

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 218



Number 218 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 06-08-2010**

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**The ELLEN KHUZWAYO seen shifting from the East Pier to Quay 500 in Cape Town
Photo : Glenn Kasner (c)**

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EVENTS, INCIDENTS & OPERATIONS



Above and below seen Jan de Nul's **SIMON STEVIN** operating near the Russian island Sakhalin, the vessel is seen dumping stones / rocks at the foundation of the **MOLIPAQ** platform and over the pipelines

Photo : Crew Simon Stevin (c)



The mystery of Eastern Planet

Crews of two vessel in Mediterranean have problems with their shipowners, claiming unpaid wages and lack of supplies including fuel, food and fresh water. General cargo **Eastern Planet** was found (!) adrift after fuel ran out some 20 miles off Morocco coast on July 22 and towed to Algeciras, on August 3 vessel in the same position, crew asked ITF inspector for help. **Eastern Planet** – IMO 7503221, built 1978, flag Sierra Leone, owner unknown from March 2010. Crew 16: 12 Ukrainians, 3 Russians, 1 Georgian. How could they ran out of fuel in Med and were found and towed, not asked for help, is unclear.

Another general cargo **St.Sophia** is anchored in Port Said, destined for India, but not permitted transiting Suez due to technical problems, owner rejected to tow vessel somewhere for repairs, crew claimed unpaid wages, situation unclear. **St.Sophia** – IMO 7324261, dwt 4100, built 1973, flag Comoros, owner Ka-Trans Navigation Odessa Ukraine.
Source : Voytenko Mikhail

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South Korea begins massive anti-submarine drills



A South Korean destroyer drops depth charges during anti-submarine drills on Thursday.

In a move that is antagonizing North Korea and irking China, South Korea commenced a major naval exercise in the Yellow Sea Thursday, the largest since 46 South Korean sailors died in March in the sinking of a warship.

The five-day exercise involves some 4,500 personnel and all four branches of the military, according to South Korea's Yonhap news agency. Seoul, which oversaw an international investigation into the March sinking of the Cheonan, claims a North Korean submarine sank the corvette and is demanding an apology. A multinational investigation also found North Korea responsible. Pyongyang has vehemently denied the accusation.

Prior to the Cheonan's sinking, the South Korean navy had largely discounted the threat of submarines in the Yellow Sea, due to the shallow waters in the area. North Korea said via state media that it would undertake "strong physical retaliation" and warned fishermen to stay clear of the Northern Limit Line, the disputed maritime border between the Koreas. The drills amount to an "undisguised military intrusion," Pyongyang has said. "The army and people of the DPRK are closely watching every move of [South Korean President] Lee Myung-bak's group of traitors. And if the

puppet warmongers dare ignite a war, they will mercilessly destroy the provokers and their stronghold by mobilizing most powerful war tactics and offensive means beyond imagination," the Secretariat of the Committee for the Peaceful Reunification of Korea said, according to North Korea's state-run news agency KCNA.

"Raising issue with the legitimate, defensive exercise is a provocation in itself," South Korean Rear Adm. Kim Kyung-sik retorted Wednesday, speaking to local reporters. Meanwhile, China, which has refused to condemn North Korea over the alleged torpedo attack and which remains Pyongyang's closest strategic ally, is reportedly carrying out air defense drills on its Yellow Sea coast across from the Korean peninsula.

Given North Korea's decrepit military, experts say the chances of a naval attack on well-prepared South Korean forces are small. "The North Koreans have to rely on asymmetric capabilities," said Dan Pinkston, who heads the international Crisis Group's Seoul offices. "In a straight-up fight they are not that capable."

Deadly North Korean strikes in past years -- a commando raid on the South Korean presidential mansion in 1968; terrorist bombings in 1983 and 1987; and naval clashes in 1999 and 2002 -- all used the element of surprise, an element that would be difficult to spring on the large, alert force South Korea is fielding for the maneuvers.

If North Korea retaliates, it will likely be with a weapons test rather than a direct confrontation, said one expert.

"They do not do eye-for-eye, tit-for-tat responses," said Choi Jin-wook of the Korea Institute of National Unification. "Shooting a missile or testing a weapon or some kind of diplomatic action are possible, but I don't think there will be a military reaction." The exercise does not include any U.S. assets, leading some commentators to wonder whether Washington is wary of angering Beijing in the Yellow Sea. South Korean and U.S. forces conducted exercises together in the Sea of Japan last month. Those exercises included an anti-sub infiltration component -- intended to thwart a submarine attack on a ship.

If the joint exercises continue, such a move could be part of a gradual build-up of American pressure on China. "The U.S. is slowly containing China in other places, and they could exercise in the East Sea in the future," said the Korea Institute of National Unification's Choi. "I think the U.S. is very deliberately pressuring China."

