

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 214



**Number 214 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 02-08-2010**

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

<b>stevedoring &amp; warehousing</b>		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>	
<b>SHORECRANES UP TO 208 M / TONS</b>			
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**Grimaldi's latest newbuilding "GRANDE TOGO" was launched at Uljanik shipyard Pula Croatia on 31-07-2010**  
**Photo : via Pieter De Pauw**

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The **RT ADRIAAN** seen operating in Rotterdam – Europoort – Photo : **Piet Sinke (c)**

**Herewith Willem and myself would to thank Capt. Bas and the crew of the RT ADRIAAN for the hospitality last Saturday evening !!!**

## Small commercial vessels exempted from incidental discharge regulation

Legislation to protect fishing and small commercial vessels from excessive federal regulation for incidental discharges - such as deck wash, bilge water, and the condensation from air conditioning units - was approved by the U.S. House of Representatives yesterday. Senate bill S. 3372 extends an exemption for commercial fishermen, charter boat operators and owners of other commercial vessels less than 79 feet from EPA incidental discharges regulations, and protects these vessel operators and small businesses from the costly burdens of a regulatory regime designed for larger vessels.

U.S. Rep. Frank LoBiondo (R-NJ), the Coast Guard and Maritime Transportation Subcommittee Ranking Member, introduced identical legislation in the House, and the House passed that bill earlier this month. The bill approved yesterday now goes to the President for signature. "With our economy still struggling to recover, the government must not enact arbitrary federal penalties which could discourage economic growth and job creation," LoBiondo said. "Vessels that operate without these permits could be subject to citizen lawsuits and daily fines that exceed \$32,000 per violation.

To make matters worse, the EPA has informed Congress that they do not have the resources to process the hundreds of thousands of permits that would be required." Under the 1972 Clean Water Act, incidental discharges of fishing and small commercial vessels were not regulated until a court ruling in 2005 reversed this policy. The exemption allows the EPA additional time to properly study the impact discharges from small commercial and fishing vessels have on the environment and establish a more appropriate, reasonable regulatory framework. Under this legislation, the exemption is extended to the end of 2013. **Source : MarineLog**



The **MSC ALEXANDRA** seen approaching Rotterdam-Europoort as seen from the **NENA K**  
**Photo : Ronald Beekman – C/O Nena K (c)**



## **VLCCs suffer in July will the tide turn next month?**

Although July proved to be the weakest month so far this year, in terms of VLCC demand, rates remain well above the lows experienced in 2009 of \$11,000/day back in September and are around double the level needed to cover fixed operating expenses, London-based shipbroker Gibson said in a report Friday. Nevertheless, daily earnings on the Middle East/Japan trade have averaged \$23,500/day, the lowest level of returns since October 2009 and considerably below the average of \$57,000/day achieved in the first six months of 2010. The report said that "surprisingly, this disappointing performance (from a ship owner's point of view) goes against key tanker fundamentals. On the demand side, there are large scale increases in world oil demand, with global consumption recovering to 86.6 million b/d in the second quarter of 2010, up by a staggering 2.7 million b/d year-on-year (source: IEA). This rebound is mirrored in the spot market, with our analysis showing that last month the VLCC spot fixtures from the Middle East Gulf were at the highest in recent years. In terms of supply, the VLCC fleet expanded by just 14 units over the past twelve months, as a vast majority of tanker deliveries have been offset by scrapping and conversions to dry bulk and offshore projects (although some of these single hulls were not in full employment).

However, despite moderate net growth in the VLCC population and strong gains in demand, the VLCC market was reportedly oversupplied in July, with a long list of tankers available for loadings. This is partially due to a gradual decline in the number of VLCCs employed on storage duties, with 12 units coming off crude storage duties since early July. In addition, spot tanker availability was further propelled upwards by the presence of a few Asian relets. Other important factors behind the decline in rates are chartering patterns and a change in sentiment, fuelled by the fears that floating storage will come to a complete end" Gibson said. At the same time, despite this rather disheartening picture, the short term prospects of the market may not be as bleak as they seem. "Oil demand is forecast to remain strong, supporting the tanker industry. Also, VLCCs operated by NITC for temporary floating storage are likely to remain off the market. Although 10 of these crude carriers have discharged recently or are about to discharge, they are not marketed in the spot market, with some doing shuttle runs from the Middle East Gulf to the Red Sea. And finally, there is always a possibility of unforeseen "external" events, such as hurricanes, accidents and politics, etc. that can abruptly change the conditions in the spot market" the broker concludes.

