

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 221



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**The Sikorski 92 C-GVCH seen landing on the ACERGY FALCON
Photo : Jan Plug (c)**

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The 2005 built **STENA CHIRON** seen in Rio Grande – Photo : Marcelo Vieira (c)

SCI awaits govt call on fate of its JV with Iran firm

State-run Shipping Corp. of India Ltd (SCI), India's biggest ocean carrier, is awaiting government instructions before deciding the fate of its 35-year-old joint venture with the Islamic Republic of Iran Shipping Lines (IRISL), a company facing economic sanctions because of Iran's nuclear programme, a top SCI executive said.

"The Irano Hind Shipping Co. (IHSC) was formed in 1975 on the basis of a bilateral agreement between India and Iran. So the government definitely has to give directions (on what to do)," said an SCI director, who did not want to be named because of the sensitive nature of the issue. An SCI spokesman declined to comment. The Union shipping ministry also did not comment. SCI holds a 49% stake in IHSC, which runs a seven-ship fleet. "Since Irisl has a 51% stake in Irano Hind Shipping, which is based out of Teheran, the company (Irano Hind) has also come under the sanctions," the SCI director said, adding that while there was "no problem" in running the joint venture, it was facing a "squeeze". The European Union (EU) has in the past few days frozen assets belonging to around 24 firms said to be associated with the Islamic Republic of Iran Shipping Lines after the European Parliament imposed sanctions against Iran. The restrictions have been imposed because the EU and the US maintain that the West Asian nation is intent on developing nuclear weapons. Iran has denied this, saying its nuclear programme is a peaceful one meant to generate power. IRISL, Iran's major ocean carrier, has been hit by the sanctions because it is said to be associated with the powerful Iranian Revolutionary Guards, an assertion that has been rejected by the company. The SCI director cited earlier said the Indian firm would maintain status quo until it receives directions from the government. He added that the joint venture had "sorted out" insurance-related issues after global insurers declined to cover the ships due to the sanctions. "We have got our own insurance now," he said, without giving any details. **Source: Live Mint**

2009 Becoming A Bad Memory As Shipping Container Volumes Rise

Orient Overseas (International) Limited and its subsidiaries including Orient Overseas Container Line (OOCL) this week announced a profit attributable to equity holders of US\$1,284.6 million for the six month period ended 30th June 2010. OOCL carried 39% more containers in the period whilst the new rate increases, covered here fully in the past few months, held up to further boost the figures. An operating profit which jumped 262% from a loss of around \$190 million to a profit of \$310 million demonstrates the strength of the company's recovery. A net profit of over \$1 billion on the \$2.2 billion sale of Orient Overseas Developments Limited (OODL), the group's property arm, to CapitaLand China (RE) Holdings Co. Ltd. was a huge bonus for Orient but even before this Orient Overseas chalked up a \$287 million profit against losses of almost \$220 million in the same period last year and the container shipping line OOCL say their liquid assets held were close to \$4 billion at the end of June.

Assets include nine new containerships which the company took delivery of in the past few months with capacities of between 4578 and 8063 TEU's each completing outstanding orders with the Samsung Heavy Industries Co Ltd in South Korea. The company still has outstanding orders for six 8,600 TEU vessels from Hudong – Zhonghua Shipyard (Group) Co. Ltd, which will be delivered between 2011 and 2013. Commenting on current conditions in the container shipping market OOIL Chairman Mr. C C Tung noted : "While the strengthened demand experienced in the first half of the year has seen a welcome return to profitability for the industry, some caution is warranted to the extent that the demand has been driven by inventory level changes and is not necessarily indicative of actual underlying consumer demand during the period. Should second-half demand for consumer products and semi-finished goods prove to be as strong as is being anticipated, conditions for the container industry should remain positive for the remainder of the year and into 2011." The biggest recent trade jump has been in the Asia to Europe sector where container revenue rose in the second quarter by 128.7% on an increase of 11.5% in TEU numbers against 2009 totals. This helped overall shipping revenue to rise year on year by 38.5% from \$1.8 billion to \$2.5 billion. The combination of an increase in container numbers coupled with a return to a practical rate tariff after the panicked, fire sale mentality which was occurring a year or so ago, seems to have steadied the ship, at least for OOCL. **Source: Handy Shipping Guide**



The **CMS BUSTER** seen off Hoek van Holland – Photo : Rob van Deijk (c)

LETTER RECEIVED FROM A READER

Bambi swimming in the Waterweg reminds me of a similar incident from the 1960's when antelopes were released out of their cages on my ship. They were in an animal transport from Walvis Bay to various Zooparks in Europe, and someone opened the doors out of spite for being fired. That was quite a day in Rotterdam. I recall. I think we got them all back. Just another day in the life of a cargo officer, in those days. Source : Okke Grapow

S.Korea stages night drills to detect N.Korean subs

South Korea's navy has staged intensive night-time exercises aimed at detecting North Korean submarines as a key part of its five-day drill scheduled to end Monday, military officials said. The country's largest-ever anti-submarine exercise is going ahead in the Yellow Sea in response to an alleged North Korean attack on a South Korean warship which killed 46 sailors.