The warship sinking has heightened tensions between the two neighbors who fought a war from 1950 to 1953. The war ended in an armistice, not a peace treaty, meaning the two nations are still technically at war. About 28,500 U.S. troops are stationed in South Korea.

Gang holds family hostage while raiding SNCM's safe

Thieves force French ferry firm employee to hand over thousands

A gang of thieves held the family of a ferry operator employee hostage in Marseilles before forcing him to open the safe at the company's HQ. A watchman at the offices of Société Nationale Corse-Méditerranée (SNCM) was overpowered before the gang made off with Euro60,000-80,000 (US\$80,000-\$105,000).

The gang had called at the employee's home, apparently aware that he held the keys to the company safe. The employee's family was held hostage while he was forced to accompany gang members to SNCM's HQ to open the safe.

According to reports, the gang had carried out an almost identical crime which had targeted an executive of a marine attractions park in nearby Aix-en-Provence. He was forced to hand over tens of thousands of euros in cash.



Probably is the "Biggest Lady" that Malta Shipyard can accommodate into bed of dock No.6, The "**Great Lady**" (334 x 58) is a VLCC belonging Eastern Mediterranean in Greece, arriving to Malta Shipyard for Dry- docking works.

Photo : David North (c)

Towboat company charged in 2008 Mississippi River spill

A towboat company that was involved in the 2008 accident that spilled over 282,000 gals. of fuel oil into the Mississippi River has been charged with operating vessels with unqualified and exhausted mariners. DRD Towing Co., Harvey, La., was accused of violating the Ports and Waterways Safety Act and the Clean Water Act. DRD co-owner Randall Dantin was charged separately with obstruction of justice for allegedly deleting electronic payroll records crucial to the U.S. Coast Guard investigation.

The July 23, 2008, accident occurred when a tow made up of the 420,000-gal. double-hulled tank barge DM932 and the towboat Mel Oliver turned into the path of the 600 SSSq tanker **Tintomara** on the river near downtown New Orleans. The ship cut the barge in half, and the subsequent spill closed about 100 miles of the Lower Mississippi. American Commercial Lines , Jeffersonville, Ind., owned both the towboat and barge and contracted DRD to operate the tow. On the night of the accident, the towboat's pilot was not onboard, according to testimony at the hearings. A steersman apprentice who was not properly licensed was operating the towboat in violation of Coast Guard rules.

In outlining the charges filed July 1, the U.S. Attorney's office said DRD assigned employees without proper licenses to operate vessels and paid licensed captains to run a vessel 24 hours a day without relief "knowing that the Coast Guard viewed the use of overfatigued mariners operating tugboats and barges to be a hazardous condition." Operators can't work more than 12 hours in a 24-hour period. DRD also was charged with the illegal discharge of oil. If convicted, the company faces fines of \$700,000 or more. The government alleged that Dantin knew that the payroll records were material to the Coast Guard's investigation and that deleting them from a laptop computer "would obstruct and impede" the investigation. If convicted, Dantin faces up to five years in jail and a \$250,000 fine. DRD's and Dantin's attorneys declined to comment. **Source : Workboat Magazine**

KNRM presenteert speciale vrijwilliger(s) tijdens Sail



De Koninklijke Nederlandse Redding Maatschappij (KNRM) presenteert zich tijdens Sail op haar tijdelijke reddingstation Zouthaven met een bijzondere gelegenheidsbemanning. **Rinus Redder** is de nieuwste vrijwilliger en hij weet zich tijdens Sail gesteund door meer dan 100 vrijwilligers per dag die zich belangeloos inzetten om van **Sail 2010** een succesvol evenement te maken.

Rinus Redder

Tijdens Sail kunnen vooral de jonge bezoekers kennis maken **Rinus Redder**. Hij is een nieuw gezicht bij de KNRM. Als mascotte staat hij symbool voor de 1.100 redders die zich inzetten voor de Reddingmaatschappij. Rinus Redder is van het type ruwe bolster, blanke pit. Je kunt hem in levende lijve ontmoeten op Sail en zelfs met hem op de foto! Daarnaast kan je hem volgen op Hyves.

Vrijwillige bemanning

Naast Rinus Redder beschikt de KNRM dagelijks over meer dan 100 vrijwilligers die zich vanuit het reddingstation Zouthaven belangeloos inzetten om donateurs te werven en te collecteren voor het goede doel. In de stand van de KNRM kunnen mensen informatie ontvangen over het werk dat de KNRM al 185 jaar uitvoert: het redden van mensen op zee. Daarnaast varen bemanningsleden van de 42 reddingstations van de KNRM op de operationele boten die, samen met de Koninklijke Marine, reddingdemonstraties in het Sailsation gebied verzorgen. Ook zorgen deze redders tijdens de andere demonstraties voor de veiligheid in het Sailsation gebied.