Meanwhile, during the previous week, we had around 30 reported fixtures reportedly done. Despite that, rates continue to decline, although some owners are doing their best to resist. "Rates have ended 265x WS 50 AG/East, and WS 40-42.5 AG/US Gulf. Some Owners have said they won't play at these levels, and others talk about slow steaming their vessels. However, even with plentiful enquiry, it seems that with the combination of ships coming off storage and the new buildings that have been delivered this year, there is just too much tonnage around. Suezmaxes saw enough enquiry to cause the odd firmer fixture on prompt dates, but the week ended with a n/b VLCC doing a part cargo 130x81 AG to India. West Africa hasn't given any solace to owners this week. After the spike of the previous week, charterers either held back their enquiry realising that tonnage in the next fixing window was plentiful or turned to trying to combine stems onto a VLCC. The combination has eroded rates nearly 20 percent this week and it seems we could now see 130x WS 75 level done before the week is out. VLCCs actually concluded were thin on the ground, and rates could slip from the 260x WS 60 level" said this week's report.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

## **Indian Ocean Island Nations Plan Joint Naval Force to Fight Somali Piracy**

Four Indian Ocean island nations and the French territory of Reunion plan to form a joint naval force to help combat pirates from Somalia, and they want the European Union to finance it, the foreign minister of Comoros said. Comoros, Mauritius, Madagascar, the Seychelles and France's Reunion territory are negotiating the formation of the force, Fahmi Said Ibrahim El Maceli said late yesterday in an interview in the Ugandan capital, Kampala. They have already approached EU officials about possible funding, he said, declining to mention how much money they are seeking or the initial EU response to their request. The force, if it took shape, would be one of the first efforts by a group of countries in Africa or the Indian Ocean region to jointly police the seas to counter the threat from pirates based in Somalia. The force would supplement a naval mission from the 27-nation EU that has patrolled the seas off the Horn

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 214

of Africa since December 2008, Maceli said. The U.S. leads a separate fleet from the North Atlantic Treaty Organization, and individual warships from countries such as Russia, China, India, Japan and Malaysia have also contributed warships to the anti-piracy campaign. "We have started on the plans to have a common force to patrol our waters," said Maceli, who was in Kampala for a meeting of African Union officials that ends today. "We want to have a common solution to this piracy problem."

The four island nations and Reunion want to create their own force "as soon as possible" because of the threat Somali pirates pose to their economies. Insurers, for example, are charging higher rates for commercial ships that transport goods to Comoros and its neighbors, and this creates financial hardships for local populations, he said. "We have already asked the European Union to help with funding so that we get rid the region of pirates," he said. "We have asked for both funds and military aid for this task." Details of the force will be determined after funding is secured, the minister said. Somalia is in its 19th year of civil war and hasn't had a functioning central administration since the overthrow of former dictator Mohamed Siad Barre in 1991. **Source: Bloomberg**



Above seen the **Moscow University**, 1-8-2010, inbound to Melbourne off Portsea, the vessel was attacked by Pirates off Somalia in April this year and is assured there are no pirates in Port Phillip Bay!

**Photo : Andrew Mackinnon (c)**



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The **OOCL SHANGHAI** seen at Maaspilot station inbound for Rotterdam-Europoort - **Photo : Piet Sinke ©**

## Russia to regulate merchant navigation on the Northern Sea Route

The Russian Ministry of Transport has published a draft bill "On amendments to some RF's federal legislative acts in the part of state regulation of commercial navigation on the route in the waters of the Northern Sea Route". As the explanatory note to the document says, in particular, to make changes to four federal laws: dated April 30, 1999 N81-



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 214

FZ "Merchant Shipping Code of the Russian Federation"; dated July 31, 1998, N 155-FZ "On the inland sea waters, territorial sea and contiguous zone of the Russian Federation"; dated August 17, 1995 N147-FZ "On Natural Monopolies"; dated 3 April 1996, N 29-FZ "On the financing of high radiation-dangerous and hazardous nuclear plants and facilities."

