

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 228



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Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: ocean towage.sales@svitzer.com
www : www.svitzer-coess.com



The STANISLAV YUDIN seen enroute Rotterdam – Photo : Piet Sinke (c)

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The **SEA SOVEREIGN**, seen preparing for backloading from the **Seafox 6** of Songkhla (Thailand)

Photo : Mike Barrett – Master Seafox 6

Faulty steering system may have caused collision

A faulty electronic steering system may have caused last week's ship collision, according to the captain and crew of a private tug that was escorting the **MV Khalijia-III** when it crashed into the **MSC Chitra** last Saturday. "I suspect there could have been a steering failure as **Khalijia-III** continued to turn even after seeing **Chitra**," said Captain R.K. Hukku, who was in charge of the tug escorting **Khalijia-III** to the Mumbai port.

Officials from the Directorate General of Shipping (DGS), the agency investigating the collision, has said it will look into the charge. The collision, which forced both the Mumbai and Navi Mumbai ports to shut for four days, also caused 879 metric tonnes of fuel oil to spill into the ocean, choking birds, marine life and mangroves along the city's 100-km coastline.

The **MSC Chitra**, which remains marooned just off the coast of Mumbai, is still carrying hundreds of metric tonnes of furnace oil and containers packed with hazardous chemical and pesticides. At the time of the crash, the **Khalijia-III** was headed to Mumbai while the **Chitra** was heading out of Navi Mumbai's Jawaharlal Nehru Port Trust (JNPT) towards Gujarat.

According to recordings obtained from the Simplified-Voyage Data Recorder, a device similar to the black box in an aircraft, the **Khalijia-III** made a sudden, sharp turn and reentered the channel, crashing into the other vessel.

"We could see the accident happening but couldn't do anything to avert it," said a crewmember of the tug. He added that the **Khalijia-III** had been undergoing repairs just before the crash and had just left the repairs dock for the first time in about two months. Officials from the DGS have confirmed that either the **Khalijia-III** or the **Chitra** broke the rules of navigation by altering its course.

The DGS is also investigating whether the **Khalijia-III** was going too fast. According to transcripts from the Vessel Traffic Management System (VTMS), an official asked **Khalijia-III** to hurry to make it in time to dock. "Our report will be out in a month," said a senior DGS official.

The DGS is also investigating whether the pilot appointed to the **MSC Chitra** disembarked early. JNPT, like most major ports, appoints a pilot to each ship, to guide it through the shipping channel. While the **MCS Chitra's** pilot was picked up at the designated spot, he is believed to have disembarked midway through his duties.

Though the crash did not occur in the zone he was meant to help navigate, the impropriety will be probed, a DGS official said. **Source : Hindustan Times**

SAIL AMSTERDAM 2010



SAIL Amsterdam 2010 will take place from Thursday 19 August to Monday 23 August 2010 on and around the IJ river. The event is made possible in part by main sponsors the Municipality of Amsterdam, the Royal Netherlands Navy, ING, the Dutch Postcode Lottery (Nationale Postcode Loterij), De Telegraaf newspaper and Gaastra and sponsors Accor Hotels, the Province of Noord-Holland, Nuon and Clifford Chance. SAIL has entered into a partnership with the Royal Netherlands Sea Rescue Institution (KNRM). For extensive information on **SAIL 2010**, please visit www.sail.nl



Early on the morning of Thursday 19 August, a number of ships will be enclosed in the IJmuiden locks. Starting at 10:00 a.m., the first ships will set off on their voyage. They are expected to begin arriving in Amsterdam at 12:00 p.m., and it will take until at least 3:00 p.m. before all ships have moored in the right spots along the quays.



Photo : Piet Sinke (c)

Among others, the following tall ships from the A class will take part in the SAIL-IN: **Amerigo Vespucci (Italy), Dar Młodzieży (Poland), Dewaruci (Indonesia), Dhow Theyab (United Arab Emirates), Gloria (Colombia), Götheborg (Sweden), Grossherzogin Elisabeth (Germany), HMS Gladan (Sweden), HMS Falken (Sweden), Iskra (Poland), Kaliakra (Bulgaria), Kruzenshtern (Russia), Loa (Denmark), Mir (Russia), Pelican of London (England), Pogoria (Poland), Sedov (Russia), Shabab Oman (Oman), Shtandart**

(Russai), Sørlandet (Norway), Stavros S Niarchos (England) and Thor Heyerdahl (Germany). The Stad Amsterdam clipper will sail at the front the parade.



