

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 216



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The WMS HARLINGEN seen at Maaspilot station bound for Rotterdam-Europoort
Photo : Piet Sinke (c)

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EVENTS, INCIDENTS & OPERATIONS

CAPT BRAM LEAVES ARGONAUT I



Capt. **Abram "Bram" Schonenberg** served as master onboard TSHD **ARGONAUT 1** for 7 years since the dredger was owned by D. BLANKEVOORT until now owned by BOSKALIS.

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Saudi ransom for hijacked ship gets c.bank OK

A \$20 million ransom from insurers for Somali pirates who hijacked a Saudi ship and its crew of 14 in March has been approved by Saudi Arabia's central bank, the Arab News daily reported on Monday. The ship's owner told Arab News that the crew -- one Greek and 13 Sri Lankans -- was being tortured by their captors.

The ship was seized on March 1 as it returned from Japan to the Saudi port town of Jeddah and was not carrying any oil. Pirates from impoverished Somalia, which is battling an Islamist insurgency, have stepped up attacks in recent months, making tens of millions of dollars in ransoms from seizing ships in the Indian Ocean and Gulf of Aden.

The payment needs the Interior Ministry's approval to secure the release of the crew aboard the 5,136-ton Al-Nisr Al-Saudi. "Being the ship's owner, we have already sent a cable to the Interior Ministry to allow quick payment of ransom by the insurance company," Kamal Arri, manager of International Bunkering Co., was quoted as saying. The London-headquartered International Maritime Bureau said its piracy reporting centre in Kuala Lumpur logged a total of 196 pirate incidents globally from January to June. This included 31 successful hijackings, 27 of which were off the coast of Somalia or in the Gulf of Aden. **Source: Reuters**



Above seen the 2006 built GBR flag tug and owned **MTS VALOUR** towing the 1978 built local Crane Barge **BEZZ V** from Sirte, Libya to Malta on Tuesday 2nd August 2010. Towage left Valletta on the 19th May 2010 with the crane barge working with STEMAT BV.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

Dry bulk cargo demand declines but freight rates find support

A new report from Commodore Research on the state of the dry bulk market said that dry bulk cargo demand has declined moderately over the course of the week, raising the alarm over the troubling development of a decline in spot chartering activity. Last week saw 100 spot fixtures report (24 less than the previous week) and 32 period fixtures (11 more than the previous week). In fact, five or more deals were for a year or more, in turn benefiting freight rates in the spot market. Capesize chartering activity declined last week, with only 13 iron ore fixtures actually reported in the market, 14 less than the previous week. Despite last week's 17% rise in capesize rates, short-term prospects for the capesize market remain troubling. Yesterday, the industry's benchmark, the Baltic Dry Index (BDI) rose for the 12th straight session, now standing at 1,977 points, up by 0.51% versus Friday. Commodore said that "last week's decline in spot chartering activity is troubling, particularly the decline in thermal coal and iron ore fixtures. Asian thermal coal demand remains strong but the decrease in coal fixtures must not be ignored. Even more troubling is last week's decline in iron ore fixtures. With stockpiles of iron ore and coal at Chinese ports both up sharply from a week ago, it is possible that related chartering activity will remain at subdued levels during the upcoming weeks.

Dry bulk freight rates were still able to increase last week despite the decline in spot chartering activity, with the spot market benefiting from a continued increase in period chartering activity. The market has acknowledged that spot freight rates for panamax, supramax, and handysize vessels remain firm and are optimistic that rates for these vessels will remain well above operating costs in the foreseeable futures".

The report went on to say that near-term prospects for the capesize market remain bleak. "In addition to the steady amount of capesize newbuildings continuing to enter the market, capesize vessel congestion has decreased sharply during the last six weeks. Going forward, capesize chartering activity needs to increase drastically for Cape rates to find continued support". An additional factor to watch in the market is India's Kamataka's recent decision to ban iron ore exports, which will likely help the market as it will likely lead to an increase Chinese ore imports from Brazil (the vast majority of Brazilian ore exports are shipped with Capes). Several rail and truck shipments of Indian iron ore were halted - but shipments, for the most part, eventually returned to normal - even while the government remained aware of continuing tax evasion. The Kamataka government has now banned ore exports from ten ports, as it believes banning iron ore exports is the only way to put significant pressure on the illegal activities. Kamataka produces approximately 46 million tons of iron ore each year, with roughly 40 million tons of the ore exported to China. Iron ore exports will be restricted at the ports of Padubidre, Karwar, Tadadi, Belikere, Bhatkal, Honnawar, Kundapur, Maple, Hangarkatte, and Old Mangalore. Most of the ports are relatively small and currently not very active due to India's ongoing monsoon season - but the decision to ban exports from the ports will still moderately limit overall Indian iron ore exports.

If Kamataka-produced ore is also restricted from being trucked and railed to ports outside of Kamataka, Brazilian iron ore exports would receive even greater support. It remains to be seen if the ban on ore exports will last for a prolonged period of time however. It is also possible that Chinese iron ore demand will remain at a subdued level during the upcoming weeks due to the near record amount of ore that is stockpiled at Chinese ports. This would partially cancel out the impact of the Kamataka iron ore ban. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



One of the 3 Norfolkline Dover<> Dunkerque ferry has not been renamed yet, but is underway to receive new funnel lively ([MAERKS DELFT](#)), while the [MAERKS DUNKERQUE](#) became recently the [DUNKERQUE SEAWAYS](#).

Photo : philippe.p.brebant@sfr.fr (c)

Zwemmer vermist bij Kijkduin

Rond 07.20 uur gisteren morgen, ontving het Kustwachtcentrum te Den Helder de melding dat er ter hoogte van Kijkduin (Zuid Holland) een zwemmer werd vermist. De K.N.R.M. reddingboten en de strand hulpverleningsvoertuigen van Scheveningen en Ter Heijde zijn door het Kustwachtcentrum ingezet.

