a day. Now it takes a week," Hussain said. "In one day, the load used to be worth Dh100,000. Now to reach that Dh100,000 it takes a week. It's very slow. If business picks up, work will get better."



Isha Srbani is an Iranian sailor who has been sailing for more than a decade on Gulf waters.

Nearby at the helm of a large wooden dhow with gunnels splashed with baby blue paint, Srbani and workmates sit idle, chatting about family and home while looking out at the empty foredeck of their ship still awaiting a load of cargo.

Srbani wouldn't elaborate on why no cargo was loaded but he said shipping has slowed in recent weeks with fewer trips.

"We're still shipping rice, shoes and TVs," he said, but at a slower rate. "It's been no problem."

Other workers along the Deira wharf declined to speak about the UN's Resolution 1929 that was approved on June 9.

In a statement, the United Nations said: "Expressing deep concern about Iran's lack of compliance with its previous resolutions on ensuring the peaceful nature of its nuclear programme, the Security Council imposed additional sanctions on the country [Iran] ... expanding an arms embargo and tightening restrictions on financial and shipping enterprises related to 'proliferation-sensitive activities'."

The UN noted that the Security Council "affirmed that it would suspend the sanctions if, and so long as, Iran suspended all enrichment-related and reprocessing activities, as verified by the International Atomic Energy Agency (IAEA), to allow for good-faith negotiations. It also affirmed its determination to apply further measures if Iran continued to defy the just-adopted text as well as previous resolutions."

In early July, US President Barack Obama signed the America's Iran Sanctions Act calling the measures the "toughest sanctions against Iran ever passed by the United States Congress".

According to a US statement, President Obama said, "we are going to make sure that these sanctions are vigorously enforced. At the same time, we'll work with our allies and friends to refine and enforce our own sanctions on Iran."

The UAE, which has an Iranian expatriate community of more than 400,000 people, moved last month to clamp down on Iranian financial transactions to comply with the sanctions which contain a list of Iranian businesses that are prohibited from doing business with UN members

According to media reports, the UAE Central Bank ordered the freezing of 41 bank accounts held by Iranian businessmen. Remittances from the UAE to those Iranian parties were also frozen, according to a notice sent out by the central bank to financial institutions.

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The efforts have the support of the Iranian Business Council (IBC) in Dubai, one its senior officials told Gulf News.

Morteza Masoumzadeh, Vice-President of the IBC, said, which has a roster of about 1,000 companies, said his group believes commerce with Iran will drop in 2010. "The value of trade transaction between UAE and Iran last year was [an estimated] \$7.8 billion," Masoumzadeh said. "We certainly expect the volume of trade transaction between Iran and UAE within the current year to drop to the extent of \$1 billion to \$2 billion."

Masoumzadeh said that the UAE continues to enforce strict customs inspections on goods leaving the country bound for Iran. "Indeed, we have observed from the beginning of the current year that UAE customs are very strict in checking of the goods destined for Iranian ports," he said. Unlike larger cargo container shipments aboard large ships traveling to Iran, dhows leaving Dubai Creek to cross the Gulf account for a smaller portion of goods shipped, he said. He said "traditionally, dhows are mainly engaged for shipments of small consignments of foodstuffs, household items, home appliances as well as textile, timber, iron and steel."

Dubai Customs couldn't be reached for comment by press time on the latest inspection measures. David Butter, Regional Director Middle East and North Africa Economist Intelligence Unit, said that shipments from Dubai represent "10-15 per cent of Iran's total imports." Continued sanctions will have a negative affect on Dubai's exports to Iran, he said, but the big question remains: "How much?" "In my view, we will probably see a leveling off or a reduction in exports to Iran," said Butter in an interview from London. While exports are predicted to drop markedly this year to Iran, Dubai exports remain strong to other countries, shoring up potentially huge losses for some firms, he said. "We have already seen a significant increase in re-exports to Iraq, Saudi Arabia and the GCC. They're collectively more important for Dubai than Iran," Butter said.

Earlier this month, Iran's Mehr news agency reported that Iran will curb trade with the UAE in response to the freezing of the 41 bank accounts in the emirates. According to Mehr, Masoud Daneshmand, Chairman of the Iran-UAE Joint Chamber of Commerce, said: "We don't approve [of] the Emirati behaviour because they are taking measures of their own volition which they are not required to take by the Security Council resolution and Iranian traders don't like this."