The North vehemently denies carrying out the attack in March and has threatened retaliation for the naval drill, which involves 4,500 troops, 29 ships and 50 fighter jets. The exercise is one of a series planned in coming months -- some of them with South Korea's ally the United States -- in a show of force against the North.

The current drill is focused on improving military capabilities to detect North Korean submarines and torpedoes, after the navy came in for strong criticism for failing to detect the alleged night attack on March 26. The Joint Chiefs of Staff said the night training has been held for six to seven hours starting around 8:00 pm (1200 GMT), with all ships equipped with sonar taking part.

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"For now, everything is proceeding in line with our drill plan," a JCS spokesman told AFP Sunday. A team of international investigators said they found overwhelming evidence that a North Korean submarine fired a heavy torpedo to break the corvette in two near the disputed Yellow Sea border.



Left : The South Korean **DOKDO**

The communist North says the allegations are part of a smear campaign by the South and the United States.

"The anti-submarine exercise... is a prelude to a war of aggression against the North," the newspaper of its ruling communist party, Rodong Sinmun, said Saturday. The North's military has threatened "the most powerful"

retaliation if the South triggers a conflict during the current exercise. "Our warning is not empty talk," the paper said without elaborating **Source : AFP**



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The **BRITISH ESTEM** seen moored in Rotterdam-Europoort – **Photo : Piet Sinke ©**

Flying The Flag

One of the largest shipping exhibitions in the world – playing host to more than 52,000 international visitors and 2,000 exhibitors – is to recognise the International Maritime Organization's (IMO) 'Year of the Seafarer' by supporting the global maritime charity Sailors' Society, drawing attention to the vital practical, emotional and spiritual support it offers to merchant seafarers across the world.

The Shipbuilding, Machinery and Marine Technology International Trade Fair in Hamburg has donated stand space to the charity so that it can raise awareness of its initiative, which enables shipping organisations to make their own tribute to the IMO Year of the Seafarer by donating to the charity.

Director of Fundraising Jan Webber said: "We are very grateful to the organisers of the SMM International Trade Fair for their generous gesture of a donated stand. We would also thank Reference Point, who helped us secure the space. This is a great opportunity and it will ensure that we can further engage the shipping industry in our IMO Year of the Seafarer campaign."

Nele Andersch from Reference Point (Europe) Ltd explained that the conference organisers were equally delighted to have the Sailors' Society at the event: "It goes without saying that seafarers are as vital to our industry as the equipment and the ships themselves. Sadly, their spiritual wellbeing cannot be part of a vessel's maintenance schedule, and they are frequently isolated and suffer in silence for a variety of reasons often associated with being away from home for long periods. We are pleased to donate space to the Sailors' Society which performs a vital role in fulfilling this essential human support task. Our industry would be a lonely and impossible place for many without their tireless and often unnoticed work behind the scenes."

Sailors' Society will be at stand no. 172a in hall B1, Upper Floor, throughout the exhibition from 7th – 10th September.

If you would like to find out more about the Sailors' Society's Year of the Seafarer campaign, or make a donation, please contact the Sailors' Society on corporate@sailors-society.org or follow them on twitter www.twitter.com/sailorssociety Source : ShipTalk



The **COSCO PHILIPPINES** seen assisted by the **SD SHARK** and **SD SEAL** in Rotterdam-Europoort
Photo : Marijn van Hoorn ©



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TOR BRITANNIA



Seen in 1975 the **TOR BRITANNIA** moored in Harwich and below seen the latest **TOR BRITANNIA** which will be renamed **BRITANNIA SEAWAYS** very soon

Photo's : Jan Steehouwer (c)



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Traffic suspended at Mumbai harbour after ships collide

Traffic at the harbour here was partially suspended today as a precaution following the fall of 10 to 15 oil containers from the **MSC Chitra**, an outbound merchant vessel from Navi Mumbai, after a collision with another vessel, the **MV Khalijia-III**, five nautical miles from shore. Ships of small draft were allowed, as six Coast Guard vessels and a helicopter with anti-pollution dispersal spray systems were pressed into service to contain an oil spill. About 15 tonnes of oil spill is estimated.

Rahul Asthana, chairman of Mumbai Port, told Business Standard: "It is expected that normalcy will be restored soon." He said there wasn't much oil spill and no casualties, as 33 crew members were rescued. Currently, **MSC Chitra** has been surrounded by several boats. According to Coast Guard sources, the vessel is tilting at more than 70 degrees and is highly likely to capsize. MSC Chitra had 2,662 tonnes of fuel, 283 tonnes of diesel and 88 tonnes of lube oil.