Photo : Piet Sinke (c)

In order to allow the SAIL-IN to proceed safely, the North Sea Canal, the IJ river and the IJ harbour will be closed to traffic on Thursday 19 August from 9:00 a.m. - 5:00 p.m. Once a craft has joined the parade, it is prohibited to pass other craft, to sail crisscross or to change course. It is important for all who are considering to participate in the SAIL-IN to consult the conditions and sailing rules, which can be viewed on the **SAIL Amsterdam 2010** website: www.sail.nl

Note for the (Dutch) readers :



The editor of the newsclippings can be found onboard the IJMOND during the sail Amsterdam 2010

<http://www.terchelling-ijmond.nl/>



BP Completes MC252 Well Pressure Test, Results Being Reviewed

BP, operating with the guidance and approval of the National Incident Commander (NIC), completed the four-hour near ambient pressure test on the MC252 well in the Gulf of Mexico. Results are under review this morning between BP and the federal science team and a recommendation on the path forward is expected to go to the NIC.

Source: BP



The **STENA PROVENCE** seen enroute Rotterdam – Photo : Ronald de Bloeme (c)

India: Port shutdown may hit trade cargo worth \$4 b

The Federation of Indian Export Organisations (FIEO), the apex body for exporters in the country, said on Tuesday that the suspension of operations at Mumbai port and JNPT following collision of two ships last week would impact about \$4 billion of trade cargo, if the situation is not addressed by the weekend. Pointing out that JNPT and Mumbai port handle around \$200 billion of trade cargo every year, including export and import, FIEO has said this would mean that if the disruption of container traffic continues for a week, the impact would be on trade cargo worth \$4 billion. The FIEO President, Mr A. Sakthivel, said in a statement that since each day's delay at the port costs about 0.5 per cent of the value of cargo, Indian importers and exporters would suffer a loss of \$20 million a week.

"The reports that we have got is that JNPT and Mumbai port, which account for over 60 per cent of the container traffic, are virtually closed. Sooner or later, traders may be asked to pay the demurrage, detention and other charges like congestion charges for no fault of theirs. To pre-empt such a situation, we have approached the Government," FIEO Director-General Mr Ajay Sahai, told Business Line. He said Mr Sakthivel has already written to the Shipping Secretary requesting him to intervene and address the concerns of exporters. Mr Sakthivel urged the Government to ensure that exporters are not asked to pay demurrage, detention and other charges arising from suspension of operation at JNPT and Mumbai port. FIEO said that the stoppage of movement will impact back-end operations both at production level in factories and at JNPT which is already facing congestion due to monsoon. Mr Sakthivel suggested for co-ordinated action on war footing to bring back ports to normal operations. Source: Hindu Business Line



The **FAR SAMSON** seen moored in Mekjarvik (Norway) – Photo : Fedde Visser (c)

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Lukoil raised usd 1.5 billion loan

Lukoil Finance Ltd. (a wholly owned subsidiary of OAO LUKOIL) raised a USD 1.5 billion loan facility (the 'Facility'). The Facility was guaranteed by OAO LUKOIL. The loan is an unsecured club facility with a one year maturity.

The Facility was arranged by The Bank of Tokyo-Mitsubishi UfJ, Ltd., Citibank, N.A., London branch, ING Bank N.V., London branch, NATIXIS, The Royal Bank of Scotland N.V., WESTLB AG, London branch. Citibank International PLC acted as an agent for the transaction. The proceeds under the Facility will be used for general corporate purposes.

Source: OAO "LUKOIL"



The **SMIT LUCAYA** seen off Willemstad Curacao

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

NDONGENI finds her way to Cape Town

The Durban-based firm of Subtech has recently acquired the offshore service tug **NDONGENI** (321-gt) which for a number of years was an integral part of the SBM operation (single buoy mooring) outside the Port of Durban.