Om 08.10 heeft het voertuig van Ter Heijde de man in de branding aangetroffen en hem op het strand gebracht, waarna men gestart is met reanimatie. Ambulances en de trauma helikopter zijn ook ter plaatse gegaan om te assisteren en hebben de man naar het ziekenhuis vervoerd. Op dit moment is er verder niets bekend over de toestand van de man.



The yacht **VAJOLIROJA** seen anchored off Saint Tropez - Photo : Andre Kies (c)

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Coast Guard Investigating Sunken Tug, Diesel Fuel Leak

The U.S. Coast Guard is investigating a sunken tug boat in Duncan Bay off Cheboygan. The tug, **JENNY LYNN**, sank sometime overnight between Saturday and Sunday, leaking an unknown amount of diesel fuel into the bay.

The Coast Guard boomed off the vessel and capped the vessel's fuel vents to prevent further leakage. Some sheen still exists on the bay, but the Coast Guard says most has already burnt off. The Coast Guard is not saying who owned the tug, but they do say the owner anchored **JENNY LYNN** and another vessel in the bay last week. They also believe the same person owns a third boat in the bay.

Investigators from the Coast Guard are still trying to determine what caused the tug to sink. They will be working with spill contractors over the next few days to drain the tug of any remaining fluids. Then, they say it will be up to the owner to remove the boat. **Source : 9&10news**



The **SEYCHELLES PROGRESS** seen passing the Kiel canal – **Photo : Leo Varekamp (c)**

Somali pirates seize Panamanian freighter

Somali pirates seized a Panamanian freighter with 23 crew from Egypt, India, Pakistan and Sri Lanka in the Gulf of Aden, European anti-piracy forces said. Early in the morning, the freighter indicated it was captured 'under small arms fire from a pirate attack and minutes later she reported pirates on board', the European Union Navfor Somalia mission said in a statement.

A helicopter was despatched 'but pirates had already taken over the command of the vessel', it added of the 17,300-tonne freighter. Attempts to make contact with the vessel failed, the statement added. Foreign naval powers have since 2008 deployed dozens of warships in a bid to secure the Gulf of Aden, a crucial maritime route leading to the Suez Canal through which tens of thousands of merchant vessels transit each year.

Naval missions have boasted success in curbing attacks but the number of hijacked ships and detained seafarers remains at one of its highest levels since Somali piracy surged in 2007.

On Thursday, Somali pirates released a Turkish-owned cargo ship and its crew of 21 people nearly four months after seizing the vessel. And a Saudi insurance company is to pay Somali pirates a US\$20-million ransom to free a hijacked ship and its 14-member crew held hostage for five months, a newspaper reported yesterday.

'The owner of the **Al-Nisr Al-Saudi** ship, which was hijacked by Somali pirates, said the insurance company has agreed to pay a ransom of US\$20 million to win the release of the ship and its 14-member crew,' Arab News said.

The pirates had been torturing the crew of 13 Sri Lankans and one Greek as well as threatening to kill them unless the ransom was paid, the daily quoted the ship's owner, Kamal Arri, as saying. Mr Arri said his company was waiting for the Saudi government's approval 'to allow the quick payment of the ransom by the insurance company'.

'The consulates of Sri Lanka and Greece have been contacting us, inquiring about the safety of crew members,' he said in the English-language daily. The tanker, he added, was not carrying any oil when the pirates captured it in the Gulf of Aden in March as it sailed back from Japan to the Saudi port of Jeddah.

Mr Arri said his company had so far lost about US\$8 million as a result of the hijacking. Unofficial figures show that 2009 was the most prolific year yet for Somali pirates, with more than 200 attacks - including 68 successful hijackings - and a total in ransoms paid believed to exceed US\$50 million. **Source : AFP**



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Supertanker glut climbs to a record



The **ARCTIC GALAXY** seen approaching Rotterdam-Europoort yesterday - **Photo : Piet Sinke ©**

The number of supertankers competing to haul 2 million-barrel cargoes of Middle East crude oil climbed to a record, Imarex ASA said. Ninety-three very large crude carriers, or VLCCs, are available for hire over the next four weeks, exceeding the previous record of 92 set in April 2009, the Oslo-based freight-derivatives broker said in an e-mailed

report yesterday. Returns from voyages on the industry's benchmark route between Saudi Arabia and Japan slid 67 per cent to US\$9,998 a day in July, according to the London-based Baltic Exchange. That was the largest monthly decline in 11 months.

'For rates to turn around, there needs to be dramatic change in the supply-and-demand situation,' Imarex said. 'The long tonnage list will continue to make it tough for rates to recover.' **Source : Bloomberg**

Germany still the world's biggest containership owner

According to the Paris-based shipping analysts, Alphaliner, Germany still commands the largest share of the world's containership fleet - despite being the largest group of sellers in the market.



The **OTTAWA EXPRESS** seen outward bound from Rotterdam yesterday – **Photo : Piet Sinke ©**

"This is due to the continued delivery of new ships to German owners with some German owners also still active in the resale market," the report added. Among the other top-spot contenders, Japan's, Denmark's and Taiwan's shares all dropped. **Source : cargoinfo.co.za**

Oil ship accident off Nigeria throws 3 workers overboard

An accident on an oil ship operating in a Total field off Nigeria's coast threw three workers overboard and one remained missing on Monday, company officials said. The accident occurred on Saturday when a crane collapsed on the **Jack Ryan** drill ship in the Akpo offshore field, officials from French company Total said on condition of anonymity. Two of the three workers were rescued after being thrown overboard.

