

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 220



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The JASCON 31 seen fitting out at the Juisheng Shipyard (China), installed is an 400T OMC Huisman crane - Photo : Bart Klos (c)

EVENTS, INCIDENTS & OPERATIONS

FJELL LOADS JB 115 IN ROTTERDAM



Above and below seen Fairstars **FJELL** loading the **JB 115** at the buoys 81 in Rotterdam Caland canal, after seafastening the transport is due to depart Monday afternoon ,
Photo's top : Henk Dekker (c) and below Piet Sinke (c)



Tanker rates rebound relies on economic rebound: Tsakos Energy Navigation

In its latest outlook on the tanker market, provided with the company's first half results, Tsakos Energy Navigation (TEN) said that the turnaround in world oil demand and the continuation of contango, albeit at lower levels from the beginning of the year, led to an improvement in freight rates for the larger crude carriers. Such improvements, for the more optimistic, signified the end of the crude tanker recession while for others it was a cautious statement for things to come should the rebound in world economies stay largely intact. "TEN falls in the latter category and remains committed to its policy of a diversified fleet with flexible employment and upside options. The cyclical nature of the markets, particularly at this juncture of world recovery, merits caution and calls for prudence in both employment and growth. Cash preservation continues to be the cornerstone of TEN's strategy as was evident in the Company's non-restricted cash reserves this past quarter which stood at \$306 million. Looking ahead, it is becoming more evident that charterers continue to reevaluate the attractiveness of longer term charters and TEN will continue to explore all available options for the chartering of its vessels. Options that are consistent with the flexible elements that have so far enabled our fleet to perform successfully irrespective of market cycles. At the beginning of the third quarter 2010, 76% of remaining employable days are under secured revenue employment and 58% for 2011. Without taking into consideration the potential additional revenues from profit-sharing arrangements in place and assuming only the minimum rates for the remaining operating days in 2010, TEN expects to earn at least \$114 million in gross revenues. For 2011, based on the same assumptions, the minimum gross revenue already secured is estimated at \$145 million" said the company's analysis on market trends. "Once again, the Company maintained its momentum at a time where markets did not display a stable sense of direction. Our vessels exhibited high utilization levels, 98.5% for the first half of the year, as demand from charterers for term employment increased," Mr. Mr. Nikolas P. Tsakos, President and CEO of TEN stated. "With an improvement in world oil demand, an acceleration in scrapping and a disciplined newbuilding approach, our modern, versatile fleet will remain well positioned to take advantage of market upturns. Our objective remains to operate the fleet at the highest utilization levels possible, to vigorously monitor cost elements (as confirmed by the 14% quarter-over-quarter drop in operating expenses) to continue the quest of modernization and to explore sale & purchase opportunities for the benefit of both the Company and our shareholders," Mr. Tsakos concluded.

Meanwhile, during the first half the company's voyage revenues were \$217.5 million in the first six months of 2010, down from \$240.5 million in the 2010 period reflecting primarily the lower rates achieved, mainly on product carriers. TEN operated, on average, 45.8 vessels as compared with 46.0, a year earlier. The average daily time charter equivalent rate per vessel decreased to \$21,371 from \$25,187 while operating expenses declined to \$7,885 from \$8,932, a 12% reduction. In the first half of 2010, operating income was \$63.2 million which included gains on the sale of vessels amounting to \$20.2 million, compared to operating income of \$63 million (with no gains on the sale of vessels) in the first six months of 2009. Net income in the six months of 2010 was \$27.9 million, including gains on the sale of vessels of \$20.2 million, compared to net income of \$43.2 million, with no gains on the sale of vessels. Diluted earnings per share for the first half of 2010 were \$0.73, while diluted earnings per share for the first six months of 2009 were \$1.16. "A strong relative performance in a temporarily depressed environment is a strong testament to the efficacy of TEN's basic business strategy and management's execution," stated D. John Stavropoulos, Chairman of the Board of TEN. He concluded, "There are signs that the worst of the economic tsunami have passed. The renewed growth of the world's oil consumption driven by the dynamic expansion of the emerging economies is the foundation of our optimism. Meantime, the ability to operate profitably whereby sustained dividends, fleet growth and a strong financial position are fundamental to building shareholder value."