During that time Ndongeni proved her versatility in towing, salvage and offshore supply roles.

Subtech has positioned the 2200BHP tug in Cape Town and reports that already there has been a considerable amount of interest shown in her capabilities. **Ndongeni** will be utilised in support of the Subtech salvage and construction barge AEGIR 30 which is also currently in Cape Town, but will also be available for salvage, offshore supply operations, towing and crew transfer.

Ndongeni has a 32t bollard pull and an aft deck rigged for easy offshore supply and crew change.

A spokesman for Subtech told Ports & Ships he was confident that the vessel's versatility and manoeuvrability will ensure that she remains a firm favourite in the shipping industry. **Source : Ports.co.za**

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Above seen the 1600 tons shearlegs **Zhen Fu 8** , the shearlegs is assisted by the tug **Zhen Hua Tuo 11**. Both units are having the ZPMC logo's in the funnel, and installed the last few days several sections in the drydocks in China

Photo : Bart Klos (c)

Drukke zondag voor de Kustwacht en de reddingseenheden

Tot 17.30 uur werden zondag 15 augustus, door het Kustwachtcentrum te Den Helder 29 aanvragen voor hulp ontvangen. Het betrof:

- 9 jachten aan de grond gelopen
- 8 jachten met motorproblemen
- 1 jacht zonder brandstof
- 5 omgeslagen catamarans of bootjes
- 1 jacht met een gebroken roer
- 3 surfers in problemen

6 incidenten vonden plaats op de Noordzee, 3 op de Waddenzee, 13 op het IJsselmeer en 7 op de Zeeuwse en Zuid Hollandse Stromen.

In totaal werden 38 eenheden van de Koninklijke Nederlandse Redding Maatschappij ingezet, 13 eenheden van diverse reddingsbrigades, 7 keer verleende een lokale berger assistentie, 1 maal een politievaartuig en 2 maal een helikopter. In alle gevallen werden de jachten en surfers veilig binnen gebracht. Er deden zich geen persoonlijke ongelukken voor.

Vermeldenswaardig was een melding nabij Pampus van een man overboord. Dit leek ernstig, omdat de man al mogelijk langere tijd in het water zou liggen. Daarom werden 4 reddingboten en een helikopter ingezet. De man werd gezond en wel aangetroffen op een eilandje en aan wal gebracht.

Satellite technology tracks coal queue

A new vessel arrival system that minimises the numbers of coal ships anchored off Newcastle has been described as a success by its operator, the state-owned Newcastle Port Corporation. Corporation chief executive Gary Webb said yesterday the new system had been in operation since June 1 without complaints from the participants. The state government announced trials of the new system in December 2008 in response to the **Pasha Bulker** beaching of June 2007.

To minimise the number of ships in Newcastle's "unsafe" anchorage, the new system encourages ships to drift out at sea or to travel more slowly on what was previously a 14-day voyage from Japan to Newcastle. "This is not an attempt to hide the queue, the shipping details are there for all to see," Mr Webb said. Mr Webb did not believe the new system made it harsher for sailors on the coal ships. Under the scheme, the port keeps track of each ship, using satellite technology, allowing them to keep their place in a "virtual" queue, which largely determines their order of loading. **Source : Garry Luxton**

CASUALTY REPORTING



COLLISION OFF HOEK VAN HOLLAND



The **WMS HARLINGEN** seen earlier on Sunday enroute from Rotterdam to Europoort - **Photo : Piet Sinke (c)**

The inbound for Rotterdam, 129 mtr long container feeder **WMS HARLINGEN** when passing the Berghaven of Hoek van Holland yesterday evening 22:45 hrs came in contact with the empty inland water cargo ship **ANTON** which was waiting to cross the Nieuwe Waterweg enroute the Breediep, after visual investigation by the crew of the pilot tender **DISCOVERY** the **ANTON** continued her voyage and was moored at the **Caland jetty 1A** as instructed by the RPA where was reported that the vessel was leaking and the **RPA 14** started deploying the oil boom around the vessel, the **WMS HARLINGEN** continued her voyage to Rotterdam, the authorities will investigate the cause of the collision.