Oude reddinglorie

In de haven voor het tijdelijke reddingstation liggen naast de operationele schepen oude reddingboten die de historische waarde van de 185-jarige KNRM tot uitdrukking brengen. Roemruchte schepen, nu in particulier eigendom, die de rijke geschiedenis van de KNRM weerspiegelen. Mogelijkheid om terug in de tijd te stappen naar het reddingwerk van de vorige eeuw waar de mannen met zuidwesters en oliepakken in open boten hun werk deden.

Eigentijds doneren in KNRM zomeractie In de zomer van 2010 houdt de KNRM een grootscheepse zomeractie die niet gebonden is aan een plek. Het enige dat nodig is, is een mobiele telefoon: sms KNRM naar 4333 en doneer eenmalig € 3,- aan de KNRM. De opbrengst gaat naar beschermende kleding voor de redders. Deelnemers ontvangen een actiecode die kan worden ingevuld op www.knrm.nl/sms De actie loopt van 7 augustus tot en met 5 september.

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FJELL LOADS SATURDAY THE JB 115



Saturday August 7th FAIRSTAR's **FJELL** will load the Jack Up barge **JB 115** whilst moored at the buoys in the Caland Canal, pending on the weather the operation will commence in the morning hours, after loading and seafastening of the **JB 115** the transport will depart for Melbourne (Australia), special for the readers who are planning a visit to witness the loading operation, Fairstar's **Judith** will be present at the "landtong", for all your questions ☺

Photo : Piet Sinke (c)

Olympic police could use cruise ship accommodation

Hundreds of police officers drafted in to protect the 2012 Olympic Games could be stationed on a cruise ship at Portland Harbour. Organisers are discussing plans to spend up to £6.6 million mooring a private boat at Portland Harbour for the sporting extravaganza. The 432-room vessel could be filled by around 800 officers working to protect competitors in the Weymouth sailing events. But officials are split over the proposal because they fear officers may misbehave and a public backlash against the use of a holiday vessel. When Canadian police chiefs brought in three cruise liners for the Vancouver Winter Games they saw a spike in complaints of misconduct. There was a spate of allegations of drunkenness, unwanted sexual advances and mislaid guns among the thousands of officers stationed on board. Large-scale events such as the 2009 London G20 meeting and 2005 Gleneagles G8 summit have led to similar

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increases in misconduct allegations. One source said Dorset police leaders preferred floating accommodation because it was relatively cheap and would be on the doorstep of the events. He said: "Extensive research has identified the use of an accommodation vessel to be the most cost-effective solution, as was the case in Vancouver." Last month there was anger among Portland residents when it was announced athletes would stay on housing built on a sports field instead of a boat.



The Steel Hulled Sail Training Ship of the Mexican Navy **ARM CUAUHEMOC** arrived in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)



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The kustwacht (Coast Guard) cutter **ZEEAREND** seen returning to her base in Hoek van Holland yesterday evening
Photo : Piet Sinke ©

Orient Overseas posts Q2 profit of \$149 million

Orient Overseas (International) Ltd., Hong Kong's biggest container line, returned to profit in the first half after a \$1 billion gain from selling property and a rebound in shipping demand. Net income of \$1.28 billion compared with a restated loss of \$231.8 million a year earlier, the company said in a statement today. Hanjin Shipping Co., South Korea's largest liner, posted a 174.1 billion won (\$149 million) profit in the second quarter as it charged more to move cargo.

Orient Overseas's container-shipping sales rose 39 percent as it carried more clothes, toys and furniture to the U.S. and almost doubled rates on Asia-Europe routes. Shipping volumes are rising after a trade slump during the global recession caused industrywide losses of more than \$15 billion last year. "Profitability is improving with better rates," said Geoffrey Cheng, an analyst at Daiwa Institute of Research in Hong Kong. "Export orders to the U.S. have been increasing, and this can help sustain demand for the rest of the year." In January, Orient Overseas agreed to sell its Chinese property assets to CapitaLand Ltd., Southeast Asia's biggest developer, for \$2.2 billion. Orient Overseas posted an operating profit of \$309.9 million rebounding from a year-earlier loss of \$191.7 million. Sales jumped 32 percent to \$2.7 billion. Hanjin's operating profit was 169.7 billion won and sales at 2.37 trillion won. Orient Overseas's container-shipping revenue rose to \$2.5 billion from \$1.8 billion. Asia-Europe sales more than doubled to \$603.6 million. Transpacific revenue increased 19 percent with average revenue per box rising 14 percent. Orient Overseas line proposed dividends of 51.5 cents a share, including the interim dividend and a special payout following the China property sale. Shares of the company, controlled by the family of former Hong Kong Chief Executive Tung Chee-hwa, rose 1.5 percent to close at HK\$63.65. The stock has risen 75 percent this year, compared with a 1.5 percent drop for the benchmark Hang Seng Index. Hanjin fell 1.2 percent to close at 33,500 won in Seoul. Orient Overseas is giving

preliminary consideration to a number of possible acquisitions, focusing on opportunities to "significantly grow" the container transportation business, Chief Finance Officer Ken Cambie told reporters in Hong Kong.