TEN's pro forma fleet (including the recently acquired Panamaxers) consists of 50 vessels of 5.3 million dwt. TEN's operational fleet consists of 46 vessels all of double-hull design of which 21 are ice-class. TEN's remaining newbuilding program includes two suezmax tankers totaling 316,000 dwt. TEN's balanced operational fleet profile is reflected in 21 crude tankers ranging from VLCCs to aframaxers and 24 product carriers ranging from aframaxers to handysize; complemented by one LNG. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Left seen the brand new '**Smit Koongo**', almost ready at the Uzmar Shipyard in Izmit.

A team of **Redwise** Ship Delivery are at present preparing the vessel for a delivery trip to Gladstone (Australia).

Next week they expect to sail for the epic **14,000+ miles** via the Panama Canal.

Photo : Capt. Bram van der Hout (c)

Israel Frees Turkish Aid Ship From Gaza

Israel has released a Turkish aid vessel, Mavi Marmara. The vessel was part of a flotilla that attempted to break an Israeli blockade and deliver supplies to Palestinians in May. The move comes a week after the United Nations launched an inquiry into the event, that left nine Turkish activists dead in a clash with Israeli forces.

Following a request from Ankara, a Turkish tugboat brought the Mavi Marmara out of Haifa. Israel's Defense Ministry said that it allowed the three Turkish towing ships to receive three vessels anchored at the Israeli port. They also retrieved the personal equipment that was aboard them.

Turkish Foreign Minister Ahmet Davutoglu confirmed that three of their seized ships had left Haifa. "Mavi Marmara ship left at 4:40 p.m. local time, while Defne ship at 5:20 p.m. and at 7:45 p.m. "Gazze" ship departed the Israeli port," Davutoglu said.

There are reports that Israel has not yet released the other three non-Turkish boats, including the Irish cargo ship, Rachel Corrie, which sailed towards Gaza a few days after the May 31 incident. Six aid ships had planned to enter Gaza to deliver 10,000 tons of humanitarian aid and Mavi Marmara was the largest among them that Israeli troops intercepted in May. The vessel was carrying activists from a coalition of pro-Palestinian groups. It may be noted that Hamas militant group took control of Palestinian territory in 2007, since then Israel and Egypt have blockaded it. Israel said that their blockade was aimed at stopping Gaza militants from obtaining rocket against Israel.

Referring to May 31 attack, Israeli military said that they responded in defense and accused the activists of starting the attack.

However, activists slammed the military commandos for opening the fire shortly after getting on the board of the vessel. Israeli initially refused Turkish demand for international probe on the incident but later when the UN started probe, it agreed to cooperate with them. **Source : allheadlinenews**



The **E-SHIP 1** departed from Emden – Photo : Bert de Winter (c)

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Seawell to acquire Rig Inspection Services

In the regulatory climate following the **Deepwater Horizon** disaster it seems certain that the market for offshore rig inspection services of every kind can only grow.

Certainly, Hamilton, Bermuda, headquartered Seawell Limited looks to be of this opinion. It has signed an agreement with the shareholders of Rig Inspection Services (RIS) for the purchase of 100 percent of the shares in their two operating companies for a price of NOK 30 million (about \$5 million) with a possible additional NOK 30 million based on financial performance over the next two years.

RIS is an inspection services company, based in Singapore and Perth (Australia) and operating on a global basis. It has 56 employees and its customer base includes major oil and contracting companies such as Shell, Chevron, BHP Billiton, Transocean, Diamond Offshore, Noble and Seadrill.

RIS offers specialized industry knowledge and experience with broad inspection expertise. RIS surveyors and inspectors are on call 24/7 to provide services that include rig acceptance and safety surveys, rig condition and benchmark surveys, subsea and surface well control equipment inspection and oil country tubular goods (OCTG) services.

Jorgen Peter Rasmussen, Chairman of Seawell Limited commented: "This is a strategic acquisition for Seawell and an important step in the company's global expansion and service portfolio. The addition of RIS to the Seawell group of companies compliments the Seawell drilling facility engineering capabilities and allows us to offer our clients a very broad range of inspection services on rigs, risers and drilling equipment on a global basis."