NAVY NEWS



The **USS KLA KRING (FFG 42)** seen arriving in Willemstad-Curacao with in the background the **NOBLE JIM DAY**
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

SHIPYARD NEWS

Vigor Marine Tacoma open for business

Vigor Marine LLC, a wholly owned subsidiary of Vigor Industrial, has completed the asset purchase of ship repairer Marine Industries Northwest, Inc. (MINI) in Tacoma, WA. The transaction closed on August 9, 2010 and Vigor Marine Tacoma officially began vessel repair and conversion operations the same day. Key points of contact for the company are General Manager Adam Beck and Ship Repair Manager Mark Donahue. Mr. Beck has 24 years experience in the marine repair industry, in locations ranging from San Diego to Alaska. Mr. Donahue brings 31 years of management experience and strong customer relationships to the Vigor Marine team.

"Vigor Marine is excited to add Mark Donahue and a Tacoma location to its Puget Sound operations," commented Chief Operating Officer Dave Whitcomb, "We believe our blended management team operating in this location will further strengthen vessel repair, conversion, and construction capabilities for customers in the region." **Source : MarineLog**

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China's shipbuilding volume up 87.4% in first seven months of 2010

China recorded a 87.4 percent year-on-year surge in completed shipbuilding volume to 35.2 million deadweight tons (DWT) in the first seven months of 2010, reports Secutimes.com, citing the Ministry of Industry and Information Technology (MIIT). New orders received by domestic shipbuilders in the first seven months totaled 33.32 million DWT, 4.2 times the amount of orders received for the same period of last year. Export orders of new ships accounted for 72 percent of the total. The volume of shipbuilding orders on hand as of end July was approximately 188.16 million deadweight tons, almost unchanged from end 2009. Of the total, 88 percent of the ships to be built were meant for export. Shares of China State Shipbuilding (600150) fell 1.23 percent to trade at 57.78 yuan at 13:36 pm today.

Source: Capital Vue

Yaroslavl Shipyard launches diving vessel for Russian Rescue Service

Yaroslavsky Shipbuilding Plant (YSZ JSC) launched the lead ship of a series of seagoing diving support vessels of **SDS08 project**. The boat named **Yaroslavl** capital city was designed by Marine Engineering Bureau. The **Yaroslavl** city was ordered by the Russian Federal Agency of Maritime and River Transport for Gosmorskpassluzhba, the Russian Russian Marine Emergency Rescue Service, the Marine Engineering Bureau press service said. The combination of the vessel equipment and powerful engines, allow the ship to solve almost any specialized tasks associated with diving and underwater works at depths up to 100 meters, the Bureau said. In addition, the ship is capable to extinguish fires on other ships with two air-foam fire monitors with performance of to 180 cub.m/h. Besides, the boat's capacity and equipment allow providing towing service. The keel-laying of the **SDS08 ship** was held on August 28, 2009, of the **Rostov**, the 2nd vessel - on March 9, 2010 and the 3rd vessel, the **Uglitch** - on March 16, 2010.

Yaroslavsky Shipbuilding Plant is located in central Russia, on the banks of the Volga. The shipyard turned into a joint-stock company in 1993. The shipyard slipways allow assembling of 16-meter-wide hulls. Marine Engineering Bureau is a private design and engineering firm, recognized by Russian Maritime Register of Shipping, Russian River Register and the Register of Shipping of Ukraine. Source : PortNews

ROUTE, PORTS & SERVICES

Dansk Bjergrning & Bugsering sells tug and charters another

Dansk Bjergrning & Bugsering A/S, DBB, has sold its tug **Katrine** to the Belgian operator Belgian Deme Group (Dredging Environmental & Marine Engineering) in Zwiindrecht. The vessel, which will keep its current name, will be deployed in Angola for a dredging project. The **Katrine** was delivered in December 2002 from Damen Shipyard at Hardinxveld. The vessel has a length of 25 metres and a double Caterpillar engine plant capable of developing 1,430 kW, which gives the vessel a bollard pull of 22 tons.