The bill is aimed at taking measures to ensure the safety of navigation on the Northern Sea Route. These measures include the provision of piloting of merchant vessels by ice-breakers, navigational, hydrographic and hydrometeorological services support of the merchant fleet, as well as measures to prevent and eliminate hazardous effects of pollution of the northern coast of the Russian Federation and the monitoring of the vessels and other floating crafts, which is likely to be sources of contamination. **Source : PortNews**



The **MULTRATUG 16** seen at the Westerscheldt River – **Photo : Steve Oppeel (c)**



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## Tanker 'blast' investigators see other possible causes

INVESTIGATORS looking into a supposed bombing on the starboard hull of a very large MOL crude tanker near the Strait of Hormuz last Wednesday are finding other possible causes for the blast, including a collision with a submarine, an accidental mine explosion, a rogue wave - even an earthquake.

A Reuters reporter, who surveyed the 314,016-ton tanker, reported "a very large, square dent and puncture marks on one side of the hull" along with broken glass and doors. A lifeboat was also missing. MOL first characterised the incident as caused by external forces, though local officials suggested later in the day the damage may have been caused by an earthquake or rogue wave. Investigators have also not ruled out the possibility of an onboard explosion, reported American Shipper.

Mitsui OSK Lines (MOL) has commenced inspection of the blast damaged crude tanker **M Star** while the vessel was at anchor off Fujairah in the UAE, 70 nautical miles from the Strait of Hormuz.

The incident occurred while outbound from the Strait of Hormuz, early last Wednesday. Masahiko Hibino, the company's tanker safety chief, declined to confirm earlier accounts that the explosion was the result of an "attack", according to a Bloomberg report. The vessel may have been involved in a collision, said Moosa Murad, general manager at the Port of Fujairah, according to London's Tanker Operator journal.

MOL said 10 people were working on the investigation, which was being aided by the US Navy and the British authorities. The explosion, which "may have been caused by an external attack," occurred at 5.30am Tokyo time Wednesday, injuring one of the crew, MOL said in a statement.

Crewed by 16 Filipinos and 15 Indians, the ship was carrying 270,000 tonnes of crude, but the incident did not cause any spill. Initial assessments from MOL found that one lifeboat was blown off the ship and there was some damage to the starboard tanks. **Source : Schednet**



The **KALKVIK** seen passing Spijkenisse outward bound - **Photo : Lia Mets ©**

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## Maersk fined US\$3.09 million for evading US Iran sanctions

DENMARK's AP Moller-Maersk's US-flagged subsidiary Maersk Line Ltd must pay a US\$3.09 million fine for violating US sanctions against shipping to Iran and Sudan, reported the American Shipper. "We recognise our obligation to follow US trade sanctions, and we regret the violations," a statement from the Maersk said.



The **OLIVIA MAERSK** seen outward bound from Rotterdam yesterday – **Photo : Piet Sinke (c)**

The fine was only five per cent of the base fine of \$61.77 million, but as it was deemed an "non-egregious case", thus "enforcement response is proportionate, particularly in light of the fact that the base penalty amount is based on gross freight charges for shipping the cargo from origination to destination and the apparent violations involved only a portion of those voyages," said the Office of Foreign Assets Control (OFAC).

Maersk's alleged fault was that its owned, operated and/or leased vessels, time-chartered or sub-time-chartered by its parent company the APMM were involved in 4,714 cargo shipments at least on one leg, either to or out of Sudan and Iran between January 2003 and October 2007.

The offence occurred when cargo transited in or out of Iranian and Sudanese ports by foreign-flag services that Maersk operates, found its way for a part of its voyage on the carrier's ships, the report said.