RIS and Seawell have plans for further improving the geographic base for RIS services. This includes the early establishment of RIS inspection and survey capability through the Seawell presence in Houston. This will provide improved levels of service to existing RIS clients operating in the Gulf of Mexico, and further assist the response to the expected changes in regulations, following the recent incident there.

Thorleif Egeli, CEO Seawell Management commented: "RIS will be able to capitalize on Seawell's international platform to achieve their expansion goals while the RIS geographical footprint in the Asia-Pacific region will give Seawell an established network for distribution of its services and technologies to a new client group. Furthermore, RIS will provide Seawell with access to services to complete the integrated asset management value chain, with excellent potential for front-end engineering and back-end modification and upgrade projects for our drilling facility engineering group." **Source : MarineLog**



The **RED HUSKY** seen in Great Yarmouth – **Photo : Paul Gowen (c)**

Attack caused damage to Japan tanker

Investigators have found traces of explosive on a Japanese supertanker damaged near the Strait of Hormuz last week and conclude the ship was the target of an attack, the United Arab Emirates news agency said on Friday. The 31 crew aboard the 333-metre-long **M.Star** reported an explosion shortly after midnight on July 28, injuring one seaman but causing no oil spill or disruption to shipping in the strategic waterway. "An examination carried out by specialised teams has confirmed that the tanker has been the subject of a terrorist attack," the state news agency WAM said, quoting an unidentified coastguard source. "UAE explosives experts who collected and examined samples found a dent on the starboard side above the water line and remains of home-made explosives on the hull", the source said.

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A spokeswoman for shipowner Mitsui O.S.K. said the company could not confirm details of the WAM report. "The investigation on the tanker is still continuing, and while we are looking at all possibilities, the company has not heard anything that will help determine the cause of the damage," she said. A spokesman for the U.S. Fifth Fleet, part of an international coalition of navies that patrol Gulf waters, confirmed U.S. Navy divers had played a part in investigations but had no immediate comment on the UAE report. The report said the **M.Star** had left UAE waters to resume its voyage to Japan and trade sources confirmed the ship's departure.

Industry sources said the tanker carried more than 2 million barrels of Qatar Land and Abu Dhabi Lower Zakum crudes, equivalent to about half of Japan's daily oil needs. The **M.Star** incident provoked several theories about the cause, ranging from a freak wave to a collision with a U.S. nuclear submarine. Two days ago, a statement from a militant group calling itself the Abdullah Azzam Brigades, which is linked to al Qaeda, claimed responsibility for the incident.

Bordered by Iran, Oman and the United Arab Emirates, the narrow Strait of Hormuz handles 40 percent of the world's seaborne oil and is patrolled by U.S. and other warships. Al Qaeda has threatened to attack shipping there in the past. A Japanese Foreign Ministry official had no immediate comment on the report. Mitsui President Koichi Muto said he did not rule out the possibility that an attack caused damage to the ship, the Nikkei business daily said on Friday. The ship was smashed in on the starboard side of its hull above the water line and a lifeboat was blown off the deck and windows and doors were smashed. **Source: Reuters**



The **HIGHLAND CHAMPION** seen arriving in Ijmuiden – Photo : Willem Koper (c)

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The **SIAM PROJECT** seen passing Vlissingen at the Westerscheldt river – Photo : Henk Reurink ©



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Search ended for missing Scottish fisherman

The search for a teenage fisherman, missing at sea after a collision involving a ferry has been ended hours after a sailor involved in the search operation told Channel 4 News there is "no longer much hope".

Last night the passenger ferry The **Scottish Viking** collided with a small 14 metre fishing boat about five miles from the coast of St Abbs near Eyemouth. The 20-year-old skipper of the boat was rescued soon after the incident but his brother - thought to be 16-years-old - is still missing. Sue Todd from the Forth Coastguard had said the weather conditions were making the search difficult.

Fifteen independent fishing boats had also been part of the search operation which resumed early this morning.