Production was temporarily shut down on the Transocean ship, but has since been restarted, one of the officials said. The cause of the accident was unclear. Total's Akpo field had been producing up to 170,000 barrels per day recently,

according to one of the Total officials. Total is among the major producers in Nigeria, the world's eighth largest oil exporter. Transocean was also the owner of the BP-leased Deepwater Horizon rig in the Gulf of Mexico, where an explosion earlier this year led to the biggest oil spill in US history. **Source : AFP**



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Danish Shipping Firm Denies Violating U.S. Sanctions Against Iran

Danish shipping giant Maersk on Monday rejected allegations made last week that it was flouting U.S. sanctions by conducting business with Iran, claiming its Iranian ties are above board and legal. A.P. Moller-Maersk Group sent a response Monday to United Against Nuclear Iran, the nonprofit group that first leveled the charges in a set of letters to



Maersk, Defense Secretary Robert Gates and a host of lawmakers on Capitol Hill.

Left : The **ARTHUR MAERSK** seen at the Westerscheldt river
Photo : Adri de Schipper

Maersk attorney Christian Kledal said the

firm was well aware of the U.S. sanctions law and has "regularly monitored" its activities to stay in compliance. "To date, we are not aware of any activities that have violated (the law), including those referred to in your letter," Kledal wrote. United Against Nuclear Iran last week accused Maersk and one other international company, construction manufacturing firm Komatsu, of violating the recently signed U.S. sanctions law. The group notified Gates because both companies have earned millions in U.S. government defense contracts over the past decade. Komatsu flatly denied the charges, while Maersk said at the time only that it was "analyzing the consequences of the new sanctions."

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United Against Nuclear Iran alleged both firms were in violation of the sanctions provision that restricts firms from knowingly investing in Iran's energy sector. Its letter to Maersk said the company operates two offices in Iran; operates several container terminals in Iran; carries shipments that appear to relate "directly to Iran's petroleum and gas industries," and does business with Tidewater, which it claimed is "principally owned and/or controlled by" the Islamic Revolutionary Guard Corps. The Revolutionary Guard is a U.S. State Department-designated terror group. Kledal individually dismissed each of those claims in the company's response. The letter to UANI President Mark Wallace acknowledged the two Iran offices but said they do not violate the sanctions law. Kledal also said that Maersk does not operate the container terminals UANI cited, that its shipments are not in violation of the sanctions law and that the firm has "no evidence" Tidewater is tied so closely to the Revolutionary Guard. United Against Nuclear Iran spokeswoman Kimmie Lipscomb said Monday that the firm still needs to "come clean" on its dealings with Iran. She said the extent of that relationship is "unclear," but nevertheless improper. "Maersk has acknowledged they do business in Iran. That business is inappropriate given the sizable business that they conduct with the United States," she said. UANI is urging the Obama administration to cut ties with Komatsu and Maersk if they don't back out of Iran. Wallace said last week that the firms must choose between doing business with Iran and doing business with the United States.

Though Maersk denied UANI's claims, AFP reported Monday that the firm just paid a \$3.1 million fine to the U.S. government for violating embargoes on Iran and Sudan. A State Department official said last week that the administration would consider investigating the new claims regarding Iran but said nothing could be done until the administration works out the logistics of implementing the new law. The official cautioned that a probe could take at least weeks to complete. James Philbin, Maersk vice president and general counsel, said in a written statement that his company "is committed to complying with all relevant foreign trade controls and sanctions programs, including all relevant provisions of the new U.S. sanctions." He and Kledal called the UANI claims "inaccurate." United Against Nuclear Iran has in the past pushed other firms, including Caterpillar, to divest from Iran. The group is not alone in pressuring foreign companies -- Rep. Ileana Ros-Lehtinen, R-Fla., on Monday called on the U.S. to sanction Chinese and Russian firms over claims that they had invested in Iran's energy sector. "It's time to implement our sanctions laws and demonstrate to Russia and China that there are consequences for abetting Tehran and flouting U.S. sanctions," she said. Ros-Lehtinen is the ranking Republican on the House Foreign Affairs Committee. **Source: Fox News**



Above seen the **Celebrity Summit** at Kings Wharf Bermuda on 30 July 2010.

Photo : Sandra Attersley (c)

CASUALTY REPORTING



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Two die in Brazilian shipyard explosion

Two persons are reported dead and three injured in an explosion yesterday on board the 27,962 gt general cargo ship **Auk Arrow**. The explosion occurred while the vessel was alongside at the Enavi Shipyard in Rio de Janeiro, Brazil at 2215 local time .



Photo: Peter Karberg

The Bahamas-registered **Auk Arrow** is owned by Gearbulk Shipowning Ltd and managed by Kristian Gerhard Jebsen Skipsrederi A/S. The dead and injured were shipyard workers. None of the ship's

crew of 31 seafarers, all of Indian nationality, was injured. The **Auk Arrow** arrived at the Enavi Shipyard on July 25 to undergo repairs in the water ballast tanks.

In a statement from their Fyllingsdalen, Norway, headquarters, Gearbulk and Kristian Gerhard Jebsen Skipsrederi A/S said: "a combined search and rescue operation was carried out by the ship staff along with Enavi Shipyard safety personnel including doctors, but regretfully one person was found dead and another person was declared dead upon arrival at hospital. Three other persons were conscious and able to speak when taken out from the water ballast tank. One with critical injuries was taken directly to the hospital, whilst two other were given first aid onboard and later taken to hospital." **Source : MarineLog**

NAVY NEWS



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Navy ship collides with vessel off Calif. coast



A Navy commander says a U.S. destroyer on a training exercise collided into a civilian dive vessel off Southern California's Pacific coast. U.S. Navy Commander Greg Hicks says there were no injuries reported from the accident late Sunday and officials were investigating the cause.