"The ships coming towards Mumbai Port might hit containers in the water and may cause problem for the inbound ships, because of which we suspended the traffic," Coast Guard sources said. A preliminary probe indicates navigational error by captains of the two ships could have led to the collision. Chitra, heading towards Mundra in Gujarat, was loaded with dry cargo containers and Khalijia had 30,000 tonnes of steel coil. Khalijia had reported on-board flooding off the city harbour on July 19 after developing cracks and had been stationed here since for repair.

The Directorate General of Shipping would be enquiring into the collision **Source : business Standard**

NAVY NEWS



Seen in Kristiansand the Norwegian Coast Guard Cutter 'W 341 Bergen'. - Photo : Bernt R.Koning (c)

USS Georgia Returns from Maiden Deployment



The fourth of the four guided-missile submarines (SSGNs) returns home from its maiden operational deployment as a newly converted SSGN to Naval Submarine Base Kings Bay, Ga., August 7. **USS Georgia (SSGN 729)** (Gold), commanded by Capt. Mike Brown, returns to its homeport after a 12-month deployment in the 5th and 6th Fleet areas of responsibility.

"These Sailors transformed the ship from a shipyard environment to completing its first deployment, conducting the full spectrum of submarine operations," said Brown. Georgia has two crews, Blue and Gold, which alternated manning the submarines while on deployment. Each crew completed two deployment periods, swapping crews in Diego Garcia.

"As two crews, team **Georgia** achieved great success in a myriad of mission areas, demonstrating the SSGNs full capacity to support the combatant commander in forward deployed operations," said Brown. Georgia's deployment accomplishments include three mission periods supporting national and theater tasking and multiple Tomahawk strike exercises in the European Command and Central Command areas of responsibility. The Kings Bay Trident Refit Facility conducted four voyage repair periods in Diego Garcia to maintain the high operational tempo of **Georgia**.

"The ship operated for over a year away from home, traversing thousands of miles, piloting many straits, including two liberty ports of call in Souda Bay, Crete,

and Manama, Bahrain," said Brown. **Georgia** has been homeported in the state of Georgia since December 2007 and

is one of two U.S. Navy vessels named after their namesake states that are currently homeported in their namesake state.

"Now it is time for **Georgia's** Sailors to spend some much deserved time with their family and friends," said Brown. "We sincerely appreciate the continued support of our families, the Kings Bay community, and the citizens from the great state of Georgia as we prepare for Georgia's next deployment."

Georgia completed its conversion from a ballistic missile submarine to a guided-missile submarine and returned to service March 28, 2008. **Source : Commander, Submarine Group 10**



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ROUTE, PORTS & SERVICES

Falling insurance premiums in pirate-infested waters

The insurance premiums paid by shipping companies to cover kidnappings and the payment of ransoms to Somali pirates have fallen sharply since Beluga Shipping's **BBC Trinidad**, 9,775 dwt, was hijacked in the Gulf of Aden in August 2008, writes Bloomberg News. Since then ,there have been many more hijackings and a growing number of companies are offering insurance protection.

Buying USD 5 million in insurance protection now costs as little as USD 15,000 per voyage, half what it cost in 2008", says William Miller, the director of Willis Group Holding Plc's Kidnap and Ransom department in London, to Bloomberg News. Beluga Shipping paid a USD 1.1 million ransom for the release of the **BBC Trinidad**. The insurance premiums cover ransoms for ship and crew, including negotiations with pirates and the cost of special forces to deliver the ransom. **Source : ShipGaz**



The **CMA CGM VELA** seen westbound between Portsmouth and Isle of Wight Thursday 5th August

Photo : Neville West ©

Vancouver port vows to unplug bottleneck

On the Burrard Inlet in Vancouver, tall cranes hoist containers off ships onto the docks of Canada's busiest port. And there the containers sit. North American ports try to get boxes from ships to railcars within three days, but at Port Metro Vancouver, which handles more containers than all other Canadian ports combined, only about half the containers make it out in that time. This year, almost a quarter sat for six days or more. The port's problems are typical of the productivity issues confronting Canada. Facing fierce competition from the United States, Port Metro Vancouver is in the early stages of a makeover aimed at radically increasing its efficiency and opening up an important but little-noticed bottleneck in the Canadian economy. Despite sometimes tense labour relations at the port, it's an initiative that both management and unions say is vital.

