

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 213



Number 213 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 01-08-2010**

News reports received from readers and Internet News articles copied from various news sites.

Piracy problem?

Need training or advice?
Need (armed) security guards?
Need security vessel?

CALL



Piracy solution!

www.mastermindsecurity.nl
ferry@mastermindsecurity.nl
Ferry van de Wal
+31 (0) 76 54 22868

SECURITY



The SELAY-S seen departing from Willemstad (Curacao)

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

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

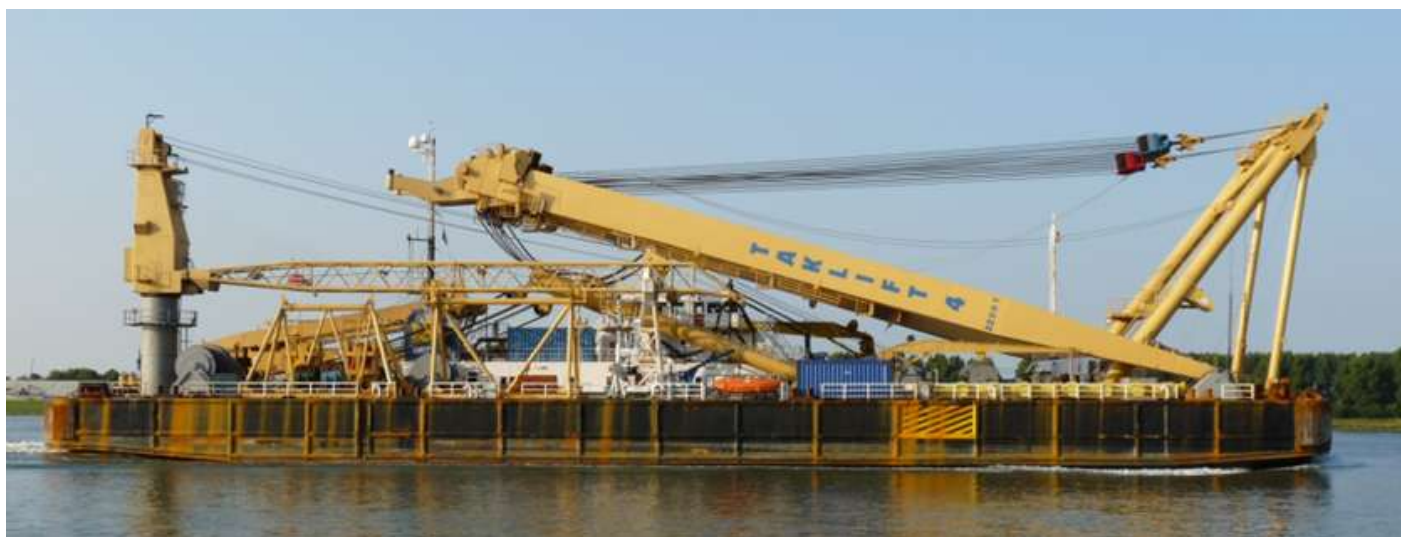
Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



Above seen the sheerlegs **TAKLIFT 4** arriving in Rotterdam from Brazil - **Photo : Robert Hoffmann (c)**

Crowley ATB loses power

The state Department of Ecology (Ecology) and U.S. Coast Guard are monitoring the 170-foot tug **Commitment** that lost propulsion and went adrift shortly after 1 p.m. today in the Strait of Juan de Fuca about 19 miles northwest of Port Angeles, posing the risk of an oil spill. The **Commitment**, owned by Crowley Maritime Corp., is part of a connected tug and barge combination. The tug was pushing a fuel barge containing about eight million gallons of diesel and jet fuel toward Portland when it lost propulsion. The tug itself is carrying more than 100,000 gallons of fuel. Crowley Maritime called for the tug **Jeffrey Foss**, the industry-funded emergency response towing vessel stationed at Neah

Bay, to assist the barge and prevent an oil spill. The **Jeffrey Foss** has reached the **Commitment**. This is the first time the industry-funded response vessel has been called out to assist a vessel that has lost propulsion in the Strait. The private maritime industry took over funding the tug on July 1, 2010.