One fisherman at sea had told Channel 4 News that there was no longer much hope for the teenager. "We have to be realistic," he said. "We are staying out here to try and find the body so we can bring him home." An investigation has now started into exactly how the ferry collided with the fishing boat yesterday evening when the conditions were calm and clear.

The **Scottish Viking** is operated by the Dutch Norfolkline group and registered in Italy. It left the Scottish port of Rosyth bound for Zeebrugge. The ferry is equipped with radar and should have had someone acting as a lookout on the deck. At 8pm last night it entered an area popular with prawn fishermen and hit the trawler. The ferry then launched a fast Response Craft to look for survivors before it continued on its passage. When The **Scottish Viking** returns to Scotland tomorrow lunchtime, coastguard enforcement officers and investigators from the Marine Accident Investigation Branch will board the ship and interview the crew.

They will check to see if all the equipment on board was working properly and make sure that a look-out had been posted on deck. The Ferry travels at a speed of 22 knots compared with a maximum speed of about five knots for the fishing trawler. Officials will also be able to access the ships Automatic Identification System (AIS) to see the exact course that the ferry took. **Source : Channel News 4**



The **CELANDINE** seen in Zeebrugge - **Photo : Steven Oppeel - www.stevo.be ©**

Bow Saga attackers evade prosecution

The seven suspected pirates who were captured by EU Navfor shortly after the attack on the Norwegian chemical tanker **Bow Saga** on August 3 in the Gulf of Aden, will, it seems, evade prosecution. Due to the legal framework and timelines encompassing piracy and criminal activity at sea, the prosecution of the seven individuals in this specific case could not be initiated with confidence, EU Navfor wrote in a statement on Wednesday.

While under attack, the vessel sent a distress call and an EU Navfor unit close to the scene immediately sent a helicopter to assist - it managed to ward off the pirates. Shortly after the Spanish warship **SPS Victoria** intervened and managed to seized the suspected pirates, their skiff was searched by a boarding team from Victoria and weapons were subsequently found. The 40,085 DWT NIS-registered **Bow Saga**, built in 2007, is owned by Odfjell. **Source : Shipgaz**

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Baron van Lynden er uit voor kite surfer.

Zaterdag 7 augustus om 13.05 uur werd de bemanning van de **Baron van Lynden** van KNRM station Ouddorp, door het Kustwacht Centrum gealarmeerd voor een kite surfer in de problemen, aan de buitenzijde van de Brouwersdam op de Noordzee.

Dit bleek net voorbij de werkhaven te zijn. Met de reddingboot **Baron van Lynden** werd ter plaatse gegaan. De Duitse kite surfer liep net het strand op en werd daar opgevangen door de bemanning van de KHV (Kust Hulpverlening Voertuig). Hij verkeerde in goede gezondheid. Nadat zijn gegevens waren opgenomen keerde de reddingboot terug naar station.

CASUALTY REPORTING



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18 Tanzanian children drown in Lake Victoria

Eighteen Tanzanian children drowned when their crowded boat capsized in strong winds on Lake Victoria, a regional official said on Friday. Thirty seven people were on board the small boat when it sank on Thursday in Africa's largest lake.

Boats capsize often on Lake Victoria, which is roughly the size of Ireland, due to rough waters and poorly maintained ships. "All 36 passengers on the boat were primary school pupils. Eighteen of them died," Mwanza regional commissioner Abbas Kandoro told Reuters by phone. He said 19 were rescued, including a crewman.

"We suspect the cause of the accident was overcrowding of the boat and bad weather." Kandoro said rescue workers had so far recovered 13 bodies from the lake which is bordered by Tanzania, Uganda and Kenya. **Source : reuters**

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Russia tests two intercontinental missiles

Russia has conducted a successful test of two submarine-launched intercontinental ballistic missiles, a defence ministry spokesman was quoted as saying by the Interfax news agency. The two Sineva (NATO identification: SS-N-23) missiles were launched by the nuclear submarine Tula from the Barents Sea towards the Kura test range on the Kamchatka

peninsula in the Russian Far East. "The warheads hit their targets at the expected time," said the spokesman. Sineva missiles are capable of carrying up to 10 nuclear warheads, according to the website GlobalSecurity.org, and were put into service by the Russian military in 2007. **Source : Hindustan Times**