"Further opportunities may arise over the next six to 12 months," Cambie said today. The company will expand the terminal and logistics businesses "organically," he said. Orient Overseas had avoided a container squeeze that plagued some companies in the first-half, and has adequate cargo-boxes to meet its requirement, Cambie said. The shipping line carried 2.2 million twenty-foot containers in the first half, a 12 percent increase from a year earlier. Volumes on transpacific routes, the company's biggest market, rose 4.4 percent, while Asia-Europe traffic increased 11 percent. "High utilization rates are indicating strong near-term performance and seasonal demand," Teddy Tsai and Quek Shuwei, analysts at DnB NOR ASA, wrote in an Aug. 2 note. "Most companies are expecting profitability and improving cash-flows going into the third-quarter." Hanjin moved 953,917 boxes in the second quarter, 24 percent more than a year earlier, the company said in a statement today. Operating profit from its container business reached 149.8 billion won, compared with a loss of 8.7 billion won in the previous three-month period. "Container volume is expected to increase as we enter into the peak season but we are also concerned about the excess capacity expected with deliveries of new large vessels," Hanjin said in an e-mailed statement today. **Source: bloomberg**

CASUALTY REPORTING



Two cargo ships collided off Indonesia, 10 missing

Up to 10 people were feared dead after two cargo ships collided in Indonesian waters, an official and survivors said on Thursday. The **Trisal Pratama**, carrying 2,000 tonnes of cement, sank after it collided with the **Indimatam**, loaded with scrap metal, in the Makassar Strait on Wednesday morning, the official said. Makassar port chief Afrianus Tapangan said eight crew members were missing, while survivors said two passengers including a young child were also unaccounted for. Ten crew and a passenger were rescued from the sinking Trisal, Tapangan said. "Without floating devices and life jackets, I fear that the missing people could be dead by now," he said. The Indonesian archipelago of more than 17,000 islands is heavily dependent on maritime services, but its safety record is poor and fatal accidents are common. Up to 335 people were killed when a heavily overloaded ferry sank off Sulawesi island in January last year. **Source: deccanchronicle**



The **VOS PRECIOUS** seen arriving in Aberdeen
Photo : Richard Wisse – www.richard-photography.nl (c)

NAVY NEWS

Medvedev dismissed officers after navy base fire

Five high ranking officers have been dismissed by Dmitry Medvedev for failing to prevent the fire at the aviation supply base near Kolomna on Sunday. Head of the Russian Navy Admiral Vladimir Vysotsky was also given a reprimand. President Dmitry Medvedev, who cut short a working vacation in Sochi to return to the capital, dismissed five senior military officials for not preventing a wildfire from roaring through a base in the Moscow region and threatened to show "no sympathy" toward any other government official found liable in connection with the fires, newspaper Kommersant reports. Media reports have said 200 aircraft were destroyed in the blaze, but this information has not been confirmed by official channels.

Medvedev fired the Deputy Commander of the Navy's Support services Rear Admiral Sergey Sergeyev, the Commander of the Navy's aviation unit, Major General Nikolai Kuklev and his deputy, Colonel Sergei Rasskazov. Also the head of the supply base and one other senior logistics official were fired. He also reprimanded Navy commander Vladimir Vysotsky and his deputy, Alexander Tatarinov. If something similar happens in other places, in other agencies, I'll do exactly the same thing, with no sympathy, Medvedev said. **Source : BarentsObserver**



US to sell Taiwan decommissioned warships

A Taiwanese newspaper reported Thursday that the U.S. will sell the democratic island two warships, a move that would almost certainly anger China and further undermine Beijing's already tense relations with Washington. The report, in the mass circulation Apple Daily, quotes an unnamed Taiwanese senior officer as saying that the U.S. Navy will sell Taiwan two Perry class frigates, about to be decommissioned, for \$20 million each.

The ships' sale will be formally approved by the State Department in late 2010 or early 2011, the paper quoted the officer as saying. Taiwan's defense ministry and the de facto U.S. Embassy in Taipei declined to comment on the report. Any new sale of U.S. military hardware to Taiwan could be expected to incense China. The mainland and the island split amid civil war in 1949, and Beijing sees third country involvement in the island's defense as interference in its internal affairs.

Long dormant tensions between Washington and Beijing resurfaced last month when U.S. Secretary of State Hillary Clinton told an Asian forum in Hanoi, Vietnam, that the U.S. regarded settlement of a series of territorial disputes between China and several Asian countries in the South China Sea as being in America's national interest. The Chinese Foreign Ministry described those comments - and Clinton's demand that the disputes be resolved through multilateral negotiations - as "an attack." China prefers to address the disputes bilaterally because it believes that approach works to its advantage.