State Sen. Kevin Ranker, who sponsored legislation to permanently fund the Neah Bay tug, said the incident "points out the critical importance of the Neah Bay tug and the state spill prevention and response program to protect our waters." He said, "It also raises the question whether a tug positioned at the entrance of the Strait of Juan de Fuca is sufficient to protect the area around the San Juan Islands, almost 100 miles away."



The **BOURBON ENTERPRISE** seen passing Hoek van Holland outward bound – **Photo : Piet Sinke (c)**

EPA delays Lake Champlain dive to search sunken tugboat for fuel

The U.S. Environmental Protection Agency is de-laying until spring plans to send divers onto a tug-boat that sank in Lake Champlain almost 50 years ago to determine if there is fuel in the vessel that could spill into the lake and cause an environmental disaster. Meanwhile, the EPA is working with the U.S.

Navy to supply the divers who will explore the tug **William H. McAllister**, which sank Nov. 17, 1963, after it hit Schulyer Reef. The tug, which once hauled barges between Vermont and New York on Lake Champlain, sits upright 160 feet underwater about six miles west of Burlington.

The wreckage of the **McAllister** was discovered in 1988. It is believed to be the last significant commercial vessel to sink on the lake. The EPA's Paul Kahn said there isn't time to ar-range the logistics of the dive before the weather on Lake Champlain becomes unpredictable with the ar-rival of cooler weather. Officials worry that the **McAllister** could hold several thousand gallons of diesel fuel and lubricants **Source : burlingtonfreepress.com**



The TSHD **LELYSTAD** seen off Hoek van Holland – Photo : Piet Sinke (c)



Seafarer wage hikes hit Asian flags

Coastal trading vessels in Asia flying flags such as Singapore, Malaysia and Japan are set to be hit with hefty increases in crewing costs, according to the latest issue of Seatrade Asia Week. The International Transport Workers Federation's (ITF) congress in Mexico next week is set to push through new benchmark pay rates for foreign nationals serving on national flag ships. The minimum average pay rate per ship on the Singapore Registry, for example, is expected to jump 17% to \$42,326 from the current International Labour Organisation minimum, with the minimum pay rate set to increase a hefty 60% by 2014. **Source: Seatradeasia-Online**



The tug **KST 54** seen departing from Mumbai (India) with the sheerlegs **SMIT CYCLONE** bound for Singapore
Photo : Alexander Gorter (c)

Historic Arctic expedition takes off from Arkhangelsk

An unprecedented Russian Arctic expedition set out from Arkhangelsk with the aim to find new evidence, which supports Russia's territorial claims in the Arctic.



A total of 67 experts – all of them Russian – are onboard the polar research vessel "**Akademik Fyodorov**", which will spend a planned 85 days in the Arctic. The expedition is historic – never before has a Russian Arctic mission of this proportion taken place. The goal is clear – to find evidence supporting Russia's claims for huge parts of the Arctic Ocean.

Russia claims that it is entitled to expand its sovereignty over an additional 1,2 million square kilometers in the area. The claims include the Lomonosov and

Mendeleev Ridges, as well as the North Pole point.

-This is a historic event, State Duma deputy and Presidential Adviser on Arctic Issues, Artur Chilingarov, said before the departure of the vessel. The expedition is unprecedented, he underlined. No such expeditions have been conducted in modern Russian history, neither in the Soviet period, Chilingarov said, a press release from the Arkhangelsk regional administration reads.