The sabre rattling could be viewed as a completely typical response from the Iranian business sector when potential trade activity is threatened. "I would say this, for the moment, is being rhetorical. I would assume quite a significant part of this is the Iranian private sector," Butter said. "I think the Iranian government would be hesitant to take measures that could risk a backlash." Iranian Deputy Commerce Minister Babak Afqahi claimed the UN sanctions have not impacted cross-border trade for Iran and said that Iran enjoys \$100 billion worth of trade and business dealings with as many as 160 countries, Mehr reported. Afqahi said that in the first quarter of 2010 Iran's non-oil exports to more than 100 countries were up by 27 per cent over 2009's first quarter and were worth roughly \$5.8 billion. On the southern shores of the Gulf, meanwhile, latest figures gathered from trading members belonging to the Dubai Chamber of Commerce and Industry show that exports from Dubai to Iran have slumped for the month of June.

"Although Iran continued to top non-GCC destinations, exports to the country posted a 9 per cent decline to Dh4.7 billion. Nonetheless, the country remained the largest single destination of members' exports during the month," the Chamber said. Chamber export statistics showed there were 1,054 exporters in Dubai that shipped Dh4.7 billion in goods to Iran

Across the board, however, exports shot up in June from Dubai to other destinations by 3 per cent over May. June figures showed that Dubai posted one of its strongest overall months of exporting goods in the last 10 years with more than Dh18 billion in goods shipped from the country. The number of exporters, the Chamber said, also increased in June by 49 to 4,863 trading companies which received a total of 57,306 Certificate of Origin certificates.

"This is the second month in the first half of the year when the value of exports and re-exports of our members has exceeded the Dh18 billion mark, which is a good sign and an indicator of better export figures in the coming months as the trend will further enhance the status of Dubai as an ideal business destination in the region," said Hamad Bu Amim, Director-General of Dubai Chamber, in a statement. **Source : GulfNews**



Fish-eye's view of the Amnav tractor tug **LIBERTY** in Oakland on July 18. - Photo : Frank van Hoorn ©



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## A smooth sail in choppy waters

The last one month has been turbulent for dry bulk shippers with the Baltic Dry Index (BDI) falling by more than 56%. The decline in Chinese demand for iron ore and coal and easing port congestion have caused spot freight rates to fall. In addition, increase in supply, on account of delivery of new ships, has caused the demand supply imbalance to widen, putting pressure on spot freight rates. However, this drastic fall in dry bulk spot freight rates will have a limited impact on the profitability of Indian shipping companies, given their low exposure to dry bulk fleet. Longest fall: BDI, the Baltic Exchange's main sea freight index that tracks international shipping spot freight rates of various dry bulk cargoes, fell to its lowest level in more than a year on July 13, 2010, hit by a slowdown in freight activity. This has been the longest fall in the last nine years since August 15, 2001 when it fell for 34 consecutive trading sessions. The



current fall in dry bulk freight rates has been continuous for 33 days. This has resulted in the industry's benchmark plunging by more than 56% in just over a month, ending at 1,790 points, the lowest level since May 2009. Before this steep decline, the index had rallied to more than 4,200 points in late May 2010. Chinese slowdown: Iron ore is the biggest source of demand for dry bulk shipping, followed by coal. Trade of these two commodities together accounted for more than 40% of total dry bulk trade in 2008. Trade levels of dry bulk commodities are highly dependent on Chinese imports of iron ore and coal, as China accounts for over 50% of the total trade in iron ore and coal. In the last two months, a decline in steel prices has compelled China to use its own captive iron ore, rather than importing high cost iron ore. This has impacted demand for dry bulk carriers and has put pressure on freight rates, primarily for the larger capsizes and panamax segments.