Hicks says the **USS Shoup**, a guided-missile destroyer, suffered scrapes but both vessels were functioning. The 509-foot-long **Shoup** carries about 380 people and is training out at sea with the **Abraham Lincoln** strike group. Hicks says the civilian vessel is believed to be a 21-foot-long dive vessel.

Source : mercurynews.com

SHIPYARD NEWS

Daewoo to build a new luxury ferry for CoTuNav

Tunisian state-owned company commissioned at the Korean shipyard a 56,000 tons ferry, to be delivered in 2012

South Korean shipyard, Daewoo Shipping & Marine Engineering (DSME) announced the new order received by CoTuNav, Tunisian state-owned ferry company operating intra-med freights and passengers' services.

The newbuilding, one of the largest ever built after the **Stena Hollandica** (62,000 GT), to be delivered in 2012 first semester, will be 210 meters in length, 30 in breadth, 56,000 GT, will board 3,200 passengers and over 1,000 cars, will boast a cruising speed of 27.5 knots and is worth \$261m. By then, CoTuNav cruise ferries' fleet will be counting 4 units (currently the **Carthage**, **Habib** and **Venizelos** link Genoa and Marseilles to Tunisian terminal La Goulette di Radès), while the new ferry will be engaged on scheduled routes during high-season and committed in cruises for the time left. Tunisian fleet also includes 4 ro-ro units, the **Ulysse**, **Salambo**, **Amilcar** and **Elyssa** (the last two were former Maersk acquired through subsidiary Norfolk Line at the end of 2009; and the 26,355dwt bulk carrier **El Kef** (built in 1982).

CoTuNav's new ferry will be the seventh passengers' ship built at Daewoo Korean shipyard, which intends to join the particularly profitable cruise market. Last January Louis Cruises allegedly started negotiation for a medium-size cruise-ship (worth \$600m) although never commissioned. To achieve this target, DSME will have to face European shipyards' competition, mostly Fincantieri and STX France. Source : ship2shore.it

Dredger order is one of two new contracts for STX Europe

IHS Fairplay has confirmed that STX France Lorient's recent order for the construction of a dredger is one of two orders won in recent weeks by the hard-pressed shipyard.

IHS Fairplay said the yard has also agreed with OpenHydro of Ireland to build a barge for installing tidal power turbines off the French coast. The order, for which the companies signed a letter of intent more than a month ago, followed the 29 July announcement that the French builder had been awarded a contract for a sand dredger by sand extraction company STFMO. STX France Lorient's CEO Jean Roche said the new order, which represents 20,000 hours of work, means that production staff at its yard in Lanester, near Lorient in Brittany, would be safe from layoffs during the autumn.

The barge, which is due to be delivered in March next year, will be used to install OpenHydro's 16m Open-Centre tidal turbines at a demonstration tidal power farm off Paimpol and Bréhat in Brittany. The tidal power farm, which will be the first of its type in France, is being developed by OpenHydro for French power group Electricité de France. **Source : Dredging News Online**



Above seen the ro-ro container vessel "OXL LOTUS" belonging the German Owner "Team Ship" in the dry dock in Malta Shipyard for normal dry docking works. **Photo : David North ©**

Signal International starts work on \$15 million rig upgrade

Signal International's newly renovated east yard facility in Pascagoula, Miss., is currently at work on a \$15 million contract covering enhancements to the semisubmersible offshore drilling rig Noble Jim Thompson. The scope of work at the shipyard includes outfitting the rig's vertical columns with three 246-ton water plane tank cone sections to enhance the stability of the rig while in transit or when drilling. Signal will also convert the void tank in the bow column to a ballast tank to enable trimming of the vessel to the required draft once the new cone sections have been installed.

In addition, a new level of crew quarters will be constructed, increasing manning capacity to approximately 138 people. Other upgrades on the Jim Thompson include engineering, fabrication and installation of a 143-ton helideck and a new 10-ton hydraulic crane on the bow of the rig. Signal will work simultaneously on all three columns to complete all work and inspections in the shortest possible time to return the rig to drilling operations.

Dick Marler, President and CEO of Signal International, noted that Noble Drilling and Signal have collaborated for a number of years and successfully executed similar jobs. Mr. Marler stated: "Noble is to be commended for taking advantage of the downtime during the Gulf of Mexico drilling moratorium to maintain, upgrade, and add enhancements to the capability of rigs like the Noble Jim Thompson. Signal is confident that our past experience and knowledge of the Thompson will contribute to the project's success. Our engineering team will play a major role in the efficient execution of the work."

Mr. Marler added, "Signal has a track record of achieving on-time and on-budget deliveries with no compromise in safety or quality of work. More than 150 craft personnel will be added to the Pascagoula workforce where this job will peak at 300 workers. Signal continues to aggressively bid on other projects to secure future work and sustain a healthy level of employment. We anticipate, with an improving economy and the end of the drilling moratorium, that our work force may continue to grow to levels of over 1,000 workers later next year." **Source : MarineLog**

Keppel pays S\$86.5m to raise stakes in Philippines yards

Keppel Corporation Limited, through a subsidiary Keppel Philippines Marine Inc (KPMI), is raising its shareholdings in two associated companies, Subic Shipyard and Engineering Inc (SSEI) and Consort Land, Inc (CLI) to be nearer to its customers in the Philippines, writes the Business Times. Keppel will pay S\$86.5 million (US\$63.6 million) to raise its effective stakes from 44% to 83.9% in SSEI and from 33.7% to 38.7% in CLI. The sale and purchase of shares in both companies is expected to be completed by the end of September 2010, following which, SSEI will become a Keppel subsidiary. **Source: seatradeasia**

Samsung Heavy Industries to invest in new Malaysian yard

Samsung Heavy Industries is to invest in a new yard to the south-east of Johor in Malaysia, local media reported.