For example, Maersk vessels could have picked up boxes destined to or from Iran and Sudan at European and Asian ports where its ships call due to the booking systems.

While Maersk's alleged action benefited Iran and Sudan, points in its favour when the penalty was contemplated was its credentials as a member of the global shipping network and its operations under licence given by OFAC and other

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 214

US federal agencies; no violation of OFAC sanctions in the last half decade; its substantial and full cooperation during investigations; steps by APMM to counter potential of violations in the future; providing "well-organised" documents pertaining to its handling of the said cargo and assent to statute of limitations tolling agreements as requested.

Source : Schednet



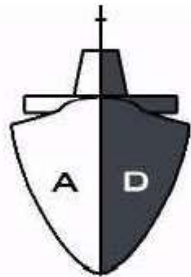
Above and below seen the 66 ton BP **RMT Penfret** (Rampart 3200 type) which is just delivered in Turkey to Louis Tomas enroute in the Bosphorus with the Damen Bergum BN 9422 from Kerch towards Harlingen.

Photo's via Herbert Westerwal – Westcoasting



## NAVY NEWS

### ANGLO DUTCH SHIPBROKERS bvba



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Above seen the JP Knight (Lowestoft) Ltd tug **Anglian Earl** arrived at Portsmouth Naval Base UK with the trials barge **Longbow** in tow from Toulon after a 1886 mile, 10 day tow. She was assisted into port by the local tugs **SD Buster** and **SD Powerful**. - Photo : Jack Gaston (c)

## Attack sub Missouri commissioned in Connecticut

The **USS Missouri**, the seventh Virginia-class sub, entered the fleet Saturday after a commissioning ceremony at the Naval Submarine Base New London in Connecticut. The 377-foot, 7,800-ton **Missouri** was built in Rhode Island, Connecticut and Virginia as a part of a partnership between General Dynamics and Northrop Grumman Shipbuilding-Newport News. Becky Gates, wife of U.S. Defense Secretary Robert Gates, is the submarine's sponsor. On Saturday she gave the traditional call for the crew to, "man our ship and bring her to life." The boat is the fifth Navy vessel to be named **Missouri**. The last was the battleship on which Japan gave its unconditional surrender on Sept. 2, 1945 to end World War II. Source : Google

## Russia to resume test launches of Bulava missile in August



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 214

Test launches of Russia's ill-fated Bulava ballistic missile will resume between August 9 and 12, a defense industry source said last Thursday. -Preparations for the next test launch have been completed. If the launch is a success, tests will be conducted more often, the source said to RIA Novosti, adding that at least three launches would be conducted before the end of the year.

A source close to the government commission probing the incident said last Friday the failure of the Bulava's latest test launch, from the Dmitry Donskoy nuclear submarine in the White Sea on December 9, 2009, was caused by a defective engine nozzle.

The missile launched in December exploded and caused a giant spiral shaped light visible from large parts of Northern Norway. After this, all further Bulava test launches were put on hold pending the results of a government commission probe. **Source : BarentsObserver**



The Canadian frigate **333 TORONTO** seen moored in Halifax – **Photo : Jan Plug (c)**

**HMCS Toronto (FFH 333)** is a Halifax-class frigate that has served in the Canadian Forces since 1993. **Toronto** is the fourth ship in her class which is the name for the Canadian Patrol Frigate Project. She is the second vessel to carry the designation **HMCS Toronto**. **Toronto** was laid down on 22 April 1989 at Saint John Shipbuilding Ltd., Saint John and launched on 18 December 1990. She was commissioned into the Canadian Forces on 29 July 1993. She is assigned to Maritime Forces Atlantic (MARLANT) and is homeported at CFB Halifax.

## SHIPYARD NEWS

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## CSBC anticipates healthy sales increase

Driven by orders from big shippers including Yangming Marine Transport, Taiwan's largest shipbuilder, CSBC, expects to see sales increase 20% year-on-year in the second half, with yearly sales to return to NT\$30 billion (\$938 million) in 2011.