Washington transferred recognition from Taipei to Beijing in 1979 but is legally committed to helping Taiwan defend itself against possible Chinese attack. A multibillion dollar sale to the island of American command and control systems and other sophisticated armaments led to a freeze in formal contacts between the Chinese and American militaries when it was announced earlier this year.

Perry class frigates were designed in the U.S. in the 1970s. They can be used to launch submarine-hunting helicopters. China's submarine deployment in the Taiwan Strait - the 100-mile- (160-kilometer-) wide body of water separating the island from the mainland - is a major Taiwanese concern. **Source : AP / Google**

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The **PING CHI** seen in drydock in Shanghai – **Photo : Lineke van Nederpelt ©**

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Government Supports Sardinia Ferry Operator Tirrenia After Failed Sale

Italy, whose parliament last week approved budget cuts to lower the deficit to within European Union limits, agreed to back state-owned ferry operator Tirrenia di Navigazione SpA with new funds after abandoning a sale. The government yesterday afternoon approved "emergency financial provisions" for Tirrenia to help guarantee ferry services, it said in a statement. The sale was pulled after the government failed to reach a final agreement with bidder Mediterranea Holding.

Tirrenia, founded in 1936, runs passenger services and cargo ships linking the Italian mainland with islands including Sardinia and Sicily and to Corsica and Albania. Tourism to the islands soars during the month of August when most Italians take their summer vacations. UniCredit SpA advised the government on the sale. **Source : Bloomberg**



HAL's **MAASDAM** seen departing from Amsterdam – Photo : Marcel Coster (c)

Karnaphuli dredging likely to start in Dec

Abdullah Al MahmudThe much-talked about capital dredging of the river Karnaphuli and construction of a 2.5km marine driveway with bank protection wall along the city side of the river is likely to begin in December.

Chittagong Port Authority (CPA) completed pre-qualification bidding and short-listing of bidders last month in this regard where 12, out of 18 bidders, were found pre-qualified. A consultant team of Bangladesh University of Engineering and Technology (Buet) has already prepared tender documentation, project designing and other works required for floating the main tender.

Tender is likely to be floated by next week to appoint contractor for the dredging and construction works under the project involving around Tk 376 crore, said the sources at CPA. The implementation of the project is likely to start by December this year to be completed within the scheduled time, they hoped.

The capital dredging became a crying need since navigable capacity of the Karnaphuli decreased seriously in the upstream of Sadarghat lighterage jetty, sources said, adding that it has taken serious turn for lack of capital dredging for over two decades, sources said.

After the last capital dredging was done in 1987, the navigability of the river could be maintained only in front of the jetties and at the port channel through maintenance dredging. Massive siltation in the upstream of the river posed a threat to movement of inland water transports like cargo and passenger vessels. Deposition of silt in front of several jetties also caused the vessels anchor far into river to offload cargoes and passengers in Sadarghat area, said the sources. CPA also took initiative for the capital dredging project back in 2005. But, it could not be implemented due to a reported inflation of the project cost.

Process of implementing the project got a fresh start immediate after the shipping ministry approved the project on October 13, 2009. Sources said some 3.5 Million Cubic Meters (mcm) earth would be dredged from some 3km bed of the Karnaphuli stretching from Sadarghat lighterage jetty towards upstream some 500 meters off Shah Amanat Bridge (the 2nd bridge over the Karnaphuli) under the project.

At the same time a 2.5 marine driveway with bank protection wall and jetties would be constructed along right bank of the river stretching from Sadarghat to upstream, informed Project Director Habibur Rahman. As per the project profile approved by the shipping ministry, implementation of the project was scheduled to start on July 1 in 2009 to be

completed by June 1, 2012, Habibur said. Instruction has been made to complete implementation of the project within 18 months of commencement and within the scheduled time, he added.

Sources said of the estimated project cost, Tk 190 crore would be spent for construction of jetties, Tk 115 crore for dredging and Tk 50 crore for protection wall or embankments while the rest would be required other heads of the projects.

The cost for protection walls or embankments was earlier estimated at Tk 36 crore. But, it rose to Tk 50 crore since eight culverts required to be constructed before going for construction of the protection wall and embankments, sources said. CPA took a Tk 74 crore capital dredging project under a Japanese Debt Cancellation Programme for the same dredging and bank protection work back in 2005.

The Executive Committee of National Economic Council (EcneC) approved project concept paper (PCP) of the capital dredging project on February 27 in 2005 while the Department for Project Evaluation Committee (DPEC) okayed the project paper on May 11, 2005. But, a Revised Development Project Proforma (RDPP) prepared in June 2006 inflated the project cost by a staggering 345 percent to Tk 255.30 crore, prompting the shipping ministry to cancel the project.