At the same time, DBB has taken over the tug **Hermes** on a bareboat charter from the Port of Århus after the latter had decided to dispose of one of its two tugs. The **Hermes** is a veteran from 1978, when it was delivered from D. W. Kremer & Sohn in Elmshorn. It was purchased by the Port of Århus in 1986 and has been working at the port ever since. The **Hermes** has a MaK engine developing 2,200 kW, giving a bollard pull of 46 tons. Source : ShipGaz

EEMSGEUL CLEARED FROM DEBRIS



GPS Marine Service (Rotterdam) together with v/d Herik (Sliedrecht) commenced with clearing debris from the Eemsgel, to achieve a clean seabed upto 18mtr –NAP this in preparations for dredging works which will commence next year,



the wreck of the **DENEBOLA** which sank in 1917 was removed and several steamengines are retrieved using the large wreck grab as can be seen at the photo's.



The works are executed by the sheerlegs **GPS APOLLO** and the support vessel **PRINS 4** –
Photo's : Jaap Noordzij - Uitvoerder (c)

Mundra Port unveils \$1.3bn expansion plan

Adani Group will invest INR60bn (\$1.2bn) over the next three to five years in Mundra Port and Special Economic Zone (MPSEZ) in India. The company said it is planning to handle 200 million tons of cargo by 2020. During the second quarter, Mundra Port's container business rose 28% and it handled 12.6 million tons of cargo.

MPSEZ reported a net profit of INR2.1bn (\$45m) for the quarter ended 30 June compared with INR1.7bn (\$36m) during the corresponding quarter a year ago, according to economicstimes.com **Source : ship-technology.com**

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The **SAFFIER** seen at the Westerscheldt River – Photo : Peter Hollands (c)

Kistefos takes control over Swedish Transatlantic

The Norwegian investment group Kistefos becomes majority owner in the Swedish shipping company Transatlantic. Transatlantic acquires the outstanding shares in the offshore operator Trans Viking and now controls 100 per cent of the shares in the company. Payment will be in the form of newly issued A- and B-shares in Transatlantic. Through the transaction Kistefos becomes majority owner with just above 50 per cent of the votes and the capital in Transatlantic. At the time of the acquisition Kistefos will transfer SEK 150 million to Trans Viking.

An extraordinary general meeting will be held on September 22. Christen Sveaas, the owner of Kistefos, will be proposed as chairman of the new board of directors, and the current chairman Folke Patriksson will be proposed as vice chairman. We look forward to continuing the good cooperation we have had with Transatlantic for nearly 15 years. The transaction means that we are establishing a common industrial platform for our investments in offshore. A simpler corporate structure combined with an efficient organization is positive for our business contacts and partners, says Kistefos Chairman Christen Sveaas in a comment. **Source : ShipGaz**



The **VS ROTTERDAM** seen at the Oude Maas – Photo : Piet Sinke (c)

Cabinet body approves six proposals

Cabinet Committee on Public Purchase Thursday approved six proposals including dredging of Gorai river by a Chinese Company, reports UNB. Finance Minister AMA Muhith presided over the meeting at Cabinet Division attended by senior ministers.

Meeting sources said the Bangladesh Water Development Board (BWDB) placed proposal of a 2-year Gorai river dredging project for improving navigation. A Chinese firm-China Harbour Engineering Company Ltd (CHEC) was selected for the work to do it at a cost of Tk 2.0553 billion. Under the project, CHEC will conduct a physical dredging in the first year and then it will carry out a maintenance dredging in the second year. The project met with objection from the Implementation, Monitoring and Evaluation Division (IMED) Secretary Abdul Malek who was present at the meeting. He raised question about the viability and sustainability of the dredging work.

The sources said Malek argued that the proposal did not mention any pre-measurement position of the river which ultimately provided a scope for raising question. He said that if there is no pre-measurement position of the river, how could it would be possible to evaluate the progress of works. He also raised question about the justification of maintenance dredging. But his argument could not withheld approval of the project.