Many shippers are scrambling to order new ships to boost capacities as the global container shipping industry is poised for a boom by 2013, according to an industry insider. CSBC recently announced having landed big orders from Yangming, Wan Hai Lines and Chinese Maritime Transport, and will begin building 14 commercial vessels in 2011.

With a full order book, CSBC's sales will continue to climb quarterly in the second half, and expects to see sales reach NT\$14.9 billion, up 20% year-on-year. CSBC has begun building two 6,600 TEU container ships ordered by Yangming in the first half, with the works carried out at the company's main facilities in Kaohsiung City, southern Taiwan, while construction of a 1,800 TEU container ship ordered by Wan Hai will start the end of this year in Keelung, northern Taiwan.

CSBC has also received orders for four 93,000 dwt coal-transporters from the state-run Taiwan Power Company (TPC), having begun building two TPC-ordered ships in the first half. In addition, CSBC will begin the construction of two 200,000 dwt **Source : The Motorship**



The **Ocean Scepter** just loaded on Dockwise **Triumph** in Ingleside

**Photo : Kees Kuyper ©**

## Gladding-Hearn delivers new 'St Johns' class



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 214

United States-based Gladding-Hearn Shipbuilding has delivered a new 'St. Johns' class pilot boat for Freeport Harbour Company in the Bahamas. Freeport Harbour Company is a member of the Hutchison Port Holdings Group, which operates the Freeport Container Port (in Texas, United States), Grand Bahama Airport (in the Bahamas) and provides pilot services.

The aluminium high-speed launch, designed by C. Raymond Hunt Associates in Boston, United States, measures 16 metres overall, with a 5.2-metre beam and 5.2-metre draft, and has a top speed of 28 knots. The deep-V hull is powered by twin Caterpillar C-18 diesel engines, each producing 500kW at 2100rpm and turning a ZF 5-blade propeller. The gearboxes are Twin Disc model MG5135A and the launch is equipped with a 12kW Northern Lights generator.

Interior accommodations includes, Stidd reclining seats, a settee, two bunks, a small galley, and a head.

At the transom are a throttle and steering controls and a winch-operated rotating davit over a recessed platform at water level for pilot rescue operations. **Source : Baird**



Just hours after delivery from the yard, the brand new Multicat **M.P.R.1** seen moored in Schiedam taking supplies for her first project.

**Photo: Bas Saenen ©**

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The " France telecom " **Rene Descartes** seen passing Vlissingen outward bound at the Westerscheldt River  
Photo : Toon Poppe - [www.boulevard-bankert.nl](http://www.boulevard-bankert.nl) (c)

## Diana Shipping Inc. Announces Direct Continuation of Time Charter Agreement for M/V Calipso

Diana Shipping Inc., a global shipping company specializing in the transportation of dry bulk cargoes, announced that it has entered into a time charter contract with Cargill International S.A., Geneva, for its Panamax dry bulk carrier, the **m/v Calipso**, at a gross daily rate of US\$23,000 for a period of about eleven (11) to about thirteen (13) months. The charter is a direct continuation of the previous agreement and will commence at the beginning of September, 2010. This employment is anticipated to generate approximately US\$7.6 million of gross revenue for the minimum scheduled period of the charter. The **m/v Calipso** is a 73,691 dwt Panamax dry bulk carrier built in 2005.

Diana Shipping Inc. is a global provider of shipping transportation services. The Company specializes in transporting dry bulk cargoes, including such commodities as iron ore, coal, grain and other materials along worldwide shipping routes. Cautionary Statement Regarding Forward-Looking Statements Matters discussed in this press release may constitute forward-looking statements. The Private Securities Litigation Reform Act of 1995 provides safe harbor protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward-looking statements include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts. **Source: Diana Shipping Inc.**



The **Tharsis** on route to Germany on river Waal passing Rossum The Netherlands. **Photo : J.Roeland (c)**



The **DAWN PRINCESS** seen moored in Willemstad – Curacao

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

## Iran trade sanctions hit Dubai Ports

Taking the boat across Dubai's old creek is like a journey back in time. Back to the days when the city was little more than a trading port of pearls, spices and gold, long before it struck oil and thus changed beyond recognition. Today, in this noisy corner of the city, little has changed. Along the chaotic quayside there are hundreds of traditional, wooden dhows. Some sit low in the water, packed heavily with boxes and crates. On the front of one are two large 4×4 cars, balanced close to the edge and tied on with rope, but no one here seems worried.