"You can't have a container sitting on the dock for a week if Americans can get it off in a day or two," said Mark Keserich, president of International Longshore and Warehouse Union Local 500. "We're in different times. Containers can go through any port. Nobody wants to see the work go to an American terminal." Last year, \$75-billion worth of goods crawled through the port. Moving those goods more quickly would benefit companies across the country, speeding the delivery of merchandise ranging from electronics to running shoes, and ensuring that money isn't tied up in unsold goods in transit. An improved port has the potential to kick-start Canada's productivity engine, which has stalled in recent years. Canadian productivity has inched ahead by just 0.7 per cent a year over the past decade, according to the Organization for Economic Co-operation and Development. Higher productivity is vital if Canada wants to maintain a high standard of living and compete against foreign rivals. At Port Metro Vancouver, which battles for business against U.S. ports in Seattle, Los Angeles and Long Beach, Calif., the fight against international competitors is already intense – but until recently no one could even quantify the port's problems. Dale Thulin, a supply-chain consultant, was brought in by the port in late 2008 to try to tally the situation. He produced his initial report in spring, 2009, showing for the first time that the port was operating far below its potential. "Up until that point, there was a lot of hearsay, but no real hard facts," Mr. Thulin said. The roots of the port's problem are tangled. The terminal operators that handle containers have a long history of discord with the railways that move the cargo. Strained labour relations with the longshoremen on the docks compound the problems.

At the centre of it all is Port Metro Vancouver, born in 2008 out of the amalgamation of three local port authorities. It is a non-shareholder corporation overseen by a public and private board of directors, which ultimately reports to Ottawa's Minister of Transport. It has little direct power to order changes and functions more as a referee, overseeing the various players that use the port. Robin Silvester, president of the port since April, 2009, wants 90 per cent of containers moving through the port in three or fewer days, but he isn't predicting how quickly that will happen. "I'm loath to commit to a date, but we're already seeing substantial improvement," he said. One bright sign is the improving relationship between the operators that unload the containers and the railways that transport them. Flare-ups were common in the past. If a ship arrived late, an operator might be reluctant to bring in extra longshoremen or pay overtime to get containers off a boat in the middle of the night if there was no assurance that railcars would be available for the containers. Relations took a major step forward in late July, when Canadian National Railway Co. signed a deal with the port's biggest terminal operator, TSI Terminal Systems Inc., to improve on-time arrival and departure of CN's trains, ensure waiting railcars get filled, and reduce so-called "dwell time," a measure of how long it takes cargo to move through the port. At the heart of the deal is daily sharing of information between CN and TSI, which handles about 70 per cent of the containers moving through port. The two exchange reports on containers that are piling up, as well as available railcars, providing both parties with a near-live picture of port activity.

"If you see [problems] sooner, if you can understand that issues are developing ... then all of a sudden you have time to do something different," said Claude Mongeau, chief executive officer of CN. "If you're only looking at what happened last week, and especially if you don't have mutual trust, quickly it becomes finger pointing." Thanks to the agreement, the old anger between terminal operators and railways is fading, said Eric Waltz, president of Global Container Terminals Canada, which owns TSI. "Right now, the relationship we have with the railways is as good as I've seen it," Mr. Waltz said. Labour relations with longshoremen remain a hot issue, though, noted Mr. Silvester. Current contract talks are being overseen by federal mediators. TSI and ILWU Local 500 recently appeared in front of the Canadian Labour Relations Board over a late request for additional longshoremen by the terminal operator after a mechanical problem delayed unloading of a ship. The board found the union left the ship at the dock longer than needed and ordered it to provide better service. But Mr. Keserich, president of the local, insisted workers are playing a

key role in the increasing efficiency of the port, saying longshoremen are setting records by loading more than 30 containers an hour onto railcars, a 20-per-cent improvement over previous levels, thanks to faster cranes and the growing practice of grouping containers aboard ship by final destination, rather than scattering them randomly.

Source: The Globe and Mail



The **MSC MELATILDE** seen enroute Antwerp during her maiden voyage – Photo : Maik Ebel (c)



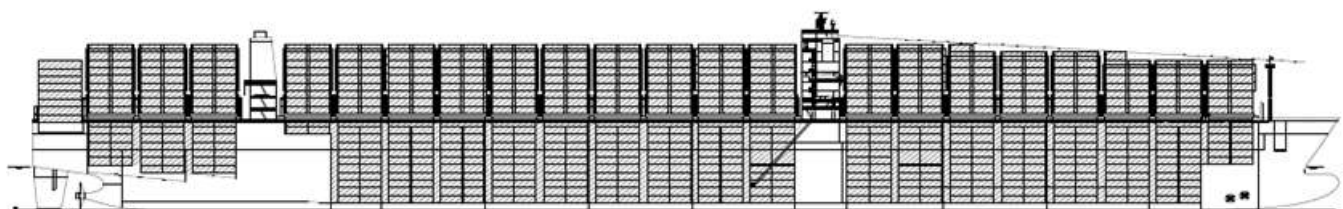
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Maersk Line in the market for ten 16,000 TEU units



Maersk Line is in the market for very large container carriers, according to broker sources. Maersk Line has approached shipyards in South Korea and China for ships with a capacity of around 16,000 TEUs, which is around 2,000 TEUs more than the official capacity of the E-class vessels. Maersk Line is interested in buying ten sister ships. Furthermore, Maersk Line has taken delivery of two E-class vessels, the **Maersk Emden** and the **Maersk Edinburgh** (ex "PEARL RICKMERS"). The 13,100 TEU and 140,530 DWT units have been long-term chartered by German Rickmers Group. Four vessels have been ordered at Hyundai Heavy Industries **Source : ShipGaz**

Maersk Edinburgh first European port arrival is Le Havre 10th August.