The company last year visited Teluk Ramunia and identified an area there for its shipyard. Samsung Heavy is the second-largest shipbuilder in the world with its main activities in shipbuilding, offshore floaters, digital devices for ships, and construction and engineering concerns.

The company operates manufacturing facilities at home and abroad, including shipping block fabrication factories in Ningbo and Rongcheng in China. Teluk Ramunia and Pengerang would be developed into a regional Oil & Gas hub, with work on the 1,200ha phase one starting at the year-end. Upon completion, the hub will span over 5,000ha and when fully operational, will create about 10,000 jobs.

Two investors from Qatar and Iran would invest RM16bil and RM30bil respectively to set up their facilities at the hub before 2013 while a local company would invest RM500mil in a fabrication yard. **Source: seatradeasia**

Harris Pye Milestone, Two Vessels in Dry Docks

A new milestone has been achieved by the Harris Pye Group (HPG), vessels have been in both the Duke of Edinburgh and Prince of Wales dry docks in Swansea simultaneously – a first for the Group which signed a longer lease on the dry docks in April 2010 following the departure of **Saga Pearl II** which had been refurbished and refitted at the docks.

The two vessels are **Visten** and **Welsh Piper**. The dredger, **Welsh Piper**, has now left having had her biannual special service, and undergone pipe replacement and steelwork (some 20 tonnes of steel were used in all). The **Visten** remains, she is owned by Canada's CAI Logistics and is a tanker being converted into a bulk carrier. Work being undertaken includes the installation of two cargo cranes and the redesign of the hatch cover arrangement.

HPG has invested heavily to revitalise the dry docks and are firmly committed to ongoing investment in them to enhance the existing facility and continually improve the service to clients. Their proximity to the Group's UK headquarters and workshops at Barry ensures access to resources and infrastructure for fully supported operations and the ability for fast reaction to changing circumstances – just what is needed for an efficient and effective dry dock service.

So far this year, six vessels, a cruise liner, a ferry (**MV Julia**, now plying the Fastnet Ferry Cork-Swansea overnight route), and three dredgers (**Heron**, **Dolphin** and **Welsh Piper**) and the **Visten** have been in the dry docks, with more vessels expected in the coming weeks and months.

The two dry docks can cater for vessels of a variety of sizes and duration of stay. At 669 ft overall length, the Duke of Edinburgh Dock is the larger of the two with clear width at the entrance of 92 ft, clear width between dock walls of 98 ft, and draught over blocks of 21 ft. The Prince of Wales Dock is 564 ft in overall dock length with clear width at the entrance of 73 ft and draught over blocks of 23 ft, so marginally deeper than the Duke of Edinburgh Dock.

The dock complex has an accommodation and messing compound for use by ships' crews when ships' services are shut down. This results in substantial savings on hotel and travelling costs as well as allowing uninterrupted work on board the vessel. **Source : MarineLink**

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Anchor handler Golfo de Siam sold

Offshore Shipbrokers has announced that it has completed the sale of **Golfo de Siam**, a 7,000 bhp AHTS to direct buyers Solar Salvage in Turkey, from direct sellers Messrs Boluda in Spain. **Source : Offshore news online**



The **DANZIGERGRACHT** visited Rotterdam for the first time – Photo : Michel Kodde (c)

Impairment charge plunges OSG into red

The impact of the **Deepwater Horizon** incident is being felt in the tanker market as well as in offshore drilling. As a result, Overseas Shipholding Group, Inc. took a non-cash impairment charge that saw it report a loss for the quarter ended June 30, 2010, of \$37.9 million, or \$1.26 per diluted share, compared with a loss of \$8.8 million, or \$0.33 per diluted share, in the same period a year ago. Adjusted for special items, second quarter fiscal 2010 loss was \$10.1 million, or \$0.34 per diluted share, compared with a loss in the second quarter of 2009 of \$7.8 million, or \$0.29 per diluted share.

"In taking the non-cash impairment charge this quarter," said President and CEO Morten Arntzen, "we are putting behind us the difficulty of employing single hull assets in our markets and recognizing the profound impact the U.S. Gulf of Mexico oil spill is having and will have on our industry and the tanker markets in particular. Over the last five years, we have made significant investments through a companywide commitment to strive for best-in-class technical performance from our fleet. We believe a combination of more stringent U.S. regulations and oil industry vetting requirements are likely to result from the oil spill, elevating the importance of quality operations and favoring companies committed to delivering this."

OSG says that impairment losses are taken when events or changes in circumstances occur that cause the company to believe that future cash flows for an individual vessel will be less than its carrying value and not fully recoverable.

During the second quarter of 2010, OSG says that it continued to experience difficulty employing three U.S. Flag single hull vessels and two International Flag single hull Aframaxes in lightering operations in the U.S. Gulf of Mexico. In addition, following the April 2010 explosion and sinking of drilling rig **Deepwater Horizon** and the subsequent oil spill in the U.S. Gulf of Mexico, legislation currently being proposed in the United States is expected to impact drilling and transportation services. Such legislation currently under consideration includes provisions that could impact single-hull vessels trading to the Louisiana Offshore Oil Platform (LOOP) and performing lightering operations, among other matters, that could negatively impact the company's business. As a result of these factors, and regulatory requirements in the Delaware Bay, OSG concluded that three of its single hull U.S. Flag product carriers, including one that was sold on July 1, 2010, one 1981-built U.S. Flag lightering ATB and two International Flag single hull Aframaxes were impaired as of June 30, 2010, resulting in a non-cash charge of \$25.2 million. **Source : MarineLog**



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Global container volume to top pre-crisis levels

According to figures released by Alphaliner, global container port handling volumes are expected to grow by 11.6% in 2010 to 545 Mteu, with a strong first-half performance tempered by slower growth in the second half. Full-year volumes are expected to exceed the pre-crisis volumes of 535 Mteu recorded in 2008. Last year, global container port handling is estimated to have dropped by 8.6% to 489 Mteu, the first annual decline recorded in history.