Moreover, weak coal imports into China and fading of South America's grain export season, coupled with the easing of port congestion, have put pressure on freight rates. The impending overcapacity will also exert pressure on freight rates. For 2010 and 2011, the scheduled order book is about 27% and 22%, of the fleet size (as of December 2009). Prices of imported iron ore have declined to \$128 per tonne from \$190 per tonne. At these price levels, we expect China to rise its iron ore imports; consequently, trade levels are expected to improve from their current levels. This will lead to an improvement in BDI and spot freight rates. Limited presence: A comparison between Indian fleet and global fleet shows that Indian shipping companies have higher exposure to the tanker segment than global shipping companies. In the tanker segment, which accounts for almost 75% of the Indian fleet, freight rates have been relatively stable. The exposure of Indian shipping companies to the dry bulk segment is limited to only 16% vis-a-vis 47% for global carriers. Also, private Indian companies such as Mercator Lines, GE Shipping and Essar Shipping are fairly insulated from the fall in dry bulk spot rates, as their ships are largely on long-term contracts on a time-charter basis. Mercator Lines has 80% of its dry bulk fleet on long-term contracts of more than a year. GE Shipping has a limited exposure to the spot market with most of its fleet tied on long-term contracts. Essar Shipping has over 70% of its dry bulk carriers on a long-term contract of more than three years. On the other hand, the Shipping Corporation of India, which has a high exposure to the spot market, is likely to face greater impact. We, therefore, believe Indian shipping companies will be less impacted by the fall in freight rates than their global peers. **Source: Financial Express**



The yacht **SAMAR** seen passing Westkapelle at the Westerscheldt River – **Photo : Piet de Nijs ©**

## Giant crane delivery ship runs aground off Cochin, causing delays

THE opening of India's first international transshipment terminal suffered a setback when the ship delivering four gantry cranes from Shanghai ran aground after insufficient dredging was done to accommodate the berthing. The Chinese crane carrying ship, **Zhenhua 10**, could only be berthed after dredging was carried out. But it was not enough because the ship ran aground. It was moved off and conducted to the Ernakulam wharf of the old port.

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The Cochin Port authorities said further dredging would be done and the **Zhenhua 10** brought to Vallarpadam shortly, reported the Gulf Times of Doha, Qatar. The Shanghai Zhenhua Heavy Industry Company's (ZPMC) barge was at berth and over the next four days the cranes will be offloaded and the commissioning process will begin at Vallarpadam on the south eastern coast of India.

The facility is, built and operated by the Dubai Ports World (DP World). The four postpanamax quay cranes, capable of lifting two containers simultaneously, will service customers at the 600 metre quay and 40 hectares of yard of the Cochin International Container Transshipment Terminal (ICTT), DP World, reported the Gulf Times of Doha, Qatar.

Prime Minister Man Mohan Singh will commission the terminal in October though the soft launch is expected in weeks to come. "This is an important milestone in the development of our new terminal at Kochi, which we plan to officially open this year. The ICTT will extend the services we offer our customers, helping them improve efficiency and reduce supply chain costs," said Anil Singh, senior vice-president and managing director of DP World (subcontinent).

The ship-to-shore cranes being commissioned at ICTT have the capacity to handle 65 tonnes under the spreader. The boom has an outreach of 56 metres enabling it to serve the largest vessels, carrying 22 containers across the deck, comparable with any modern container terminal in the world.

Fitted with numerous safety devices and sensors, the cranes ensure high productivity and safe working conditions. The four twin-lift quay cranes will be complemented by the 15 rubber tyre gantry cranes (RTG) ready for operation at ICTT. The project achieved two milestones in May - the completion of all 11 bridges and installation of 11 eco-friendly RTGs. Dredging work is due to be completed this month, equipping the terminal with a 14.5 metre draft, giving Cochin the ability to handle some of the largest vessels.

The build, operate and transfer (BOT) contract was signed between the Cochin Port Trust and India Gateway Terminal (IGT), a subsidiary of DP World in 2005, and the foundation stone laid by the prime minister on February 16.

IGT awarded the contract for the phase I development of terminal with 600-metre berth on November 22, 2007, for a contract value of US\$150 million. Construction works commenced on December 15. As of June 30, the physical progress achieved was 95 per cent. **Source : Schednet**



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## NAVY NEWS



The new **SD Victoria** seen parked in Portland, Dorset during trials. – The vessel looks even more imposing in real life!

Photo : David - [www.galaxycourtesycars.co.uk](http://www.galaxycourtesycars.co.uk) ©

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## Oka Shipyard starts building a bulker for Volga Shipping

The ceremony of keel-laying of the third dry bulk carrier was held at Oka Shipyard (Nizhniy Novgorod) on June 26. The RSD44 Project 5,440DWT Volgamax class bulker of 10 series ships was ordered by Volga Shipping Company to replace the current river dry cargo fleet - the Volga-Dons and Volga ships, Marine Engineering Bureau, the project designer, said.