KOTUG's **SD SHARK** seen operating in Rotterdam-Europoort - **Photo : Piet Sinke (c)**

Kochi port trade unions plan to go on strike from Aug 11

The Trade Union Coordination Committee, a combine of trade unions at the Cochin Port Trust, has issued a notice to go on strike from August 11 demanding, among other things, continued operation of the Rajiv Gandhi Container Terminal to service coastal cargo, combi vessels and defence cargo once the container operations are shifted to Vallarpadam. A statement from the coordination committee said that the workers also wanted protection of their jobs in view of the impending commissioning of the Vallarpadam terminal.

They pointed out that handling of containers at the RGCT will be dispensed with consequent on the shifting of the terminal operations as part of Vallarpadam. This will affect around 4,000 workers presently deployed at the terminal for various container-related work, their future employment and earnings. The coordination committee had written to the Port Trust Chairman requesting him to take appropriate action to protect continued employment opportunity. Vallarpadam terminal They pointed out that Clause No:17 of the 12 (3) Tripartite Settlement in 2005 arrived at between the parties provide for employment of deputed port workers engaged in the terminal according to their suitability and requirement when the operations at Willingdon Island are shifted to Vallarpadam. The port management may liaise with the terminal operators and persuade them to appoint the maximum number of willing port workers at the new terminal at Vallarpadam. According to the Clause No 14, it was agreed that the licensee shall permit the

terminal user to engage their employees at their own cost for container-related work. The same situation has to be continued when the container terminal is shifted to Vallarpadam.

The handling of empty import/export containers shall be entrusted to the port workers. The committee also suggested that the port management engage its workers and use the existing infrastructure if it decides to handle coastal containers in the RGCT after the terminal operators' migration to Vallarpadam. The statistics reveal that there has been a growth in the arrival of coastal containers to the port at the rate of 10 per cent on year-on-year.

Source: The Hindu Business Line



The 3 months old **BELUGA HOUSTON** seen outward bound from Rotterdam (JC Meijers – Waalhaven)

Photo : Piet Sinke (c)

Condor Ferries implements ship swap, demonstrating resilience of new fleet strategy

Condor Ferries has announced that for at least the next seven days **Condor Rapide** will be covering the routes usually operated by **Condor Vitesse** between the UK, the Channel Islands and St Malo in France. The ship swap will facilitate repairs that need to be made to the pistons on one of Condor Vitesse's four engines following a fault in the lube oil system. Condor Ferries has acted swiftly to minimise the impact to its schedule and the disruption to passengers.

On Thursday 5 August **Condor Rapide** will pick up passengers from St Malo in the evening and continue onward through the Channel Islands to Poole where she will take up the routes between the

UK and Channel Islands.

From Friday 6 August, **Condor Vitesse** will operate the routes between the Channel Islands and France. This will allow the repairs to be conducted alongside in St Malo overnight and wherever possible whilst the ship is at sea. Condor Ferries' existing highly skilled engineering team is being supplemented by specialists from the UK.

Simon Edsall, Managing Director of Condor Ferries, said, "I would like to apologise to those passengers travelling in the next few days who may be concerned by the ship swap. The majority of people travelling will see little difference aside of a different name on the ship, whether they are tourists travelling to the Islands on holiday or local residents.

This plan which we have put into place whilst **Condor Vitesse** is undergoing repairs in St Malo has been developed to provide the best service for our lifeline links to the Channel Islands during the busy holiday season. It also emphasises one of the benefits of the recent purchase of **Condor Rapide** that allows our fleet of three 86m high speed ferries to be used interchangeably thereby adding resilience.

It minimises the disruption to passengers and delivers more of them to their destinations close to the original schedule than might otherwise be possible.

High speed ferries are very sophisticated with high performance engines and in providing a frequent and fast service to the Channel Islands our ferries cover many thousands of miles each year. I know that our onboard engineering teams will be working overnight and during the crossings whenever possible to make a full and fast repair to this engine".

This work is currently expected to take around 7 days and early next week a further announcement will be made about the progress of repairs. Condor Ferries is an acknowledged expert in the operation and maintenance of high speed ships across the maritime industry and the thorough maintenance programme for each ship complies with the manufacturer's guidance. Since coming into

service, the engines on all the 86m ferries have had many, if not most of their parts replaced progressively just as the public areas of the ships have been revitalised. As a consequence of this ship swap it has been necessary to make some changes to the timetable for travel between the Channel Islands and France and details of these changes will be

communicated directly to affected passengers using Condor Ferries existing telephone and SMS text services as well as being published on www.condorferries.com

Ferry giant P&O warns its business is in trouble

Ferry giant P&O sparked fears that jobs will be axed after warning staff there's "serious concern" about its performance. The firm, which employs around 2,000 people in Dover, has blamed competition from Eurotunnel and tough market conditions.