The **YAMAL** seen moored on outside to her sister **MOSKVA** in Murmansk – Photo : Beau Bisso (c)

A team of experts from the top Russian research institutes will be on board the "**Akademik Fyodorov**", RIA Novosti reports. In addition, representatives of the Severneftegaz company – a leading company within geological explorations – will take part. The expedition will be lead by Andrey Zenkov. The "**Akademik Fyodorov**" will be accompanied by the nuclear-powered icebreaker "**Yamal**".

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 213

The researchers will during the mission also find a suitable place for a new drifting Arctic station – the North Pole-38.

According to Artur Chilingarov, Russia already next year plans to submit a new application to the UN Commission on the Limits of the Continental Shelf, Dvinainform.ru reports. Other experts believe 2013 is a more likely year. **Source :** **BarentsObserver**



Above seen the latest fleet addition for Hanjin the **HANJIN KOREA** seen arriving in Rotterdam for the first time.

Photo : Max Mueller - www.maxmueller.wordpress.com ©



ARCO AXE berthed at the Tarmac berth Howdon – **Photo : Kevin Blair (c)**



SALVAGE [CODE RED]

NATIONAL GEOGRAPHIC CHANNEL

Premieres
Thursday, July 29 at 8pm
ET/PT NATIONAL GEOGRAPHIC CHANNEL US

steadfast

DON'T MISS

SALVAGE [CODE RED]

COASTAL CRISIS Thursday, July 29
ON THE ROCKS Monday, August 2
TYPHOON ALLEY Thursday, August 12
8pm, ET/PT National Geographic Channel US

Elite marine salvage teams from Titan scramble to the rescue of vessels in distress. In the aftermath of Hurricane Ido, a team races to prevent a runaway barge from wiping out an historic fishing pier in Virginia Beach, while another crew battle to refloat a stricken oil tanker in Taiwan, only to be hit by the worst typhoon in 50 years. On the East Coast of the USA, another group tries to haul an old dry dock onto land and an emergency response team heads out to the middle of the Atlantic Ocean, where a containership has been forced onto the rocks in rough seas, with seven prize horses in urgent need of rescue.



Producer: Wael Dabbous
Shooter Directors: Patrick Collins, Steven Fullogar, Charlie Laing
Edit Producer: Alison Quirk
Editors: Steven Love, Stephen Prince, Paul Meadows, Alex Pascall, Mark Hanford
Executive in Charge of Production: Simon Potter
AP: John Owens
Production Manager: Justine Farom
Series Producer: Colin Campbell
Executive Producer: Charles Thompson
Produced for NGC-US & NGC

A **steadfast** production

www.steadfast.tv

An **APACEMEDIA** company

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !

NAVY NEWS

Russia to boost defence budget with 60 percent

Russia will by year 2013 boost its defence spending by more 60 percent, the country's government announced this week. The Russian government on Thursday announced that it will increase the country's defence budget with 60 percent compared with today's level, newspaper Vedomosti reports. After the increase, the country will spend an annual 2.025 trillion RUB on its military. More military hardware, better equipment for the troops and better training is what lies behind the bigger spending, a defence analyst told the newspaper. The Navy, the Air Force and the military space programmes are expected to get the lion's share of the new money.

Of the Navy's spending a major part will be spent on the further development of new submarines and the Bulava missile system, the upgrades of the Black Sea fleet and the acquisition of the French-built Mistral vessels, Vedomosti reports. **Source : BarentsObserver**

SHIPYARD NEWS

Maritime  JOBS4U

Search, Select and Find your **maritime** job

- worldwide jobs
- easy & fast
- per work field
- apply any time

www.maritimejobs4u.com



www.maritimejobs4u.com



The Boskalis Cutter dredger "**CYRUS II**" under a large machinery job in Malta Shipyard. **Photo : David North ©**



Above seen the container vessel "**CLASSICA**" belonging the German owner "**WINTER**" into the dry dock in Malta Shipyard – Photo : David North ©

ROUTE, PORTS & SERVICES

Seamanship
Whatever the ship. Wherever delivered.