Nevsky Shipyard is also involved in the construction of RSD44 Project vessels, manufacturing the middle section of the ships' hull. The vessel is built to the Russian River Register class - O-OL 2,0 (Ice 20) A. Ship dimension: DWL length - 138,9 m, beam - 16,5 m, depth - 5 m, height of hatch coaming - 2,2 m. The ships are designed for transportation via Russian inland waterways general, bulk, forest and oversized cargo, grain, lumber, potash and fertilizer, sulfur, coal, paper, building materials, steel products, as well as up to 140 containers. DWT of the vessel is 5,440 tons with draft



3,6 m in the river, and 5,460 tons with draft 3,53 m in the sea. The ships' hold cargo volume - 7090 cub. m. The vessel maximum freeboard clearance when passing under bridges - 5,4 m.

The bulkers will be operating on the Volga-Don Ship Canal (VDSC), Volga-Baltic Canal, the Azov Sea to the port of Kavkaz and in the Gulf of Finland. The first ship of the RSD44 project was laid on Feb. 24, 2010. The second vessel - on April 27, 2010. Volga Steamship Line, is one of the largest and oldest Russian shipping companies. The Volga Shipping carries freight and passengers on rivers and lakes of the country. The company transported 4.5 million tons of cargo and 359,000 passengers during last year's navigation.

Marine Engineering Bureau is a private project-design and engineering firm, recognized by Russian Maritime Register of Shipping, Russian River Register and the Register of Shipping of Ukraine. **Source : PortNews**



The **DUTCH MATE** seen moored in Dordrecht – **Photo : Cees de Bijl ©**

## Another Chinese yard moves into kamsarmaxes

Handymax and supramax specialist Jiangsu Hantong Ship Heavy Industry has diversified into constructing kamsarmax bulkers. The Sino-Korean-owned yard announced it has bagged four 82,000-dwt bulker order plus four options from an unspecified domestic owner with the first ship delivering in May 2012. The price per ship is thought to be in the \$33m to \$34m region. The vessels will be built at Hantong's new facility called Jiangsu New Hantong Ship Heavy Industry, which is also located in Zhenjiang city, Jiangsu province. Last month, Jiangsu Hantong bagged bulker orders worth over \$200m from Delphin Shipping, the private-equity vehicle of New York-based shipowner Sophocles Zoullas. The company booked seven supramaxes for delivery in 2011 and 2013. **Source: SeaTradeAsia-Online**



The Neptun Marine (Aalst) built **MPR 1** seen during trials - Photo : Michel Kodde ©  
(Correction on previous information given, the BP of the MPR 1 is 30 tons)

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## Navios Maritime Acquisition Corporation to Acquire Seven VLCC Tankers for \$587.0 Million

Navios Maritime Acquisition Corporation announced that it has signed a securities purchase agreement which contemplates the acquisition of a fleet of seven VLCC tankers for an aggregate purchase price of \$587.0 million. Navios Acquisitions intends to finance the acquisition as follows: \$453 million with bank debt, \$123 million with cash and \$11.0 million through the issuance of Navios Acquisition shares. The final purchase price is subject to customary working capital adjustments, and consummation of the transaction is subject to a number of conditions, including third party consents. The transaction is anticipated to close in September of 2010. Angeliki Frangou, Chairman and Chief Executive Officer of Navios Acquisition, stated, "We are pleased to enter into this transformational transaction so

shortly after having our original business combination approved. Only 90 days ago, Navios Acquisition was a concept. Upon closing this transaction, Navios Acquisition will control 20 tanker vessels plus options to acquire two additional vessels. This acquisition alone will increase our fleet by almost 296% in dwt. Most importantly, with estimated annual base EBITDA of almost \$75 million plus profit sharing, we anticipate the acquisition will be immediately accretive to our results." Ms. Frangou continued, "This acquisition represents a strategic expansion into the crude tanker sector. These new capabilities will increase our reach within the oil transportation industry and enable multiple cross selling opportunities. We also anticipate opening an office in Asia to facilitate these new relationships and take advantage of the emerging Asian markets."

Of the seven VLCC vessels being acquired, six are currently operating under long-term time charters to Asia-Pacific-based high quality shipping and petrochemical groups, including DOSCO (a wholly owned subsidiary of COSCO), a member of the Sinochem group, Formosa and SK Shipping. The seventh vessel is being constructed currently with delivery scheduled for June 2011. The VLCC fleet has an average age of 8.6 years and a remaining charter-out term of 8.8 years with an average charter rate of \$40,440 net per day. Five of the seven charters have a profit sharing mechanism which provides potential upside. After this transaction, Navios Acquisition will own 20 vessels and will have contracted 89.1% and 80.2% of its available days on a charter-out basis for 2010 and 2011, respectively.