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The TSHD **HAM 312** left the dry dock in Ajman (UAE) – **Photo : Jan Elzinga ©**

SembCorp Marine says Q2 net profit up 28 percent

Sembcorp Marine, the world's number two oil rig builder, reported on Tuesday a better-than-expected 28 percent rise in second quarter net profit, helped by higher margins and earlier completion of projects. The company, 61 percent

owned by Sembcorp Industries , earned S\$176.1 million in the April-June period, up from S\$138.1 million a year ago. The result beats the S\$141.6 million forecast of two analysts surveyed by Reuters. **Source: Reuters**

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The **GRANDE BUENOS AIRES** seen at the Elbe river – **Photo : Bas van Hoorn (c)**

Danish coaster at compulsory auction in Miami

The Danish owned coaster **Stella Maris** is about to be sold on auction in Miami, Florida, at the beginning of September. The vessel was arrested in March, after twelve crewmembers claimed they were owed USD 133,000 in unpaid wages. The crew members (mostly Polish citizens) are hired by a management company, which has not been paid by the owner Stella Shipping, Marstal. Stella Shipping had a terrible year in 2009 with a deficit of DKK 21.7 million due to a very poor market. As a consequence several sister ships to **Stella Maris** under construction in Bangladesh have been sold off. **Stella Maris** was delivered in late 2008 as the first ever export newbuilding from a

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shipyard in Bangladesh. The ship sails under Antigua and Barbuda flag. Jan Fabricius, chairman of the board in Stella Shipping has been unavailable for a comment.

Source : ShipGaz



An impression of dredging works by Van Oord in Norrköping harbour, above seen the Backhoe dredger **SIMSON** and below the **HERON** and **KATTEGATS** in action

Photo's : Jeroen van Elewoud (c)



Congestion at Indias Chennai port delayed tanker loading, unloading

Product and crude tankers waiting to load and unload cargoes at the key east coast Indian port of Chennai are experiencing huge delays because of a congestion caused by the bunching of vessels, a port official said Tuesday.

"There are 10 vessels waiting outside the port for loading and unloading operations," the official said over the phone, adding that vessels will have to wait between 2-30 days for cargo operations. The official said that currently two vessels are delayed at the berth while other ships wait at the anchorages. The delays are "simply because of congestion," a broker said. "What I meant is that there are too many ships and too few berths. So every now and then bunching takes place," the broker added, explaining that vessels involving in crude, export and import of products and coastal trade call up the Chennai port regularly. Some of the tankers waiting for berthing currently at the Chennai port include the Ocean Emerald, Gold Express, Arion, Nisum Maersk and Desh Rakshak. "It is just really slow. About 9-10 vessels are waiting for discharge at the product berth. One vessel we had fixed came and asked for a two-week laycan extension," a chartering source with an oil major said. Meanwhile, congestion at the port continued to frustrate IOC spot fuel oil customers, who in recent months have had to wait for the fuel oil for 2-6 weeks before loading their spot buys from the port. In mid-June, IOC was unable to load 30,000 mt of high sulphur fuel oil for export to its buyer Itochu during the allocated laycan, due to the berth delays which dragged on for close to a week after the scheduled loading dates stipulated in the seller's tender. According to some sources, Russian trader Gunvor chartered a ship to load a similar parcel over July 5-8, and is said to have waited for close to a month before the product was on board the vessel. The vessel is expected to arrive to Singapore soon, a trade source with knowledge of the matter said. Oil major BP's vessel was also said to still be waiting at the port for their spot parcel, which was supposed to have been loaded over July 15-18, at least two sources said. "BP is still waiting for its fuel oil for half a month," a fuel oil trader said. "It is not a matter of availability of oil, it's just a jam. The port is handling naphtha exports, gas oil and gasoline imports." Gunvor declined to comment, while BP could not be reached for comment. According to the Port of Chennai Website, there are two oil berths at the port, Bharathi Dock-I and Bharathi Dock-III. The former is for exporting oil products, while the latter is used for importing crude. The facilities at the two berths include pumps with the capacities of 3,000 mt/hour for crude and 1,000 mt/hour for other petroleum products. Both IOC and Bharat Petroleum Corp. Limited are known to use the Port of Chennai to load and discharge oil products. **Source: Platts**