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The Food Ministry's two proposals on import of 50,000 tonnes of wheat and 30,000 tonnes of non-Bashmoti boiled rice received the nod of the Cabinet body. Chittagong-based S Alam Trading Company will supply the wheat at a rate of US\$ 241 per tonne. Khulna-based Mahabub Brothers Private Limited will supply 30,000 tonnes non-Bashmoti boiled rice at a rate of US\$ 459.27 per tonne (Tk 31.97 per kg). The total import of rice will cost Tk 958.9 million.

The Industry Ministry's proposal on purchase of 30,000 granular urea fertiliser from KAFCO was approved in the meeting. Bangladesh Chemical Industries Corporation will purchase the bulk fertiliser from KAFCO at a rate of US\$ 276.63 per tonne. The total purchase will require Tk 577.6 million.

A tender for 63.90 kilometre railway track renovation and rehabilitation work at Saidpur-Chilahati sector was approved by the committee. A private company MAPL-TTCL JV won the Tk 1.4368 billion contract. A proposal of Ministry of Environment and Forrest to appoint a consultant under its Clean Air and Sustainable Environment project was approved by the meeting.

Under the project, the Environment Directorate will install a number of foot-over bridges and street signal in the Dhaka city. **Source : Financial Express**



The **ACERGY DISCOVERY** seen passing the **ACERGY FALCON** - Photo : Capt. Mike Bagley (c)

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The Semisubmersible heavy cargo carrier "**Megapassion**" seen departing from Yantai with 4x ~2000mT ring sections for **Heerema's H-591** Launchbarge which is currently under construction at DSME in Okpo S.Korea."

Photo : **Bram van Koert** ©

MOL, NYK and Itochu to build container terminal in northern Vietnam

Three Japanese firms, Mitsui OSK Lines (MOL), Nippon Yusen KK (NYK) and Itochu Corp, plan to cooperate with a Vietnamese partner in building and running a large containership terminal in northern Vietnam at an estimated cost of US\$349.3 million.

This will be one of the Southeast Asian nation's biggest terminals, according to Thai News Service. According to the Japanese economic daily of Nikkei, the Japanese trio and the state-run Vietnam National Shipping Lines (Vinalines) are expected to agree soon on establishing a joint venture for building and operating the terminal. Vinalines will take a 51-percent stake, while the Japanese firms will likely divide up the remaining equity equally. Construction cost will be covered by investments in the joint venture and loans. Located in Lach Huyen district of the northern city of Hai Phong, the terminal will be set for completion in 2015. It will be able to handle 855,000 TEUs a year, almost half of northern Vietnam's total volume. The terminal will also be able to cater to large 8,000 TEU containerships that are unable to dock at neighbouring ports, enabling direct exports to North America.

To date, cargo bound for North America was first transported on smaller vessels to Hong Kong, then switched over to large containerships. The new terminal will cut shipping times to that market by a few days. Panasonic Corp, Canon Inc and other Japanese firms are setting up factories in the nation. So as more port infrastructure is built, the nation is likely to be increasingly considered an export base. **Source: cargonewsasia**



The **STAR OF RBD** seen inbound at the Westerscheldt river – Photo : **Henk de Winde** (c)

MSC to expand India-Europe service

Mediterranean Shipping Company will expand its India-Subcontinent-Europe Service, operated jointly with the Shipping Corporation of India, with a direct call at India's Port of Pipavav, effective in mid-September.

The new port call is in addition to the existing calls at the ports of Nhava Sheva (Jawaharlal Nehru) and Mundra, two leading container gateways on the west coast. The revised ISES rotation is Colombo, Nhava Sheva, Pipavav, Mundra, Salalah, Felixstowe, Hamburg, Antwerp, Jeddah, and back to Colombo.

The expanded weekly service, deploying seven vessels of about 3,500 20-foot equivalent units capacity, offers new options for customers in the country's northern hinterland region including Delhi, Ludhiana and Jaipur.