Source: Navios Maritime Acquisition Corporation



The **TRIDENS** seen departing from Newcastle – Photo : Kevin Blair (c)

## Montreal lockout halts container shipments

The Port of Montreal will shut down almost completely after the Maritime Employers Association announced a lockout of the city's dock workers on Sunday night. As of 8 a.m. Monday morning no containers were to be unloaded from ships at docks operated by the MEA until further notice. The grain terminal, which is operated by the Montreal Port Authority, will continue operations as usual.

More than 90 per cent of the goods imported for sale in Quebec and eastern Ontario are unloaded in Montreal's harbour. These include goods like alcohol and furniture. In a statement, the MEA ordered the lockout of about 850 longshoremen after mediation attempts failed. "If the union stops the pressure measures and comes back to the table, the employers will be there again. Definitely," said Gilles Corriveau, a spokesman for the MEA. The Longshoremen's Union, CUPE Local 375, declined to comment Sunday night. They have called a news conference for noon Monday. At stake is the collective agreement, which expired in December 2008 and has since been under negotiation.





The **MAERSK PALERMO** seen moored in Montreal – **Photo : John Attersley (c)**

Under the agreement, Montreal's port workers are guaranteed not only a job, but also full pay, even if they do not actually work unloading ships, Corriveau said. The MEA wants to close the gap between the number of real hours worked by the longshoremen and the number of hours for which they are paid, Corriveau explained. "This is a situation that's not tolerable any more considering the economic conditions the we are going through. (The MEA) cannot afford to pay so many millions a year to people who are not working," Corriveau said. More than 100 dock workers were taken off that job-security program on June 23. To protest against the move, the union started using pressure tactics like slowdowns in unloading ships, Corriveau said. This caused uncertainty at the harbour, Corriveau said. Ships are already being rerouted to New York and Norfolk, Va. **Source: Montreal Gazette**



## **Heerema Marine Contractors To Build New Vessel**

**Heerema Marine Contractors (HMC)** announced the signing of a letter of intent with **Daewoo Shipbuilding and Marine Engineering Co., Ltd., Korea (DSME)**, for the building of a new Deep Water Construction Vessel. The new-

build will be an investment of US\$ 600-700 million. For this investment HMC selected to build a Monohull Vessel with the capability to execute complex deep water infrastructure and pipeline projects in ultra deep water, and also with sufficient lifting capacity to execute installation of fixed platforms in relatively shallow water. A key attribute of the vessel will be its fast transit speed. HMC believes this will complement its existing fleet providing a unique fleet composition, which will allow HMC to continue to offer unrivalled services to the offshore oil and gas industry on a world-wide basis. DSME has been awarded the design, engineering, procurement, construction, installation, commissioning and testing of the vessel. Huisman will be responsible for the cranes, tower and reels. The vessel is scheduled for completion of all tests & trials by mid-2013.



Jan Pieter Klaver, Chief Executive Officer of HMC, said: "With this new Deep Water Construction Vessel, HMC will reinforce its unique position in the deep water pipelay market. We are confident that with DSME and Huisman we found reliable partners who can build a key asset that will assist us in expanding further into more ultradeep and complex SURF projects globally."

This new 210 meters long self-propelled vessel will be fitted with a pipelay tower for J-lay (tension capacity of 2.000 metric tons) and reeling. A crane with a revolving lift capacity of 4.000 metric tons is installed together with deepwater lowering equipment to reach a water depth of 3.500 meters, which is compatible with our Deep Water Construction Vessel Balder. The vessel will also be equipped with a class 3 dynamic positioning system. The hull configuration is specially designed for fast transit speed and optimum motion characteristics in operation whilst the maximum pipe payload is 4.500 metric tons. The deckhouse is designed to the latest standards and can accommodate 289 persons.

Source : Heerema Marine Contractors

## New Baltic feeder connection from DCT Gdansk

The world biggest container line, Maersk Line, is the first global operator to deploy a feeder service exclusively to DCT Gdansk on the Baltic Sea. Since the beginning of 2010 Maersk Line S-class vessels within the AE10 string call DCT Gdansk on weekly basis to connect Asia with central Europe. From July 2010, Maersk Line has introduced an additional Baltic feeder connection that only uses DCT as hub port.