A fresh DPP prepared in 2008 of Tk 411.72 crore was recast and a project profile was finalised last year to implement the project at a cost of Tk 376 crore, sources said. **Source : The Daily Star**



The **NORGAS SONOMA** seen in Rio Grande - **Photo : Marcelo Vieira (c)**

Sydney Harbour dredging project still being considered by Federal officials

The Cape Breton Post reports that Federal government officials are still considering a request for C\$19 million to help cover the cost of dredging Canada's Sydney harbour, according to the Nova Scotia government's current point man on the proposed project. Jamie MacNeil, an aide to Premier Darrell Dexter, said he has been speaking to senior staff members mainly in the office of National Revenue Minister Keith Ashfield, who is also the minister for ACOA and the Atlantic Gateway.

Officials in the office of Defence Minister Peter MacKay, who is also the minister responsible for Nova Scotia, would also be involved in considerations of the dredging project, MacNeil said. "We are keeping in contact with them. Other

than being in the room with them which obviously I can't do, they are assuring me that the decision-making process is ongoing." The federal government has already said it has not budgeted for the C\$19 million request for funding so that consideration of where any funding would come from is a major factor, he said.

Spokespersons for both Ashfield and MacKay were noncommittal Tuesday. A spokesperson for Ashfield said meetings with an all-party delegation in June were productive. **Source : Dredging News Online**

Dredging at Fremantle enters new phase

The dredging is to expand the shipping channel to accommodate bigger ships. The authority began the dredging in January to expand the shipping channel and accommodate bigger ships. The second phase involves the removal of limestone from the sea floor and is expected to be completed in November. The authority has warned the project will affect the clarity of the water. **Source : ABC Net**

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Above seen the dredger **Zhong Guo Shui Dian J08** departing from Sarens bound for IHC Slidrecht.

Photo : Erik Aarts (c)

Rescue Vlissingen 2010 a great succes!



August 4th in Vlissingen the 2 yearly large event **RESCUE VLISSINGEN** was held,



herewith a photo impression made by **Capt. Hans Bosch (c)**



Maersk raises Mideast/South America rates

Maersk Line will raise rates on shipments from the Middle East and Indian Subcontinent to the West Coast of South America and Central America, effective Sept. 1. The increases are \$250 per 20-foot container and \$500 per 40-foot container from all points in the Middle East and Indian Subcontinent (excluding Iran) to the West Coast of South America and Central America (excluding Cuba). From the Middle East and Indian Subcontinent to Cuba and from Iran to the West Coast of South America and Central America, the increases are \$200 per 20-foot container and \$400 per 40-foot container.

Beginning in August, Maersk will also begin assessing a heavyweight surcharge on shipments from Europe, the Middle East and India to all destinations in Australia and the Pacific Islands. The surcharge is 250 euros for 20-foot boxes weighing 10 to 14 metric tons, and 350 euros for boxes weighing more than 14 metric tons. **Source: American Shipper**

Samskip starts service between Rotterdam/Hamburg and Norway's West Coast

Samskip Multimodal Container Logistics will introduce a new weekly service linking the Netherlands with Norway's West Coast. With this new service, the company offers direct calls between Rotterdam and Hamburg and the ports of Stavanger, Haugesund, Bergen and Ålesund in Norway. Using its own fleet of equipment, Samskip Multimodal

Container Logistics provides this service on a door-to-door basis, whilst offering a quay-to-quay service for shippers' owned containers.



The **SAMSkip EXPLORER**

Photo :

Marijn van Hoorn (c)

With this addition, Samskip is extending its existing network to and from Norway significantly, as Caesar Luikenaar, Route Manager Norway Services at Samskip Multimodal Container Logistics, describes: "Adding the West Coast of Norway has been a

logical decision for us. Until recently, Norway was being served via the main ports in the Oslofjord. On-carriage to the West Coast was carried out through a combination of rail and road transport, resulting in additional transit time and cost. "With this new direct connection, we are offering direct calls on Norway's West Coast that are very cost competitive and lead to faster and reduced transit times. Since the Oslofjord service had already been well established, it was obvious to expand the Norwegian network further. In addition to this geographical expansion, Samskip will also introduce 45ft containers to this market, enabling customers to switch from using trailer cargo to the more environmentally friendly transport method of waterborne 45ft containers."

Samskip's new service will open up western Norway to the company's unique pan-European network. Calling at both the RST and ECT terminals in Rotterdam, the port is being used as the main hub for the hinterland of Benelux, France and Germany and offers links to Samskip's other multimodal and shortsea services to the UK, Ireland, Spain, Portugal and Italy. The service will depart the end of the week to arrive in Norway early the week after.