www.redwise.com

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered



GLOBAL SHIP DELIVERY & CREWING

info@redwise.nl

ADDITIONAL INFORMATION STRAAT FRANKLIN

In regard to the information with the painting of the "**Nedlloyd Franklin**" / "**Straat Franklin**" in the Newsclippings of 205 (24-07-2010) please note: The "**Straat Franklin**" and "**Straat Frazer**" were sisterships built for the K.P.M. (Koninklijke Paketvaart Maatschappij) in 1963. At the same time their 2 other sisterships ("**Straat Freetown**" – 1963- and "**Straat Fremantle**" -1964-) were built by KJCPL (RIL). When the KPM amalgamated with the KJCPL (

RIL) in 1967 they were taken into this fleet, how ever from the start in 1963 they were employed in the RIL services between Japan and West Africa via South Africa. Both ships were lengthened : "**Straat Frazer**" in 1972 and "**Straat Franklin**" in 1973 (by NKK at Asano, Japan).

Both ships were handed over to Nedlloyd Lines in 1977 and "**Straat Franklin**" renamed in 1978 to "**Nedlloyd Franklin**". Sold in 1983 and renamed "**Kota Wirawan**" (Sri Lanka) and sold for breaking up in India in 1987. The "**Straat Frazer**" was renamed "**Asian Endeavour**" from 1973 – 1975 due a charter, then renamed "**Straat Frazer**" again. Renamed in 1978 to "**Nedlloyd Frazer**" and sold in 1983 and renamed "**Kota Wangsa**" (Sri Lanka). Broken up in 1988 in Keelung, Taiwan. Newsclippings reader **Dick Den Brinker** served as 2nd officer on board the "**Straat Frazer**" from June to December 1965. Source : Captain H.J. (Dick) den Brinker - Sydney Australia



Above seen the Mumbai pilot tender - Photo : Alexander Gorter (c)

Innovatief drogen aan boord van de GEO Coral



Pronova CT is blij te melden dat wederom een goed-bekende klant het vertrouwen heeft gesteld in het bedrijf. FUGRO Norway, een wereldwijde speler in de oil & gas industry, heeft gevraagd dezelfde droogsystemen de installeren als zijn geplaatst op de **GEO Celtic** en de **GEO Caribbean** in 2008.

FUGRO's laatste en splinternieuwe seismisch onderzoeksschip is genaamd de **GEO Coral** en is een grotere versie van de **GEO Celtic** en de **GEO Caribbean**. Hij zal worden voorzien van de zeer efficiënte, roestvrijstalen droogsystemen voor de overlevingspakken van de werknemers. Ook splash suits en andere werkkleding als hoofddeksels kunnen hierop worden gedroogd. De droogsystemen geven zekerheid dat de dure werkkleding op de juiste manier van binnen wordt

gedroogd. De droogsystemen geven zekerheid dat de

gedroogd. De levensduur zal hierdoor aanzienlijk worden verlengd, wat een besparing van de aankoopkosten zal schelen. Naast de economische kant is het ook een motivatiefactor voor de werknemers en kunnen ze altijd werken in droog en gehandhaafde kleding. Tevens zal het ziekteverzuim afnemen omdat de weerstand van de werknemer hierdoor zichtbaar verbeterd.

Wat niet vergeten moet worden, met de droogsystemen van **Pronova CT** wordt rekening gehouden met de comfort en gezondheid van de werknemers. De werknemers kunnen zich daarom richten op de dagelijkse werkzaamheden zonder zich hier zorgen over te maken. Het feit dat de dure werkkleding altijd ordelijk en schoon blijft, is een bonus. **Pronova** is er trots op dat de **GEO Celtic** en **GEO Caribbean** van FUGRO het vertrouwen in hen hebben gesteld om wederom deel uit te maken in het uitrusten van het moderne, zeer technische schip en zijn er zeker van dat de droogsystemen een vertrouwen en comfort zal brengen op dagelijkse basis.