The robust 2010 growth projections come on the back of a strong first half. Global handling volumes in the first six months to June are estimated to have grown by 18%. The full-year growth forecast takes into account a slowdown in the second half of the year due to the uncertainty over the sustainability of global demand. Handling volumes are expected to grow by 6% in the second half, reflecting partly the higher base seen in the second half of last year, as well as the anticipated slowdown in trade volume growth. The growth will be led by China, with total handling volumes at Chinese ports (including Hong Kong) expected to reach 165 Mteu this year. In the first six months of the year, Chinese ports handled 80 Mteu compared to 66 Mteu in the same period of 2009 and 74 Mteu a year before that 2008.



PIL's **KOTA LATIF** seen arriving in Rotterdam yesterday morning – Photo : Piet Sinke (c)

Middle East ports are expected to post the lowest growth rates this year at 4.5%. However, the Middle East ports were the only region to post positive growth in 2009 of 0.8%, whereas the other regions saw volume declines ranging from a 1.9% fall in African ports to a 16.4% fall in North European ports. There remains significant uncertainty over the prospects for the second half, with demand prospects in the European economies currently still unclear.

Demand recovery in the US is also slowing as weaker consumer spending and lower growth coming from companies restocking inventory would lead to lower volume growth in the second half. Any significant slowdown in the key

consumer markets of Europe and the US will have a major impact on exports from the Far East. The Far East accounted for 52% of global container throughput in 2009 and its dominance is expected to grow further in 2010, with its share of global throughput rising to 53%. **Source : The Motorship**



The **OOCL NETHERLANDS** seen in Jebel Ali Port – **Photo : Johan de Bue (c)**

Seaspan: massive newbuilding orders planned

Container carrier Seaspan is considering placing orders of up to US\$3 billion, for between 20 to 30 newbuildings. This news comes on the back of healthy dividends, which were announced on July 27 "We are pleased to increase our second quarter dividend by 25 percent due to our increasing cash flows generated through the strength of our business model and the significantly improved container shipping industry fundamentals," said Gerry Wang, Seaspan's CEO. Earlier in July, the company announced that it accepted delivery of an 8,500TEU containership named the 'COSCO Indonesia' from Hyundai Heavy Industries. This was Seaspan's eleventh delivery in 2010, expanding the company's operating fleet to 53 vessels. **Source: Baird maritime**

Shanghai-Taiwan trade increases 66.6pc in first half

SHANGHAI's trade with Taiwan increased 66.6 per cent year on year to US\$15.69 billion in the first half of 2010, showing 27.1 per cent more growth than the city's total foreign trade volume, reported Xinhua. Shanghai export volume to Taiwan reached a value of US\$5.27 billion, a growth of 66.4 per cent year on year. Import value came to US\$10.42 billion, double the export figure of export. Figures indicate that trade volumes and values have returned to pre-downturn levels of 2008, said the report. **Source : Schednet**



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UASC AND UAAA TIE THE KNOT ON AUSTRALIAN TRADES

United Arab Agencies (Australia) Pty. Limited (UAAA) a fully owned subsidiary of Inchcape Shipping Services has been appointed agent for United Arab Shipping Company across Australia.

The appointment coincides with the launching of UASC's new Asia Australia Container Service 1 known as "AAC1" which will cover the trade lane from Australia to Southeast Asia as of September 2010. "AAC1" will be operated jointly between UASC, Hyundai Merchant Marine, China Shipping Container Lines and Hapag Lloyd, with one vessel deployed by each carrier of 2,200 to 2,300 TEUs.

Port rotation will cover Port Kelang, Singapore, Fremantle, Melbourne, Sydney, Adelaide and Port Kelang.

The formation of UAAA sees the continuing strong development of ISS Australia's Liner presence in recent times and this appointment represents a further significant step forward in the sector. ISS remains one of the leading independent agencies in the region.

Royce Brain, Regional SVP for ISS Australasia said: "This is another important appointment for an ISS Australian Group company and we are proud to serve UASC. We look forward to helping them develop their business through our extensive Liner experience across our 26-branch nationwide network."



The **BW AMAZON** seen in Rotterdam – Photo : Rob de Visser (c)

Hapag-Lloyd adds transatlantic service

GERMANY's Hapag-Lloyd has announced the launch of its Atlantic Express Shuttle, a service deploying three 2,200-TEU vessels, between Antwerp and New York from mid-September.

The weekly shuttle links takes nine days and its first sailing comes with the Valerie Schulte calling at Antwerp on September 13 and departing New York on September 25.

"This shuttle is an innovative enhancement to the existing Grand Alliance services PAX and ATX, and will assist in meeting the increasing demand of Hapag-Lloyd customers," the company said. **Source : Schednet**



"Megaline's Semisubmersible heavy cargo carrier **Megapassion** seen arriving at DSSC Yantai to collect the midship blocks for Heerema's newbuild launch barge **H-591**"

Photo : Bram van Koert (c)

Sri Lanka port invites investors

But Hambantota port will handle oil bunkering itself: port authority chief

Sri Lanka on Sunday said it would invite outside investors into its US\$1.5 billion Hambantota port project, the keystone of a US\$6 billion post-war infrastructure revitalisation drive. The invitation for external investment will coincide with the November opening of the port on Sri Lanka's southern coast, along an ancient 'Silk Road' trading route and one of the world's biggest East-West shipping lanes.

The port and its accompanying services represent the single largest investment option for foreign investors in Sri Lanka, which is aiming to transform its economy after finally ending a quarter-century separatist war in May 2009.