"The service is designed to cater for additional import volumes from Gdansk to St. Petersburg as well as the export flows from St. Petersburg (Russia) and Kotka (Finland) to Gdansk," said Maersk Line's managing director for eastern and central Europe, Mr Jeff Gosciniak. From July, the 956TEU '**Hanse Confidence**' will sail from DCT Gdansk weekly

as part of the new F15 service. The feeder vessel calls on St. Petersburg and Kotka, allowing a single vessel to complete the service loop in only seven days. Similar services operating from traditional western European hub ports typically require at least two vessels and longer transit time to service the same destinations. **Source: bairdmaritime**

## ZEEKADETTEN OP ZOMERKAMP IN HARLINGEN



Het **Zeekadetkorps Nederland** houdt momenteel zijn nationale zomerkamp in Harlingen, Aanwezig zijn 13 korpsen verdeeld over 11 korpsschepen en tientallen kleine vaartuigen, Op de foto 2 korpsschepen in de Lorentzsluizen te Kornwerderzand, de **Freyr** uit ZKK Gouda en de **Bulgia** van ZKK Alkmaar. Deze korpsschepen zijn voormalige patrouillevaartuigen van de Marine en nu in gebruik als opleidingsschip voor het Zeekadetkorps.

Het Zeekadetkorps is een jeugdorganisatie welke jeugd tracht te interesseren voor een beroep in de maritieme sector.

**Photo : Gilbert de Bock - Commandant Zeekadetkorps Alkmaar (c)**

## Hamburg Sud breaks from Zim in north Europe-Israel service

HAMBURG Sud said it will launch an independent north Europe to Israel service from October once it breaks off from its jointly-run service with Zim.

According to a company statement the details of the service that it hopes to enhance with connectivity through the carrier's network has yet to be finalised. **Source : Schednet**



## Fugro confirms award of large 3D contract in West Africa

Fugro-Geoteam has confirmed that it has signed a contract with TGS-Nopec Geophysical Company ASA to acquire 3D survey(s) in West Africa. The projects will take approximately seven months to acquire and Fugro will deploy its C class vessel **Geo Caribbean** to ensure efficient production on the large seismic spread programmes.

The company said the next planned C class vessel, **Geo Coral**, will be delivered to Fugro in August 2010.

Source : Offshore Shipping Online



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## Int'l report puts Egypt on list for shipping violations

Egypt was ranked 19 on the black list of countries that commit shipping irregularities in European ports, according to a recent report issued by the Paris Convention on the Control of Ports of the International Maritime Organization (IMO). The United Nations body said in the report that 18 ships flying the Egyptian flag had committed technical irregularities during the period studied between 2007 and 2009.

The list included 23 countries including Libya, Syria and Lebanon from the region. 19 countries led the offenders, Panama and Algeria being the most often port violators, but the white list – the 'safe' area – included 39 countries, which was topped by Croatia, followed by Qatar, Japan and Turkey. The report said that 15 ships carrying the Egyptian flag tried to avoid these irregularities and therefore will "move to the gray list" if they follow suit on their efforts. The report explained that countries located below the black list, including Egypt, can be moved to the gray list, which would mean that it is "relatively dangerous and doesn't commit irregularities." Adel Shaaban, Director of the French Classification Authority in Alexandria, said that Egypt's presence on the black list puts Egyptian vessels under supervision and inspection "as soon as they arrive in European ports, which is an extra burden on companies operating these ships," pointing out that frequent inspection is a punishment for the state until avoiding violations. He called for tighter control on vessels operated by Egyptian companies and by the oversight bodies and to follow international safety regulations "before the exit of vessels from Egyptian ports in order not to put vessels with the flag of Egypt under penalty of international maritime law, so as not to tarnish Egypt's reputation in the maritime field."

Source: Bikyamasr

## Regs still tight on tug crew sizes, says Transport Canada

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 202

*This article is another testimony to the powerful and effective investigative journalism that the Tyee has become known for in North America. It keeps us informed, and holds government officials accountable.*

Transport Canada and a representative of the tug crews it regulates disagree over whether a potentially risky practice is being allowed in the transport of oil through the Burrard Inlet.



The dispute follows a story that ran last week in The Tyee regarding the number of crew members required on tug boats escorting oil tankers through the treacherous waters of Second Narrows.

Brad MacTavish of the Canadian Marine Services Guild (CMSG), the organization that represents vessel crews and marine pilots, told The Tyee (and Vancouver City Council) that these transits were regularly occurring with only two crew members on board rather than the normal four, based on an exemption dealing with "sheltered waters."