The **PRIDE OF PROVENCE** seen arriving in Calais – **Photo : Piet Sinke (c)**

In a memo to staff, chief executive Helen Deeble said: "Trading remains tough right around the business. Our industry is still in the grip of strong recessionary pressures and our belief is that it is going to take a very long time before things return to normal. "As a result, all of our sectors are struggling at present." Staff were warned this was due to strong competition which is hitting P&O's business hard. The memo added: "This attack, in the form of a price war, emanates primarily from Eurotunnel which has slashed its freight rates to win back the market share it lost to us after the tunnel fire in the autumn of 2008.

"This has cost us a loss of freight volume and a significant downturn in revenues due to the lower prices we are having to charge our customers. "At the same time, Eurotunnel and ferry competitors are piling on more pressure with weekend promotions that have further depressed freight rates and we have been forced to fight back with special freight deals of our own. "The squeeze also applies to our Short Sea tourist business where ferry competitors with lower costs than ours are constantly reducing their prices.

"This all means we are being forced to reduce costs throughout the business in order to be able to compete. "It is therefore important I highlight to you at the earliest opportunity that our current performance is of serious concern and that it is going to require urgent attention. "We have also started to communicate these messages to the European Works Council and to the trades unions representing members of our workforce. "The board is currently considering all of its options. No decisions have yet been taken but we will have completed our assessment in time for the preparation of next year's budget in the early autumn. **Source : Kentonline**



HAL's **EURODAM** seen entering the Ijmuiden locks enroute from Amsterdam bound for Stockholm

Photo : Marcel Coster (c)

Port of Arkhangelsk on the way out of crisis

Turnover in the port of Arkhangelsk rose with 36.5 percent in the first seven months of 2010. This might be a sign of better times for the port, which had a 30 percent decline in 2009. Port of Arkhangelsk handled a little more than 2.5 million tons of goods in the period January-July web site Loglink.ru writes. The amount of oil products for exports increased most, with 42 percent. In all 473 000 tons of oil products were sent for export from Arkhangelsk.

Also the amount of coal and timber rose, while the amount of crude oil declined more than two times, to 212 000 tons.

Source : **BarentsObserver**



The **MAERSK TUKANG** seen under repairs at Uniport Pier 5 in Rotterdam, the liner encountered a small fire onboard during her stay in the port of Bremerhaven recently.

Photo : **Michael van der Meer (c)**

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Norfolklane ferries rebrands to DFDS Seaways

DFDS Seaways is now one of Europe's largest ferry companies with a modern fleet of over 60 ships and an extensive route network which operates across the Irish Sea, English Channel, North Sea and Baltic Sea, as well as providing terminal services at several major ports.

The first visible display of the new DFDS Seaways can now be seen on the Irish Sea, the Maersk Exporter which operates on the Belfast - Heysham service, has been renamed '**Scotia Seaways**' and completely rebranded.

The ship, in its striking new colours of blue and white with the DFDS Seaways logo on the ship's funnel, is the first of the Irish Sea vessel fleet to be rebranded. The remaining six ships in the Irish Sea fleet which operate on routes

between Belfast, Dublin, Heysham and Liverpool (Birkenhead) will be renamed and rebranded in a phased programme.

Jens Skibsted Nielsen, Vice President of DFDS Seaways, commented: "We are delighted with the new look **Scotia Seaways**. The extensive European route network which DFDS Seaways now offers combined with our commitment to service and value, will provide both our passenger and freight customers with enhanced service levels and greater choice. We look forward to this new and exciting era for our Irish Sea services."

Dream Team van station Stellendam trekt Bleu Nile vlot.

Vrijdag 6 augustus om 11.42 uur werd de schipper van de reddingboot **Neeltje Struijs** gebeld door de eigenaar van het jacht **Bleu Nile** van 8 meter lengte en met 2 personen aan boord, dat zijn jacht aan de grond zat bij het Quackgors op het Haringvliet, in de omgeving van Hellevoetsluis.

De man was ten anker gegaan om daar de nacht door te brengen, maar in de nacht was de wind gedraaid waardoor het jacht was vastgelopen. Het Kustwacht Centrum werd gebeld met het verzoek om de bemanning te alarmeren. Deze zijn met de reddingboot **Neeltje Struijs** naar het jacht gevaren en hebben een sleepverbinding gemaakt. Het jacht werd vlot getrokken en kon na inspectie op eigen kracht haar weg vervolgen. De reddingboot kon hierna terug naar station.