One option that is not on the table for outside investors is the oil bunkering facility. Many have speculated that China wants the right to use the site as part of its 'string of pearls' strategy to expand its influence and maintain energy security.

'We will handle oil bunkering. We don't want to give it outside. But bulk cargo handling, storage facility, warehouses, transshipment, and all others are open for investments,' Sri Lanka Ports Authority chairman Priyath Wickrama told Reuters.

About 30 investors - primarily from India, China, Singapore, Russia, the Middle East, Australia and major shipping lines - have expressed interest, Mr Wickrama said. He did not elaborate. China, Sri Lanka's largest infrastructure lender, has loaned US\$425m towards the port which will be Sri Lanka's largest.

China, Sri Lanka's largest infrastructure lender, has loaned US\$425 million towards the port, which will be Sri Lanka's largest. 'We are negotiating with China for an US\$800 million loan for the second phase,' Mr Wickrama said.

Mr Wickrama declined to say if China will have a role in operating the bunkering facility, about which neighbouring India has expressed concern to the Sri Lankan government. Political analysts say Sri Lanka has successfully managed Indian pressure over the Chinese port investment, which could also help transshipment trade on the subcontinent.

Hambantota is one of four ports being built or upgraded under President Mahinda Rajapaksa's plans to renew the Indian Ocean island nation's US\$42 billion economy by returning it to its old and lucrative role as a trading hub.

Sri Lanka initially aims to get 2,500 of the 70,000 cargo vessels that pass Hambantota annually to use its bunkering and cargo handling facilities, and expand that to 8,000 a year once the second phase is done in 2014.

Sri Lanka now handles around 6,000 ships annually in its only port in Colombo on the western coast, which requires ships plying the East-West shipping lanes to divert. Initially, Hambantota will have 100,000 metric tonnes of bunkering capacity, which could be expanded to 4 million metric tonnes if demand picks up. **Source : Reuters**



The **SEA PANTHER** seen in Rotterdam – **Photo : Willem Holtkamp (c)**

New Southern Sri Lanka port to anchor first vessel in November

The newly constructed Hambantota Port in southern Sri Lanka will anchor its first vessel in the second week of November with the opening of the Port, Speaker of the House Chamal Rajapaksa said yesterday. The construction work of the first phase of the USD 1.5 billion Hambantota Harbour project is nearing completion and harbor operations will ceremoniously commence in November. President Mahinda Rajapaksa will initiate filling the inland-built harbor on August 15th.

Addressing a special media conference held at the harbour premises Sunday, the former Ports and Aviation Minister said the Hambantota Port had been only a proposal for many decades and it has been realized under the present administration. Development of a sea port at Hambantota is one of the priority projects in Southern Region under the 'Mahinda Randora' Infrastructure Development Project. The Speaker noted that the Hambantota Port will become the shipping hub of the South Asian region as well as the financial nerve centre of the country. A surrounding area of 2,000 hectares will be developed as an investment and industrial zone and in parallel the roads network in Hambantota area will also be upgraded, the Speaker said. The first phase of the Port project will provide bunkering, ship repair, ship building, and crew changes facilities. Sri Lanka Ports Authority Chairman Dr. Priyath Bandu Wickrama has told Reuters that while the Port will handle the oil bunkering, other services including the bulk cargo handling, storage facility, warehouses, transshipment are open for foreign investments. Hambantota Harbour, constructed inland close to a major shipping route six to ten nautical miles south of Hambantota is Sri Lanka's second largest harbor. The port is to be operated by the Sri Lanka Ports Authority. **Source: Colombo Page**

UAE invests \$500 million in Poti port expansion

The port of Poti in Georgia is to receive investment of \$500m from Ras Al Khaimah of the United Arab Emirates over the next four to five years. The money is being made available by the Rakia investment fund, which acquired a 100% stake in 2008 at a cost of \$155m.

Reconstruction work of existing facilities will be completed in May, while a new port adjacent to the existing one will be built at the cost of \$300 million. This is needed to boost grain and cement capacity. **Source : dredgingtoday**



Seen off the coast Vung Tau, Vietnamese operated jack-up the **PVD 1** - Photo : Richard Qualm (c)

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Tanker Kirill Lavrov starts sea trials

The **Kirill Lavrov**, a specialized Arctic shuttle tanker, being under construction at the Admiralty Shipyards in St. Petersburg, has set out for two-week sea trials in the Russian Gulf of Finland, PortNews reports citing the press service of the shipbuilding enterprise. The ship delivery date is scheduled for August 2010.

Admiralty Shipyards is building two tankers with deadweight of 70,000 tons for Sovcomflot. As of now, there have been no talks on the new orders for the ship series for Sovcomflot, the AS press service said.

The Panamax size **Kirill Lavrov** and **Mikhail Ulyanov** were designed to transport oil and gas condensate from the Pirazlomnaya field in the Barents Sea. An earlier report said Sovcomflot had received a \$200m loan from Vnesheconombank for 7 years to finance the acquisition and further operation of the two vessels.

Sovcomflot Group, founded in 1995, is one of the largest Russian shipping companies. Sovcomflot's fleet comprises of 146 ships of total deadweight of over 10 million tons. The company shipbuilding program includes 10 ships of total 800,000 DWT. The average Sovcomflot's tanker age is some 7 years (world's average - 12 years). The Group ranks first in the world in the segment of commodities carriers, the second - in Aframax vessels fleet. The company has the world's largest Ice Class vessels fleet. It is also the top global operator of Arctic shuttle tankers and LNG carriers with Ice Class.