The **GOLDEN PURITY** seen anchored off Mumbai, the vessel is on hold in view of the sinking of the Coast Guard patrol vessel **VIVEK** in the port of Mumbai - **Photo : Alexander Gorter (c)**



www.mammoetsalvage.com



The **KOTOR** seen enroute Rotterdam-Waalhaven - Photo : Wil Kik (c)

Uni Tankers sells the oldest unit to Russia

Uni Tankers, Middelfart, has sold its veteran tanker **Arctic Swan** to Russian Luk Oil. The tanker has been delivered and is now engaged in bunker operations in the Black Sea under the name of Tekos. The tanker remains under the Panamanian flag. The **Arctic Swan** was the oldest in the Uni Tanker fleet and was built in 1970 at Lödöse Varv, Sweden, as the Ottawa for OT Rederierna at Skärhamn. The vessel sailed under the names of **Jessica** and **Lindtank**, flying the Swedish flag, before it was sold to Uni Tankers and flagged in Panama in 1991. The ship was first named Nordtank, but in 1996 the vessel was renamed the **Arctic Swan**. The vessel has been trading in North European waters since 1991, and the last couple of years it was time chartered to Rederiet M. H. Simonsen, Svendborg. After the sale the Uni Tankers fleet consists of several of tankers above 15,000 DWT, the **Dane Swan** on 1,165 DWT is the only exception. Source : ShipGaz


A black and white photograph of a sailboat racing on the water, with a crew of people visible on deck. The boat is leaning to the left, and the water is splashing around the hull. The text 'BRESKENS SAILING' is at the top in large blue letters. Below the photo, 'THE CHALLENGE' is written in large blue letters, followed by '27-28-29 AUG-2010' in white letters on a blue background. Below this, there is a block of text in white on a blue background. At the bottom, there is a white bar containing several logos: a yellow and blue logo, a red and white logo, the 'Allard' logo with 'Borren's Store' underneath, the 'ABN-AMRO' logo, and a blue logo with 'MAC' and 'Maritime Activity Centre' underneath.

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Port of London is increasing cargo volume

The volume of goods passing through the Port of London recovered in the first six months of this year after a downturn in 2009, it has been announced.

The port handled 23.3 million tonnes of goods in January-June 2010 – a 1.3% rise on the figure for the first half of last year, the Port of London Authority (PLA) said. In the whole of 2009, London handled 45 million tonnes, 14% down on 2009 and the lowest annual amount since 1992.

PLA chief executive Richard Everitt said: "This result today is consistent with the modest recovery in economic activity that we have seen since the middle of last year. "Interesting trends to draw out include the continued fall in throughput of building materials, consistent with the low level of construction activity. In marked contrast, container and other unitised cargoes showed very strong growth, underlining the attraction of London as a centre for trade."

He went on: "The uncertainties coming from the cuts to public sector spending make it difficult to predict the likely full-year trade figures. "Nevertheless, the port continues to attract investment, with dredging for DPWorld's ?1.5 billion London Gateway container port scheme on the north bank of the river now well under way." **Source: Msn Money**



The **MSC OPERA** visited Amsterdam – **Photo : Joop Marechal (c)**

An advertisement for Antwerp Towage NV. It features two images of tugboats: one on the left with a red and blue background, and one on the right with a yellow and blue background. Below the images is the company name 'ANTWERP TOWAGE NV' in large blue letters, followed by the website 'www.antwerp-towage.com' and email 'info@antwerp-towage.com'. There is also a small logo on the left and a 'MULTISHIP TOWAGE SALVAGE' logo on the right.

Breakbulk bounces back

Throughput figures for breakbulk cargo (steel, non-ferrous metals, paper and timber, fruit, project cargo) in the first half of 2010 were 18% up on the same period of 2009, at 3.3 million tonnes. Although the crisis continues to leave its mark in Rotterdam too, the recovery is more marked here than elsewhere.