Hyundai Merchant swings to black in Q2

Hyundai Merchant Marine Co., South Korea's No. 2 shipper, said that it swung to the black in the second quarter of the year from a year earlier on increased shipping rates. Net profit reached 198 billion won (US\$169 million) in the April-June period, compared with a loss of 268 billion won a year earlier, the company said in a regulatory filing. Sales soared 43 percent to 1.43 trillion won over the cited period. The shipper posted an operating income of 156 billion won in the second quarter, shifting from an operating loss of 146 billion won over the period, it said. Shares of Hyundai Merchant closed at 32,850 won on the Seoul bourse, up 0.15 percent. The second-quarter business results were released before the market closed. **Source: Asia Pulse**

LD Lines jobs at risk as ships are put on the market



The **NORMAN BRIDGE** – Photo : Leen van der Meijden (c)

JOBS could be cut at LD Lines as the French ferry operator struggles in an increasingly tough market, it has emerged today. This is the warning from managing director Christophe Santoni after it emerged the company's ships running between the Port of Dover and Boulogne, **Norman Trader** and **Norman Bridge**, are on the market.

Speaking to the Express from France, M Santoni made it clear no decision on the future of operations from Dover has yet been made, but he made no attempt to disguise the seriousness of the situation facing the company.

He said: "Situation is we are indeed suffering, just like our competitors, from a very depressed market with very low volumes and an aggressive policy from Eurotunnel and therefore from other operators. "Once again, without hiding the seriousness of the situation, we insist on the fact that no decision has yet been taken pending review of various options. We have, however, informed the staff that changes including staff reduction may unfortunately be on the agenda." This news follows our exclusive revelation about the financial difficulties at P&O Ferries. **Source : ThisisKent**



The **TEMPEST** seen enroute Rotterdam yesterday afternoon – Photo : Ruud Zegwaard (c)

TEAM TO DELIVER THIRD "CREUERS BARCELONA" PASSENGER BOARDING BRIDGE

TEAM, the world leading designer and manufacturer of sophisticated passenger boarding bridges for cruise and ferry terminals has recently been awarded a contract by cruise operator Creuers del Port de Barcelona S.A. to design, manufacture and deliver in early 2011 a third Passenger Boarding Bridge (PBB) of the "CREUERS BARCELONA" class to operate at the cruise terminals on the Adossado Quay in the port of Barcelona, Spain.

Creuers del Port de Barcelona S.A. operates cruise terminals A, B and C at the port of Barcelona. Cruise Terminal A, which came into operation in April 2008 is similar to Cruise Terminal B (inaugurated in 2005 and also operated by Creuers) and both terminals together have the capacity to handle turnaround operations of current and future mega cruise ships with up to 6.000 passengers. Terminal C is currently being upgraded. TEAM has installed two units of the "CREUERS BARCELONA" PBBs at Terminal A. The first unit was inaugurated with the arrival of the Carnival Dream in September 2009 and the second unit was placed into operation earlier this year.

Jordi Floreta, Vice President & Managing Director of TEAM, commented: "We have a long working relationship with Creuers del Port de Barcelona and have always been challenged by this leading cruise terminal operator to continuously improve our PBB designs and create state-of-the-art applications. By obtaining once again a contract to deliver another "CREUERS BARCELONA" boarding bridge we feel sincere gratitude towards our client and acknowledgement of our company's all-round skills in the field of Passenger Boarding Bridges for seaport passenger terminals. With this third CREUERS BARCELONA PBB, TEAM will have in 2011 eleven PBBs installed in the Port of Barcelona.



Up until this date (July 2010), TEAM has delivered 61 PBBs to Cruise and Ferry terminals at many large ports around the world, including Barcelona, Malaga and Valencia (Spain), Brisbane (Australia), Kiel (Germany), Miami and New York (USA), Harwich and Southampton (UK) and Venice (Italy). TEAM's current project portfolio includes 4 PBB orders for passenger terminals in the ports of Barcelona (Spain), Hamburg and Kiel (Germany), and San Diego (USA).

The "CREUERS BARCELONA" class Passenger Boarding Bridges have the capability to move along the whole quay and are able to connect with the various levels of the ship entry door. The cabins of the PBBs are equipped with a uniquely integrated hydraulic, telescopic, docking ramp that,

when attached to the side of a cruise ship automatically follows the vessel's movements and safely undocks in the event of an emergency. The clearance under the PBBs will allow for continuous truck, equipment and supplies traffic on the quayside. TEAM's Passenger Boarding Bridges are compliant with all up-to-date international safety and security standards.

'Largest' cruise ship to call at Anglesey

A massive cruise ship bringing thousands of visitors on a day trip has docked at Holyead on Anglesey. The 10-deck **Westerdam**, berthed alongside the Anglesey Aluminium jetty at 0800 BST, carrying United States and European passengers.