Stone / rock dumper seen in Yantai with in the background seen the newbuildings **SS Arizona** and **Scarabeo 9** and in the middle the new rockdumper **STORNES** under constructions for Van Oord. Photo : Tim de Klerk (c)

Genco Takes Delivery of Supramax Vessel

Genco Shipping & Trading Limited has taken delivery of the **Genco Lorraine**, a 2009-built Supramax vessel. The **Genco Lorraine** is the first of 13 vessels to be delivered to the company under Genco's agreement previously announced on June 25, 2010 to acquire 13 Supramax vessels from Setaf SAS, a wholly owned subsidiary of Bourbon SA.

The company also announced that it has reached an agreement to enter into a time charter for the **Genco Lorraine** with Olam International Limited for 23 to 25 months at a rate of \$18,500 per day, less a 5% third party brokerage commission. The time charter for the **Genco Lorraine** is expected to commence on or about July 31, 2010 and is subject to the completion of definitive documentation. The company used its available cash to pay the remaining balance of \$29.16mn for the **Genco Lorraine**. On July 16, 2010, the Company entered into a commitment letter for a \$253m senior secured term loan facility and, upon the closing of this credit facility, intends to use the credit facility to refund \$20m associated with the purchase of this vessel to the Company.



The **NS CORONA** seen from KOTUG's **RT ADRIAAN** arriving at the Shell 102 at the 4th petroleum harbour in Rotterdam Europoort - **Photo : Piet Sinke (c)**

Subic Bay Freeport positions as luxury cruise destination

This economic zone is positioning itself as a regular docking point for international luxury cruise ships. The Subic Bay Metropolitan Authority (SBMA) said in a statement that it has joined the Asia Cruise Terminal Association (ACTA) formed just last month, together with counterparts from China, India, Japan, Singapore, South Korea, Sri Lanka and Taiwan. The association was organized by Singapore Cruise Centre Pte Ltd., the only cruise and ferry port operator in Singapore, to better market luxury cruise services in Asia. It will be formally launched as a nonprofit organization in January next year, SBMA said.

"Joining ACTA is a strategic move for SBMA as part of our efforts to build a solid business network with member countries," the statement quoted SBMA Administrator Armand C. Arreza as saying. Mr. Arreza said that, through the organization, SBMA is targeting major players in the luxury cruise industry like Star Cruises, Royal Caribbean International, Silversea Cruises, and Costa Crociere S.p.A. to make Subic part of their regular itinerary. During a recent organizational meeting here, Singapore Cruise Centre Vice-President Ivan Ng said that among several ports in the Philippines, Subic Freeport was chosen for its readiness to service the cruise industry. "We are glad that SBMA will be one of the founding members of ACTA. We have only chosen one port in the Philippines and that is Subic Bay Freeport," the SBMA statement quoted Mr. Ng as saying. Mr. Ng noted that Subic offers a deep natural harbor, tourism sites, adequate physical security, as well as modern port infrastructure and support facilities.

SBMA deputy administrator for tourism Raul F. Marcelo said Singapore Cruise Centre, which handles nine million passengers annually, will serve as the model for SBMA to establish a cruise service based in this free port. "Benchmarking from Singapore Cruise Center would mean learning expertise from the best of the best in terms of passenger handling, formulating waterfront development plans to integrate with the passenger terminal, technology, marketing activities and maintaining the momentum of cruise ship market growth," Mr. Marcelo said. **Source : bworldonline**



The **ANNE SIBUM** seen outward bound from Rotterdam – Photo : Piet Sinke (c)

DISA

DISA MARITIME BVBA

Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
F: +32(0)14 61 16 88

VCA** ISO 9001
BUREAU VERITAS
Certification

SUBSEA

CIVIL CONSTRUCTION

ENGINEERING

www.disamaritime.com

Providing worldwide underwater solutions



The **MSC ALEXANDRA** seen enroute Antwerp – Photo : Henk de Winde (c)