Other ships lie empty waiting for their next load. Along the quayside is their cargo. Piled high across the concrete are thousands of cardboard boxes. Inside, there is everything, from TVs and fridges, to batteries and paint. There are toys and blankets, car tyres and shoes. Their labels show where they have come from, but very few show where they're



going. That is because much of the goods here will be making the short trip across the Gulf to Iran – illegal trade that nobody here want to flag up by labelling the cargo. It is this vital trade route that is worrying Washington. "In the past many illicit traffickers used the UAE and especially Dubai as a trans-shipment point for sensitive equipment and technology for Iran's nuclear and missile programmes," according to Bob Einhorn of the US State Department.

"But whilst there may continue to be a lot of illicit activity going on in the United Arab Emirates (UAE), authorities are making major efforts to ensure the UAE is not a conduit for illicit activities." Here in Dubai's port area, the renewed clampdown by the US on trade with Iran is also hurting many legitimate, local businesses. "We are being denied the chance to do business as we have done for the past 30 years," says Morteza Masoumzadeh, an Iranian national who runs an export business in Dubai.

"Since the sanctions came on Iranian banks, other banks in the UAE also imposed restrictions on Iranian businesses.

"They will not open a letter of credit for us to ship goods from Japan to Bandar Abbas ,for example. We have to pay by cash, but we cannot send \$ 12m in cash to a supplier to ship goods for us. It's just not practical."

But despite the cost to business, the United Arab Emirates says it will strictly enforce the sanctions. In practice it may not be that simple. On the quayside where most of the boats load up, there is no security and just two small customs offices. It means there is no way of knowing what is in the boxes. That makes it much easier for firms to evade the rules and cash in on the black market. "There's always going to be someone saying, 'well I've stopped, but others have not'," says Riad Kahwaji, chief executive of regional security firm Inegma.

"Iran is always trying to think of creative ways to keep the ties with its old trading partners and see what other means there are to beat the system." But the pressure is now mounting on Dubai to punish firms that ignore the sanctions.

In the past it has been reluctant to impose tough penalties, largely because it too profits from the trade. But Dubai is also a major trading partner with the US and Europe, both of whom want to see tougher sanctions on Iran. "The UAE is a big trade partner with the US and the EU, so if they lose it on this side they get it compensated on the other side," says Abdulaziz O. Sagar, chairman of the Gulf Research Centre.

"The UAE is one of the top five trade partners for the United States because it is an import-export hub. "And because of the size of UAE investments in Europe and the USA, that would overshadow any losses with Iran." Yet for Dubai's eight thousand Iranian firms, that makes business difficult. Until now, Tehran's isolation has been good to them. The re-export market here has flourished. But as sanctions take hold and trade ties are cut, many of the boats that make their trade on Dubai creek could soon be lying idle. **Source: Gulf in the Media**



The **BARMBEK** seen at the Westerscheldt river bound for Antwerp – **Photo : Henk de Winde (c)**





The **TOISA CREST** seen passing Hoek van Holland inbound for JC Meijers at the Waalhaven in Rotterdam

Photo : Piet Sinke (c)

## Virginia Port Authority intends to lease Port of Richmond

Virginia Port Authority (VPA) has sent a "letter of intent" to the Port of Richmond (PoR), proposing to lease its facilities for five years, said spokesperson for VPA, Joe Harris. The proposal includes a nominal payment, which Harris has declined to disclose. Owned by the city of Richmond, PoR is currently managed by PCI of Virginia LLC, which contract is due to expire November 30, 2010, said John Smith, operations manager for PoR. Reports say that PoR suffered a blow last year when International Container Lines, the port's biggest customer for the last 24 years, left for Wilmington, North Carolina.