The **WESTERDAM** seen moored in along the river Clyde yesterday – **Photo : Tommy Bryceland – Scotland (c)**

It is thought the liner - with 2,000 passengers and 1,000 crew - is the largest to berth there. Anglesey council said the visit was a "big deal" which could impact on any future cruise market. "This is the largest ship to arrive on the island, so it's a very big deal for us," said Julia McCormack, the cruise co-ordinator for Anglesey council.

Ms McCormack said a partnership between Anglesey Aluminium, Stena and the Welsh Assembly Government had helped provide new facilities including a gift shop, information centre, disabled toilets, an internet centre and a dedicated stage and entertainment area. "Whilst some passengers will have booked to go on formal tours of the whole of north west Wales once they disembark, it's important for the future of the cruise market that we provide a warm Welsh welcome on the shore," said Ms McCormack. "We have also organised things for people to do and see in Holyhead and the rest of Anglesey," she added.

Local coach companies were expected to line up along the jetty and shuttle buses take visitors into Holyhead where an Alfresco Festival has been organised with live music, street entertainment, and face painting. "This has been very much a team effort, and we've all worked hard to make sure there is plenty for people to do and see once they arrive on shore. "We've all got our fingers crossed for a fantastic day, and the start of something really exciting," Ms McCormack said. The 950 feet long (289m) Westerdam will sail into Anglesey from Ireland and will head to Scotland and Northern Island at 1700 BST on Saturday. **Source : bbc.co.uk**



The **NOORDHOEK SINGAPORE** seen enroute Rotterdam – **Photo : Wil Kik (c)**

OLDIE – FROM THE SHOEBOX



The **SMIT COLOMBO** seen operating at the Ras Isa (Yemen-Hunt) terminal in the Red Sea, during the installation of the **FSO SAFER** in 1988 off Hodeidah (Yemen)

Photo : Piet Sinke (c)

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.... PHOTO OF THE DAY

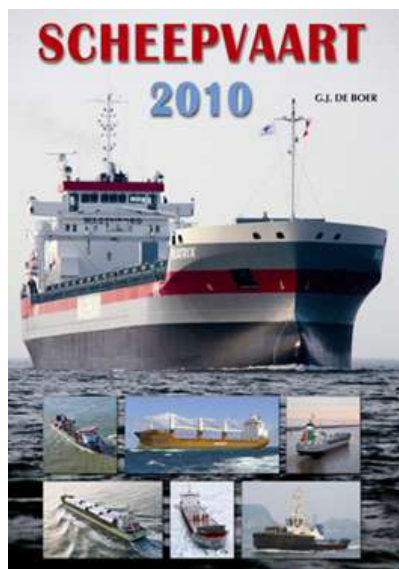


The **NILEDUTCH QINGDAO** seen passing Terneuzen enroute Antwerp - Photo : Maik Ebel (c)

BOEKBESPREKING

Scheepvaart 2010

Door : G.J. de Boer



Voor de 34ste maal is op 18 juni "**Scheepvaart 2010**" verschenen en inmiddels verkrijgbaar. De editie van 2010 is geheel vernieuwd en nu op een groter formaat (A4). In het jaarboek wordt evenals in vorige edities door **G.J. de Boer** uitgebreid verslag gedaan van de ontwikkelingen in de maritieme wereld in het afgelopen jaar. In het dokumentatiegedeelte zijn in het eerste gedeelte zoals gebruikelijk de meeste rederijen in de Benelux met adresgegevens met hun vloten vermeld per 1 januari 2010, inclusief overzichten van in 2009 nieuw in de vaart gebrachte schepen, zowel nieuwbouw als aankoop, mutaties en verkochte schepen.

In het tweede gedeelte is de alfabetische schepenlijst met per schip de belangrijkste technische gegevens opgenomen. De schepenlijsten zijn dit jaar samengevoegd in één lijst waardoor het opzoeken nog gemakkelijker is geworden. Deze lijst is dit jaar uitgebreid met de vermelding van de ISM manager en indien een schip is uitgerust met eigen laad- en losgerei is dit vermeld met de hijscapaciteiten. Niet alleen zijn door het grotere formaat de lijsten overzichtelijker geworden maar bij gebruik ligt het boek gemakkelijk open. Opgenomen zijn alle koopvaardijschepen, sleepboten met zeebrief, rijksvaartuigen, baggervvaartuigen, werkbotten, enz. Verder is de nieuwe uitgave uitgebreid met een alfabetisch

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 221

rederijnamenregister naast de al bestaande lijsten. De marineschepen van Nederland en België zijn in aparte overzichten opgenomen. Tevens zijn vermeld de adresgegevens van cargadoors, scheepsagenten, werven, scheepsleveranciers, maritieme opleidingen, crew-managers en maritieme uitzendbureau's. Het boek is geïllustreerd met ruim 300 foto's in kleur.

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