The **DISNEY MAGIC** seen arriving in Cherbourg
Photo's : Philippe.p.Breban - www.madelikeinlehavre.fr/ (c)



SCI first quarter net profit jumps 60 per cent to Rs191crore news

Shipping Corporation of India Ltd (SCI) has reported a 60 per cent year-on-year increase in its fiscal first quarter (April-June 2010-11) net profit at Rs191.49 crore compared with Rs119.92 crore in the year-ago quarter (ended 30 June 2009). Total income of the country's largest shipping company during the quarter was marginally up at Rs1,007.72 crore against Rs1,000.5 crore in the previous-year quarter.

Net income from operations stood at Rs9,065.2 crore against Rs8,827.9 crore in the year-ago quarter and Rs34,631.2 crore in the whole of the previous year (2009-10).

During the quarter, operating cost of the company rose mainly due to higher bunker charges, which went up to Rs1,986.5 crore from Rs1,511.3 crore in the April-June 2009 quarter. SCI paid a total of Rs7,359.3 crore in bunker charges for the whole of the previous financial year.

Port dues were lower at Rs693.8 crore in the April-June 2010 quarter against Rs797.9 crore in the year-ago quarter and Rs3,054.5 crore for the 2009-10 financial year. Cargo handling expenses were also lower during the April-June 2010 quarter at Rs501.5 crore against Rs820.7 in the year-ago quarter. It was Rs2,517.0 crore during the 2009-10 financial year.

Source: Overall expenditure was lower at Rs7849.2 crore during the April-June 2010 quarter compared with Rs8,390.3 crore in the previous year quarter. SCI incurred total expenditure of Rs33,741.9 crore in the 2009-10 financial year. Profit from ship sales was lower at Rs154.9 crore in the April-June 2010 quarter against Rs242.8 crore in the year-ago quarter. SCI earned Rs1,225.2 crore through sale of old ships in the previous year. During the quarter ended 30 June 2010, SCI sold one 40,976 DWT product tanker vessel (**Major Hoshiar Singh**). Subsequently, the company took delivery of one new 73,368 DWT product tanker (**Swarna Sindhu**), sold one 40,848 DWT product tanker (**Lance Naik Albert Ekka**) and sold one 67,185 DWT crude oil tanker (**Major Shaitan Singh**). Source: Domain-b



The **ARTHUR MAERSK** enroute Rotterdam-Europoort as seen from the KNRM Hoek van Holland lifeboat **JEANINE PARQUI** yesterday. – Photo : Piet Sinke (c)

Name-giving for cutter suction dredger Ganga takes place in India

On 30 July the naming ceremony for the 6,675kW cutter suction dredger **Ganga** took place at Kakinada Seaport Private Ltd in Kakinada port in the state of Andhra Pradesh in India. Mrs Navatha, spouse of Mr KV Rao, Chairman cum Managing Director of Kakinada Seaport private Ltd, acted as godmother of the new dredger.

The stationary cutter dredger was named after the Ganga River, and was engineered by the in-house specialists in co-operation with the Dutch company Vosta LMG. The dredger was built at the Vintage Shipyard in Malaysia. It can reach dredging depths of between 3.2m and 22m, allowing the dredger to execute a wide range of typical capital dredging works on the Indian subcontinent.

Some relevant features of the design include:

- A focus on a pumping power, which is necessary to cover large distances during land reclamation projects.
- Accommodation for 16 persons to allow the vessel to operate with full autonomy in the most remote locations.
- Substantial operational flexibility owing to its flexible spud carriage, which is important to cope with sometimes heavy swell conditions in coastal areas during monsoon conditions.
- The engines run on heavy fuel, which has a positive impact on operational costs.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 213

- These features allow Ganga to be one of the most competitive dredgers on the Indian dredging market, said International Seaport Dredging Limited (ISD), which is one of the leading Indian companies engaged in creating new ports and harbours, development of marine waterways and marine construction, maintenance dredging and oil and gas related services.