According to Style Weekly, PoR is close to bankruptcy. PoR posted a request for bids from potential operators on its website on July 2, with a deadline on August 4. VPA currently owns three marine terminals in Norfolk, Portsmouth and Newport News, along with an inland port in Front Royal. Secretary of Transportation Sean Connaughton said that the state was interested in VPA possibly taking over PoR, as VPA would enhance the weekly barge service that ferries cargo containers between Hampton Roads and PoR. **Source: portworld.com**





The Maltese flag " cms. **Seahorse** " of Cassar Marine Services, Malta, coming out from Church Wharf, at Valletta harbour, on 31-07-2010. **Photo : Gejtu Spiteri (c)**

## Hanjin orders bulkers

Hanjin Shipping has ordered a handysize and a supramax at fellow Korean yard SPP to make up for recently sold tonnage. Hanjin is thought to have spent in the region of \$27.5m for the handy and \$33.5m for the supramax. So far this year Hanjin has sold three bulkers. **Source : Seatrade Asia**



The **FJELLSTRAUM** seen outward from Antwerp – **Photo : Peter Hollands (c)**

## OLDIE – FROM THE SHOEBOX



Seen in the sixties, the tugs **MAASBANK** and **SCHOUWENBANK** stand by in the Berghaven of Hoek van Holland  
Photo : Ron de Jong Beekhuijsen (c)

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





Above seen the rig **PRIDE OF RIO DE JANEIRO** seen from the "sister" rig **PRIDE OF PORTLAND**, both rigs are drilling in the Jubarte Field 50 nm offshore Vitoria in the province Espirito Santo.

The Houston based drilling company PRIDE is one of the largest drilling operator in the world, both rigs are having a Dutch master

**Photo : Capt. John van de Langenberg - Pride Portland (c)**

## BOEKBESPREKING

**Door : Frank NEYTS**

## “Nederlandse koopvaardij schepen in beeld” Deel 9 & 10

In de reeks 'Nederlandse koopvaardij schepen in beeld' (een uitgave van Uitgeverij De Alk) worden aan de hand van het mooiste fotomateriaal de schepen die vanaf 1945 deel uitmaakten van de vloot van de Nederlandse rederijen voor het voetlicht gebracht. De vaak nostalgische beelden, voorzien van een toelichting, worden voorafgegaan door een korte beschrijving van de rederijen, waarvan de schepen in het boekje worden getoond. Recent verschenen in de reeks twee nieuwe uitgaven: de delen 9 en 10 respectievelijk "Lijnvaart (3)" en "Wilde vaart (2)".

**Deel 9, "Lijnvaart (3)"** behandelt de Korte Lijnvaart en heeft het over P.A. van Es & Co., KNSM, Hudig en Veder, Havreboot, Stoomvaartmaatschappij Zeeland, enz. Ook de schepen van Scheepvaartbedrijf Kroonburg zijn opgenomen.

**Deel 10, "Wilde vaart (2)"** belicht de trampschepen van na de Tweede Wereldoorlog gestarte rederijen zoals Montaan, Anker Kolen, RKC Voight, Joon, Triton, Rederij Amsterdam, William Pont, Buisman, Holscher, Kahn, Invotra, Lijnzaat, James Smith en Vroon.

"Nederlandse koopvaardij schepen in beeld. Lijnvaart (3)" (ISBN 978-906013-317-0) en "Nederlandse koopvaardij schepen in beeld. Wilde vaart (2)" (ISBN 978-906013-318-7) werden als hardback uitgegeven en tellen elk 120 pagina's. Beide boeken kosten 19.90 euro. Aankopen kan via de boekhandel. In België worden de boeken verdeeld door Agora Uitgeverscentrum, Aalst/Ermbodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: [info@agorabooks.com](mailto:info@agorabooks.com)



The pilot tender **DISCOVERY** seen enroute from Maaspilot station to her base in the Pistoal harbour in Rotterdam-Europoort - **Photo : Piet Sinke (c)**