The increase is largely down to the transshipment of steel at Steinweg Maasvlakte, slabs from Germany to the United States, and Broekman Distriport with more imports of high-grade steel products from Sweden. The picture for non-ferrous metals, mainly aluminium, at the main terminals (Steinweg, Metaaltransport and Broekman Distriport) was varied but, on balance, remained consistent. More project cargo was transshipped thanks to the incoming freight

barge hulls handled at the buoys and the handling at Broekman Distriport of wind turbines and components for a project at neighbouring Huntsman. The handling of paper and timber products proved and is proving to be reasonably resistant to the effects of the crisis. The conventional transshipment of fruit has been suffering for some time from the continuing process of containerisation and the problems at the Seabrex terminal, resulting in bankruptcy. The relaunch by Sea-Invest as Rotterdam Fruit Wharf offers prospects which should take real shape with the construction of a new 'Cool Port' on the south bank.

Investments in modernisation and expansion bore fruit in the first six months. Not only on the Maasvlakte, Steinweg, but also in the Waalhaven area at Rhenus Logistics. In this area, the Port of Rotterdam Authority and businesses are also redeveloping the RDM-East site for the handling of project cargo and metals. Stevedore RHB is strengthening its position in project cargo by deploying the strongest - 208 tonne - mobile port crane in Europe. **Source: Port of Rotterdam**



The **MSC SARISKA** seen anchored off Mumbai – **Photo : Alexander Gorter (c)**

New SE Asia – Middle East service from Asian container lines

Evergreen Line, Orient Overseas Container Line (OOCL) and Simatech Shipping are to operate a new joint Southeast Asia-India-Middle East liner service beginning on August 20. The ASEAN-Gulf-ISC (AGI) service will operate using five 2,700 TEU ships and call at the following ports with a 35-day rotational voyage.

Laem Chabang – Singapore – Tanjung Pelepas - Port Klang – Colombo – Jebel Ali – Karachi – Mundra – Colombo – Port Klang – Singapore – Laem Chabang.

"Evergreen, OOCL and Simatech have entered the new service to meet growing trade demand between ASEAN nations, India, Pakistan and the United Arab Emirates. The AGI service will shorten transit times and enhance the shipping network in the region," the lines said in a statement. **Source : Seatrade Asia**

Seven Scandinavian ro-ros recycled



Seven Scandinavian ro-ro vessels have gone to the shipbreakers in the last six months as a consequence of a non-existent second-hand market for these older units. Six of the ships come from the DFDS network, while one is a former Transatlantic vessel.

Left :
Tor Belgia – Photo : Willem Kruit (c)

This vessel is the **Oak**, ex **Transoak**, which has been laid up at Landskrona for more than a year. The ship will soon sail for India for recycling. Last week, two former DFDS-chartered ro-ros arrived in Alang, India, to be recycled.



The **TOR ANGLIA** – Photo : Frits Janse (c)

They are the **Dubai Star**, ex **Tor Belgia**, which was beached on July 25, and the **Minerva**, ex **Tor Minerva**, which was beached on July 26. Earlier this year, DFDS sold the **Tor Anglia** for recycling in China, and late last year the **Sea Corona** was recycled in India.



In June, the Norwegian owned **Humbria**, ex **Tor Humbria**, arrived in Aliaga, Turkey, for recycling.

Photo : Piet Sinke (c)

The seventh ro-ro due for recycling is **Tor Bellona**, which has been redelivered from DFDS to its Norwegian owners and is currently in Suez bound for Alang. All

former DFDS chartered units have been redelivered to the owners before their last voyage. **Source : ShipGaz**



The **DMS CROW** seen outbound from Rotterdam bound for Sweden
Photo : R & F vd Hoek – Lekko (c)

OLDIE – FROM THE SHOEBOX



Above seen the "classic" freighter **GIESSENKERK** of VNS arriving Durban in 1970.
Photo : Trevor Jones (c)

.... PHOTO OF THE DAY



The 180 mtr long **PAMAKARISTOS** seen entering the "Krabbegul" in Dordrecht

Photo : Marijn van Hoorn (c)

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