ISD is a joint venture company combining the dredging, marine engineering and environmental expertise of Dredging International with the civil construction expertise of Indian company Larsen & Toubro.

The company flies the Indian flag and owns an Indian fleet of dredgers, underlining its long term commitment for operations and development in the Indian market.

Along with the trailing suction hopper dredgers **Pacifique** and **Antigoon**, the cutter suction dredger **Kaverii**, and the recent addition **Dhamrai**, a water injection dredger, the new cutter suction dredger fits perfectly with ISD's strategy of long-term commitment and engagement in the Indian market.

The main particulars of **Ganga** include a length of 72.50m, breadth of 14.00m, moulded depth of 4.30m, draught of 2.55m, and dredging depth of 3.2m to 22m. She has a suction pipe diameter of 750mm, discharge pipe diameter of 750mm, total installed power of 6,675kW, and power on cutter of 900kW. **Source : Dredging News Online**



The **X-PRESS MONTE ROSA** seen at the Westerscheldt river – **Photo : Paul de Pauw (c)**



**DIOGENES
MODULES**

**LIVING FACILITIES FOR PROFESSIONALS
MADE IN GERMANY**

DIOGENES CABINS –
THE HIGHEST STANDARDS
IN QUALITY AND SAFETY

GET IN TOUCH:
DIOGENES MODULES GMBH
TEL.: +49 40 22 63 203 50
INFO@DIOGENES-MODULES.COM
WWW.DIOGENES-MODULES.COM



The 1997 built **BUSSARA NAREE** seen arriving in Willemstad (Curacao)

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

More boats to China

Matson will double its routes between China and California, though it won't increase service to Hawaii or Guam

Buoyed by a 129 percent gain in second-quarter profit, Alexander & Baldwin Inc. said yesterday it plans to expand container shipping service from China through subsidiary Matson Navigation Co.

Honolulu-based A&B reported earning \$28.9 million in the three months ended June 30, up from \$12.6 million in the same period last year. Revenue totaled \$398.9 million in the quarter compared with \$351 million a year earlier.

"We enjoyed a strong second quarter," Stanley Kuriyama, A&B president and chief executive officer, said in a statement. The surge in profit largely was due to improved results from Matson's China service, which A&B said it will expand starting next month. The new service will double Matson's trade between China and California, though it won't increase service to Hawaii or Guam.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 213

Matson, which began serving China in 2006, is chartering five ships from other companies that will operate the ships for Matson. The five ships will sail once a week from China with port calls in Hong Kong, Shenzhen and Shanghai. Matson currently operates weekly service using five of its own ships with stops in Shanghai, Ningbo and Xiamen.

An additional stop in Shanghai will be added next month, followed by stops in Hong Kong and Shenzhen in mid-September. Regular weekly service to all three ports using the chartered vessels will be in full swing by October, A&B said. "The China-to-U.S. trade lane is one of the world's most robust and is expected to grow over time," Kuriyama said. "Trans-Pacific market dynamics are very favorable, as the combination of strong U.S. demand and tighter shipping capacity has contributed to full utilization and improved pricing on our China service vessels."

A&B, in a conference call with stock analysts, said it expects to spend \$50 million to \$60 million to purchase containers and other equipment necessary for the expansion, which will serve three of the world's four busiest container ports. The company said startup costs likely will reduce Matson's operating profit later this year.

In the second quarter, Matson posted a 75 percent gain in operating profit to \$37 million from \$21.1 million a year earlier. Much of the rise was due to higher shipping rates and volumes from China. Volume rose 35 percent to 15,000 containers in the China service during the quarter, up from 11,100 containers a year earlier, while rates were 50 percent higher. "The China trade lane performed exceptionally well this quarter," Kuriyama told analysts on the conference call.