The Tyee report quoted MacTavish saying Transport Canada is using "loopholes... to allow assist tugs escorting tankers to go out with two-man crews when they used to require a four-man crew. They allowed the companies to twist the law around in the last year."

He said thinner crews raised the risks of an oil spill in Burrard Inlet, where tanker traffic is on the rise.

Transport Canada Spokesperson Gillian Glover responded to The Tyee article saying it was "inaccurate on many accounts. There have been absolutely no changes to any existing policy or regulation on tug escorts... In the harbour, tug escorts can operate with a minimum of three persons: a master, deckhand and engineer. Federal regulations have allowed, in extremely rare circumstances, two-person harbour tugboat under strict and limited regulations. According to the Marine Personnel Regulations (MPR 216 (3)(c) two members are allowed and that is only for tug boats assisting in docking and undocking."

She later added: "To be clear, [those tugs with reduced two crew] are only allowed to operate with a two -person crew while docking and undocking... Under federal regulations, none of these tugs can conduct a vessel escort through the Second Narrows with a two person crew."

The Tyee checked back with MacTavish of the CMSG, whose members crew tugs in Vancouver's port, and he stood by his statement that some tug escorts have been operating with only two members in situations other than assisting in docking and undocking.

MacTavish questioned how Transport Canada can be so sure in calling his assertion "inaccurate."

"How would Transport Canada know?" he said. "They don't do many inspections and they don't even have a boat anymore."

Transport Canada's Glover told The Tyee her office was serious about enforcing regulations. "If there are situations where tugs are escorting vessels with a two-person crew, they would not be complying with Transport Canada regulations and we would certainly investigate the matter. If you have information regarding vessels operating a two-person crew in an operation other than docking and undocking, we would like to know full details in order for us to investigate." **Source : The Tyee / Vancouver Observer**

## Shanghai tipped to overtake Singapore port

Singapore could lose its crown as the world's busiest container port to Shanghai this year, reported the Strait Times. The Chinese port moved more containers than Singapore did from April to last month, and may clinch the leader's status by year-end. Last month's data from the Maritime and Port Authority of Singapore (MPA) showed that Shanghai moved 2.44 million TEU to Singapore's 2.39 million.

In six straight months, Singapore carried 14.05 million TEUs versus Shanghai's 13.85 million, equivalent to 200,000 container boxes more, or a difference of about 40 average-sized container ships. A strong rebound in world trade this year has had container traffic through Shanghai's ports growing at a blistering pace of 19 percent over last year's figure, compared with Singapore's 14 percent. Analysts had expected Shanghai to pip Singapore as early as two years ago, but that did not happen when the global recession put a dent in Chinese exports. Although Singapore may lose the bragging rights that come with being number one, it should continue to benefit from its hub status; the maritime industry contributes seven per cent to its gross domestic product and employs more than 100,000 people. Singapore surpassed Hong Kong as the port with the highest container traffic five years ago, and has held the unofficial title since then. **Source : bairdmaritime**



The **TOREA** seen moored in Lyttleton – **Photo : Alan Calvert (c)**

## First turbine installed at Walney offshore wind farm

Energy giant DONG Energy has announced that the first turbine has been installed at its Walney 1 offshore wind farm, located off the coast of Cumbria. Walney 1 is one half of a two wind farm project being developed by Danish company DONG in the Irish Sea, which is intended to have a combined capacity of 367.2MW when it becomes fully operational in 2011.

The first of 51 turbines was 'jacked-up' in the southern part of the site last week (July 12) by the installation vessel '**Kraken**'. This comes after the offshore substation for the wind farm was installed in June, when it was hailed as a critical element of the wind farm construction



see also : [http://newenergyfocus.com/do/ecco/view\\_item?listid=1&listcatid=154&listitemid=4087](http://newenergyfocus.com/do/ecco/view_item?listid=1&listcatid=154&listitemid=4087)

DONG explained that the latest operation included six major lifts, with the two tower parts placed first, followed by the nacelle with a pre-installed hub and finally three lifts to install the blades. The installation lasted 18 hours, which the developer has put down to making sure the first turbine went up in a safe and secure manner and that the crew felt confident with handling the equipment to ensure that future operations are carried out safely.

It is expected that the time needed for the installation process will be approximately 8-10 hours per turbine as the operation becomes routine, resulting in one to four wind turbines installed each week - depending on weather.