Admiralty Shipyards (Admiralteysky Verfy), part of Western Center of Shipbuilding of United Shipbuilding Corporation, is the oldest Russian shipbuilder, founded back in 1704. The Shipyard specializes in submarines construction. To date, the Company has built more than 300 submarines (including 41 with nuclear power engines), 68 deep and underwater vessels. **Source : PortNews**



Singapore port water barge **Ayer Mawar**, seen heading eastbound in Brani Channel, Singapore
Photo : John McAuslin (c)

Palmali group of new tanker starts on her first trip

Palmali Group of Companies has announced of the first run of one of its largest vessels – '**Shah Deniz**'. Palmali reports that on 29 July '**Shah Deniz**' left Japan's shipyard Tsuneishi for its maiden voyage.

'**Shah Deniz**' was loaded with gas oil in the Indian port of Sikka and will sail to one of the ports of Western Europe. The ship was launched on 29 July 2010. Its length is 243.3 m, breadth 42 m, deadweight 107,507 tons. Palmali and shipyard of Japan's Tsuneishi Shipbuilding Company signed on 26 May a memorandum for the purchase of two tankers

of class "Aframax" with deadweight of 107,400 tons each. Palmali accepts both tankers for long-term contracts for transportation of oil and petroleum products from the Black and Mediterranean seas.

The Group of Companies ships cargo in the Mediterranean, Caspian and Black Seas. It is the major carrier of oil and petroleum products in rivers of southern Russia. Until the end of this year Palmali plans to acquire VLCC type vessel with deadweight of 300,000 tons and Suezmax vessel with deadweight of 165,000 tons. **Source: ABC**



The **ARCA** seen operating in the Maasmond area – **Photo : Piet Sinke (c)**

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International firms eye Salalah Port general cargo and liquid terminals' contract

More than 40 international and local construction firms are preparing to bid for a contract to build a major General Cargo and Liquid Terminal at the Port of Salalah. Bids for the prestigious contract, estimated to cost RO 75 million, close on August 23, 2010.

When completed in the year 2012, Salalah Port will boast a world-class General Cargo Terminal, complementing its hugely successful Container Terminal. Also as part of the project, a dedicated Liquid Terminal will be built to handle petrochemicals and other liquid products shipped into and out of the Salalah Free Zone Salalah Free Zone located next door.

Burgeoning exports of limestone, gypsum, cement, plastics, resin, wheat and other bulk commodities, coupled with the rising transshipment of humanitarian relief cargo and other goods, have made the expansion of the General Cargo Terminal imperative to the goal of keeping the Port of Salalah competitive and attractive to international shippers.

The terminal also handles break bulk cargo, steel pipes, crated and palletised shipments, and even livestock. Cruise liners calling Salalah routinely dock at the General Cargo Terminal.

What was once referred 'Mina Raysut, the General Cargo Terminal currently has 12 berths ranging from 115 to 600 metres in length, with drafts of up to 16 metres. Over the past seven years, the terminal has recorded double digit growth, reaching 2.7 million tonnes in 2007. Volumes soared to 3.469 million tonnes in 2008, climbing a further 7 per cent to 3.722 million tonnes last year.

Volumes are projected to rise sharply in the coming years as new industrial investments at the Salalah Free Zone Salalah Free Zone, as well as the wider Dhofar region, come into operation.

Plans drawn up by the Ministry of Transport and Communications envisage a dedicated General Cargo Terminal, which involves the construction of 1,266 metres of new quay wall built with concrete precast blocks.

In addition, the harbour basin in front of the General Cargo Terminal will be dredged to a depth of 18 metres, allowing for even large-sized cargo ships to dock at Salalah.

Dredging will constitute a key component of the overall project, with an estimated half a million cubic metres of silt expected to be dredged from the basin floor.

While half of this material will be used to reclaim land for the terminal yard, the rest will be disposed off at a designated site at sea. The terminal will be reclaimed with over one million cubic metres of imported fill material, in addition to around 270,000 cubic metres of stones. Protection for the revetments will be provided by more than half a million cubic metres of rocks and crushed stones.

In addition to installing berthing, mooring and navigation aids, the selected contractor will also put in place nearly two kilometres of railing for cranes along the quay wall. The contract also calls for the provision of utility services, such as potable water supply, fire protection, sewerage and drain systems and electrical supply, besides administrative buildings.

Importantly, the new General Cargo Terminal will also incorporate a liquid jetty suitably equipped to handle product tankers and other carriers that service the petrochemical projects either in operation or planned in the future at the nearby Salalah Free Zone Salalah Free Zone.

In the initial years, the liquid terminal will primarily serve the \$900 million methanol scheme of Salalah Methanol Company, which came into operation recently. Other industrial investments that produce liquids or depend on liquid feedstock imports for their operations are also slated to come on stream at the free zone in the coming years.

Interest in the General Cargo and Liquid Terminal project has been significant with over 40 companies lining up to bid for the contract. Construction firms looking to participate in the tender include BAM International, Afcons, Desert Line, Galfar, CCC, Daewoo, Sarooj Construction, Ballast Nedam, Douglas OHI, Archirodon, Van Oord, Hindustan Construction, Jan De Nul, Sambu Construction, Essar Projects, Muhibbah (Malaysia), Strabag, TML INSAAT, National United Engineering, Carillion Alawi, FIDENS, Samwhan Corp, Middle East Dredging, 115 Construction, Great Lakes Dredge & Dock, Simplex Infrastructures, Gammon India, Hyundai, China Harbour, Boskalis Westminster, RDS Projects, Erenport, STFA, Impresa, Group Five, STX, Six Construction, and GS Engineering.

A contract for the project is due to be awarded in the fourth quarter of this year, with a 16-month timeframe stipulated for its completion. **Source : Oman Daily Observer**

.... PHOTO OF THE DAY



The **OLEG STRASHNOV** seen fitting out in Rotterdam-Waalhaven - **Photo : Peter Gralla (c)**

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