Caesar Luikenaar continues: "We have already started this service on a bi-weekly basis in June, but from the end of August we will be offering departures on a weekly basis to cater for increased demand during the fish season.

Together with Frigocare (our coldstore in Alesund) and our partner Coolboxx, we will offer both 40ft and 45ft reefer units, which are ideal for fish and other fresh commodities. We can thus cater for reefer business to and from the North West Continent through Hamburg and Rotterdam but also create connections to the rest of our vast network thus covering Iberia, Ireland, UK etc" With its specialized and extensive fleet of flatrack equipment, Samskip Multimodal Container Logistics offers logistics solutions for the West-Norwegian off-shore and heavy industry markets. For shippers' owned containers such as tank and bulk equipment, Samskip provides quay-to-quay services covering the entire network. **Source : PortNews**

Gulftainer expands operations in Iraq

UAE-based Gulftainer has won two contracts to operate at the port of Umm Qasr, gateway to Iraq. After having secured management and operation of existing Berth 8 on the south of the port earlier this year, the company has followed up with a second award for two berths, Nos. 10 and 11, at the new Iraq Container Terminal, which will begin operations upon completion in mid-2011.

Gulftainer is also entering into cargo-handling agreement with a local partner to open a cargo village at Sulaimaniyah airport while its subsidiary, Momentum Logistics, opened in late 2009 an office and depot at Zakho, in northern Iraq, to help cope with the 1,000 trucks crossing the border from Turkey. "We are looking at other terminal options and expansion of our transport and logistics activity in Iraq will continue," says Keith Nuttall, Gulftainer's group commercial manager. **Source: searadeasia**



The **CASTEL SANT'ELMO** seen passing Spijkenisse outward bound – **Photo : Lia Mets (c)**

Baltic Trading Limited Takes Delivery of Handysize Vessel

Baltic Trading Limited a drybulk company focused on the spot charter market, announced today that it has taken delivery of the Baltic Wind, a 2009-built Handysize vessel. The **Baltic Wind** is the first of three vessels to be delivered to the Company under Baltic Trading's agreement previously announced on June 9, 2010 to acquire three Handysize vessels from companies within the Metrostar group of companies. The Company has signed a novation agreement for the vessel's current time charter with Cargill International S.A., for an initial duration of 45.5 to 50.5 months and a minimum expiration of May 2013. The rate for the spot market-related time charter will be based on 115% of the average of the daily rates of the Baltic Handysize Index (BHSI), as reflected in daily reports. Hire will be paid every 15 days in advance net of a 6.25% brokerage commission, which includes the 1.25% commission payable to Genco Shipping & Trading Limited. Baltic Trading will not be responsible for voyage expenses, including fuel. **Source : Baltic Trading**

Genco Shipping & Trading Limited Takes Delivery of Supramax Vessel

Genco Shipping & Trading Limited announced that it has taken delivery of the **Genco Loire**, a 2009-built Supramax vessel. The **Genco Loire** is the second 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. Genco has signed a novation agreement for the vessel's current time charter with TMT Bulk Corporation at a rate of \$13,000 per day, less a 5% third party brokerage commission, with a maximum expiration of October 2010. The Company used its available cash to pay the remaining balance of \$29.16 million for the **Genco Loire**. On July 16, 2010, the Company entered into a commitment letter for a \$253 million senior secured term loan facility and, upon the closing of this credit facility, intends to use the credit facility to refund \$20 million associated with the purchase of this vessel to the Company.

Genco also announced that it has reached agreements to sign time charters for the **Genco Bourgogne** and the **Genco Pyrenees**, both 2010-built Supramax vessels, with Setaf Saget SAS. The **Genco Bourgogne** and the **Genco Pyrenees** represent two of the 13 Supramax vessels from the Bourbon acquisition. The time charter for the Genco Bourgogne is for approximately 15 to 17.5 months at a rate of \$19,900 per day, less a 3.75% third-party brokerage commission. The time charter for the **Genco Pyrenees** is for approximately 11 to 13.5 months at a rate of \$19,000 per day, less a 3.75% third-party brokerage commission. Both time charters are subject to the completion of definitive documentation and will commence upon delivery of the Genco Bourgogne and the **Genco Pyrenees**, respectively, which are expected during the third quarter of 2010. Genco Shipping & Trading Limited transports iron ore, coal, grain, steel products and other drybulk cargoes along worldwide shipping routes. Genco currently owns a fleet of 38 drybulk vessels, consisting of nine Capesize, eight Panamax, six Supramax, six Handymax and nine Handysize vessels, with an aggregate carrying capacity of approximately 3,044,000 dwt. After the expected delivery of four Handysize vessels and eleven Supramax vessels that Genco has agreed to acquire and retain, Genco will own a fleet of 53 drybulk vessels, consisting of nine Capesize, eight Panamax, seventeen Supramax, six Handymax, and thirteen Handysize vessels with a total carrying capacity of approximately 3,813,000 dwt. References to Genco's vessels and fleet in this press release exclude vessels owned by Baltic Trading Limited, a subsidiary of Genco.