After successfully installing the first turbine, 'Kraken' has now changed position to install the second one. DONG claims the weather in the area is a bit unpredictable and, as such, the second installation is expected to take some time. After the second turbine is erected, the vessel will return to the port of Mostyn, in North Wales, to transport and install two new turbine sets.

In terms of monopoles and transition pieces, DONG claims installation is still progressing, but has been temporarily halted by adverse weather conditions. At present, 35 monopiles as well as 33 transition pieces have been placed in position, says the developer, while all 51 monopiles for Walney 1 and a total of 40 transition pieces have been received at the harbour.

Since the substation was placed offshore, DONG claims work has been intensive to commission it and prepare receipt of the export cable and the array cables. As the substation is still not connected to the National Grid, two diesel generators on the transformer station provide power to perform tests and commissioning and all systems have been tested, claims the energy company. **Source : New Energy Focus**

## **Mosvold Supply wins legal battle with Otto Marine**

Mosvold Supply has won a legal battle with Otto Marine for the payment of refund guarantees for a cancelled anchor handler newbuilding. In April Mosvold Supply cancelled a contract for a 21,000 bhp, VS 491 CD, anchor handler tug supply vessel ordered at Otto Marine's Batamec shipyard in Indonesia. Otto Marine applied for court injunctions to stop Mosvold from receiving payments from the refund guarantees issued by Bangkok Bank. Mosvold has successfully had the injunctions put aside in the Singapore High Court. "The company is currently seeking legal advice in relation to its legal position on the above matters," Otto Marine said. **Source : Seatrade-Asia**

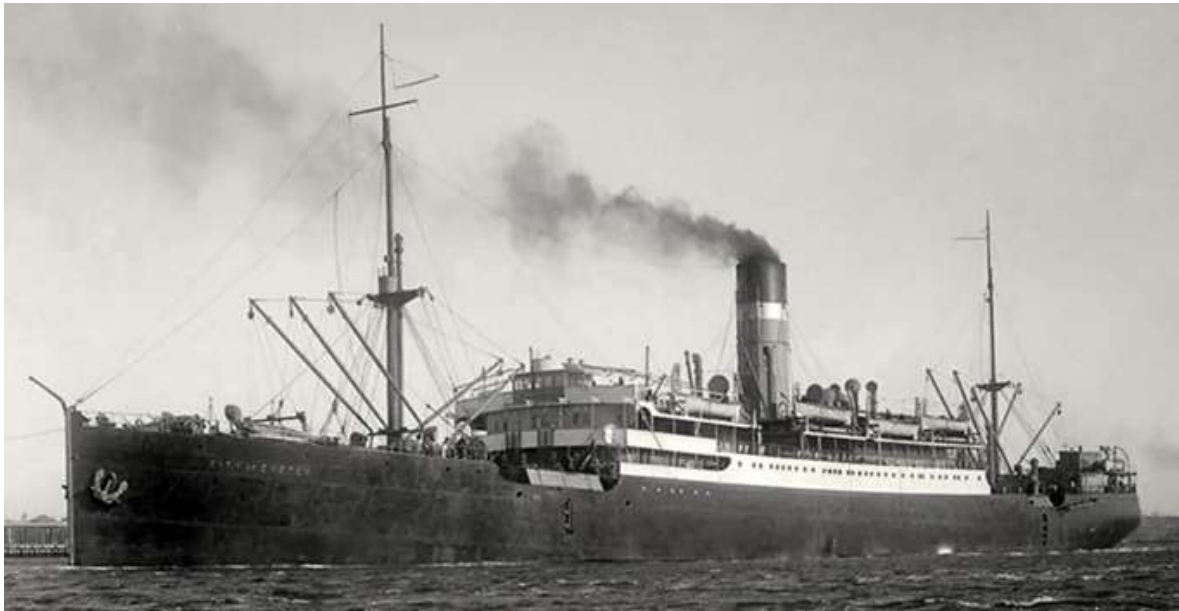
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## **OLDIE – FROM THE SHOEBOX**



Above seen the 9447 tons troopship **CITY OF EXETER** which was built in 1914, the vessel was scrapped during 1950  
If any of the readers is having more information about this vessel please send this info to : [gordy8@gmail.com](mailto:gordy8@gmail.com)  
**Photo : Coll. Gordy Ross**

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



ITC's **TYPHOON** was spotted at the Westerscheldt River  
**Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)**