By comparison, Hawaii container volume was down 2 percent to 33,700 containers in the second quarter from 34,300 containers a year earlier. Automobile shipments to Hawaii were down 22 percent to 21,100 vehicles from 27,200 vehicles in the same period a year ago. Container shipments to Guam were up 17 percent to 4,200 containers from 3,600 containers.

Other A&B business divisions posted positive, though weaker, operating results. Real estate leasing contributed \$8.5 million in operating profit in the second quarter, down 23 percent from \$11 million a year earlier. The results included significant changes in A&B's portfolio of income-producing properties due to the sale of some assets and acquisition of new property, as well as lower rents at mainland properties.

The average occupancy rate for A&B's mainland real estate assets was 86 percent in the second quarter compared with 84 percent a year earlier. In Hawaii, A&B's average property occupancy rate was 93 percent in the second quarter compared with 95 percent a year earlier.

A&B recorded \$8 million in operating profit from real estate sales in the second quarter, which was down from \$9.6 million a year earlier. Sales in the recent quarter included an industrial property in Washington and five vacant parcels on Maui. In A&B's agribusiness division, which includes Kauai Coffee Co. and Hawaiian Commercial & Sugar Co., second-quarter operating results swung to a positive \$1.8 million from an \$11.3 million loss in the 2009 second quarter.

The improvement was driven by dramatically reducing losses on sugar sales. Sugar prices were higher but not high enough to overcome expenses. HC&S also sold less sugar in the second quarter—22,700 tons versus 30,800 tons a year earlier. Other areas of A&B's agribusiness operations, including coffee, power and molasses sales, helped yield the relatively small operating profit.

For the whole company, A&B's second-quarter profit equated to 70 cents of earnings per diluted share of stock, compared with 31 cents per share a year earlier.

Shares of A&B stock closed yesterday up 36 cents at \$33.78. Over the last 52 weeks, A&B stock has closed between a high of \$36.95 on April 2 and a low of \$27.02 on Aug. 17. **Source : Staradvertiser**



Seen July 29th at the IJmuiden anchorage ITC's **BOULDER** with the badly damaged **YEOMAN BONTRUP**.
Photo : Dirk van Uiter (c)



And arriving in IJmuiden assisted by the Iskes tugs **BRENT, TRITON** and **HERCULES**
Photo : Marcel Coster (c)

OLDIE – FROM THE SHOEBOX



Above seen the **Nieuw Amsterdam** passing Vlaardingen in 1962 outward bound from Rotterdam
Photo : Hans Burger ©

.... PHOTO OF THE DAY



The **SAIPEN 7000** seen arriving in Rotterdam bound for the Heerema location in the Caland canal yesterday morning
Photo : Fred van der Spek (c)

BOEKBESPREKING

Door : Frank NEYTS

Lexicon Scheepvaart & Transport

Bij De Alk & Heijnen verscheen onlangs de vierde druk van “**Lexicon Scheepvaart & Transport**”. Het werd samengesteld door P.C. van Kluijven. Dit lexicon is al jaren een begrip in de (internationale) scheepvaart, binnenvaart en visserij. De pas verscheven, recentste druk werd compleet herzien, met alle gebruikelijke termen en uitdrukkingen in twee talen: Engels-Nederlands en Nederlands-Engels. Bovendien bevat het boek een hoofdstuk met veelgebruikte maritieme standaardzinnen. Als naslagwerk onmisbaar voor iedereen die werkzaam is in de maritieme sector.

“**Lexicon Scheepvaart & Transport**” (ISBN 978-90-5961-084-2) telt 287 pagina's en werd als hardback op handig formaat uitgegeven. Het boek kost 40.00 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeverij De Alk, Postbus 9006, 1800 GA Alkmaar. Tel. +32(0)72-5113965, www.alk.nl. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com



The **SIROCCO** seen outward bound from Rotterdam – Photo : Henk van der Heijden (c)

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>