Source: Genco Shipping & Trading Limited



The **HAVILA AURORA** seen outward bound from Rotterdam – Photo : Jan Verhoog (c)



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The 28.891 grt / 720 passenger **Mona Lisa** operated by Lord Nelson Seereisen, seen passing the Forth Rail Bridge August 5th 2010, the passengerliner was built as the **Kungsholm** for the Swedish America Line (1966); sold P&O, 1978, renamed **Sea Princess**, 1995, renamed **Victoria**, sold 2002 and named **Mona Lisa**, sailing as **Oceanic II** (2007) before becoming **The Scholar Ship** and then returning to name **Mona Lisa**, summer 2008.

Photo : Iain McGeachy (c)

Scorpio Tankers Inc. Announces Delivery of the STI Gladiator and STI Highlander

Scorpio Tankers Inc. announced yesterday that it took delivery of **STI Gladiator** and **STI Highlander**. The aggregate purchase price for both vessels was \$50.0 million. **STI Gladiator** and **STI Highlander** are the final two of the six vessels that the Company previously agreed to acquire in April and May 2010. **STI Gladiator**, a 40,000 dead weight ton ("DWT") product tanker, was built in 2003 at Shina Shipbuilding Co. Ltd. in South Korea, and **STI Highlander**, a 37,000 DWT product tanker, was built in 2007 at Hyundai Mipo Dockyard in South Korea. The vessels will participate in the Scorpio Handymax Tanker Pool, which is owned by a related party and includes a total fleet of 36 vessels. Scorpio Tankers Inc. is a provider of marine transportation of petroleum products worldwide. Scorpio Tankers Inc. currently owns four LR1 product tankers, four Handymax tankers, and one post-Panamax tanker with an average age of 5.5 years. **Source: Scorpio Tankers Inc.**



After departure of the **SAIPEM 7000** Wednesday evening and clearing the berth he **SOLITAIRE** arrived yesterday morning at the Heerema location in Rotterdam – Caland canal - **Photo : Robert Smith (c)**

New container line enters transpacific

Hainan P.O. Shipping Co. is planning a mid-August launch of a transpacific container liner service. The Central China/America West Coast Express Service will utilize four 2,700-TEU ships and offers a weekly service rotation of Ningbo , Shanghai, Long Beach and Ningbo. Transit time will be 12 days from Ningbo to Long Beach and 11 days from Shanghai to Long Beach, where the carrier will call the Pacific Container Terminal at Pier J. The vessels are Long Mu Wan, Xiang Sui Wan, POS Long Beach and POS Los Angeles.

The Shanghai-based carrier already offers domestic services in China and between China and Australia, and China and Vietnam. The new service to Long Beach will offer interior service to Chicago and Houston. Hainan P.O. Shipping is one of several carriers that have started transpacific services in 2010. Others include PIL and The Containership Company, which both launched new services in April. Horizon Line, will start marketing a new eastbound transpacific service later this year, using space on its vessels that it has sold wholesale to Maersk Line. The Federal Maritime Commission said Monday that Hainan P.O. Shipping, as a "controlled carrier" had petitioned for an exemption from the first sentence of Section 9(c) of the Shipping Act, 46 U.S.C. §40703, which normally requires government owned or controlled carriers 30 days notice before changing rates. The FMC is asking for public comments on the request through Aug. 20. **Source: American Shipper**



The **BERGE STAHL** arrived yesterday morning in Rotterdam-Europoort and was moored at the EECV –Westside
Photo : Bjorn de Groot (c)

OLDIE – FROM THE SHOEBOX

ROTTERDAM HARBOUR SCENE IN 1963



In front the (old) tugboat "**NETTA**", owner Mr Th van Giessen of Den Bosch (Holland) in charter of NV Handels & Transportmij. "Vulkaan", Rotterdam. She was built in 1905 in Hamburg as steamtug "**FLINK**" for the Kaiserliche Marine in Wilhelmshaven. Her last report is using for sea-angling in Ireland in 1974. In the background, the coaster "**Hollandia**" seen passing the **NETTA**. She was built in 1951 in Haarlem as "**HOLLAND**" (IMO nr 5153515), 1962 renamed "**HOLLANDIA**". About this coaster no further reports since 1988 and her existence is in doubt.

Photo: Coll. Capt. Frank Haalmeijer - © M. Balk.

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.... PHOTO OF THE DAY



Yesterday morning the **UNION BOXER** arrived in Rotterdam and departed later during the day with the **TAKLIFT 4**
Photo : Frans de Lijster (c)

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