The move comes just as the two carriers announced the launch of a direct India-Mediterranean Service with six vessels of similar capacities, starting Aug. 26. The weekly I-Med rotation is Colombo, Nhava Sheva, Mundra, Salalah, Port Said, Istanbul, Barcelona, Genoa, La Spezia, Port Said, Salalah and Colombo. Pipavav, managed by A.P. Moller-Maersk, is India's first port to be developed through the public-private-partnership model. The west coast hub hosts several fixed-day weekly sailings, providing direct connections to key trade lanes of Europe, the U.S. East Coast and the Far East.

In recent months, major ocean carriers covering the trades to and from India have been forced to divert cargo to Mundra and Pipavav amid increasing congestion and operational problems at Nehru.

Hapag-Lloyd on Wednesday said it plans to discharge all inbound cargo arriving on its EPIC between Europe, Pakistan and India; and Indamex Services between India and America at Mundra, citing the temporary closure and uncertainty at the ports of Nhava Sheva and Mumbai. "All additional costs with respect to onward movement of such cargo are to be for the account of cargo owners," the company said. **Source: joc.com**



Lauritzen posts a USD 100 million USD profit

Danish J. Lauritzen reports a USD 99.6 million profit for the first six months of 2010, compared to USD 1.9 million for the corresponding period last year. We're very happy with the Group's result in general. I am very pleased with the Lauritzen Tankers and Lauritzen Kosan results. Kosan reports a negative result, but it was expected, says Jan Kastrup-Hansen, head of Lauritzen Tankers and Lauritzen Kosan.



The **PERLA BULKER** seen moored in Rotterdam-Europoort – Photo : Piet Sinke (c)

Lauritzen Bulkera is still the great cash provider in the group, with a profit of USD 93.8 million (USD 19.4 million in 2009). All told J. Lauritzen expects a full-year profit of around USD 120-125 million before sale of ships. Source : ShipGaz

Odessa to host 9th International Expo, to focus on shipping, shipbuilding and port development

IX International Exhibition and Symposium on shipping, shipbuilding, port development, "**Odessa-216**" will be held on October 20-22, 2010 in Odessa , PortNews IAA reports citing the event organizing committee. Scores of target seminars were scheduled to be held during the exhibition, including the 8th International Conference "Maritime and River Transport. Issues of Economic Interaction, Functioning and Development," the committee said.

INNOSPEC (Germany) plans a presentation of various fuels and additives for ships and other craft at the conference to be attended by shipping companies, shipyards and other participants.

The exhibition and conference have been supported by the Ministry of Transport and Communications of Ukraine, Association of Shipbuilders of Ukraine UkrSudProm, BINSa, BRASS, UkrPort associations and other organizations.

Every even year the exhibition "Odessa" is attended by representatives from more than 20 countries, Belgium, Denmark, Finland, Sweden, Germany, Norway, Georgia, Kazakhstan, Italy, Belize, Greece, Bulgaria, Estonia, Poland Lithuania, Latvia, Estonia, Hungary, Romania, Britain, Russia, Ukraine and others. The increasing number of guests and participants of the expo, as well as the interest of international organizations indicate that the exhibition "Odessa" has become an event that attracts public attention and experts of the marine and transportation industries.

This year, several leading companies have confirmed their participation in the event, such as Shiptec (Finland), Composite CJSC (Russia), Wadan Yards (Germany), Selco (Denmark), Volvo-Penta (Sweden), DMT-Production (Ukraine), H. Cegielski -Poznan SA (Poland), Bogorodsky Engineering Plant (Russia), Stinis (Netherlands), Eliche Radiche (Italy), the port of Aktau (Kazakhstan), BarnaulTransMash (Russia), Armada Llc (Russia), Tikkurila (Finland), Torolla (Ukraine) , Zeppelin, Ukraine, geoWestfalia (Germany), Transas Ukraine and many others. The display of the Polish and Czech companies have been scheduled to be held during the Expo. Ukrainian shipbuilding and ship repair industry will be represented by Feodosia shipbuilding company Morye (Sea), ChernomorSudoProekt JSC Shipyard Pallas, Seago Marine company, Trawl Llc, Black Sea Shipyard. Source: Portnews

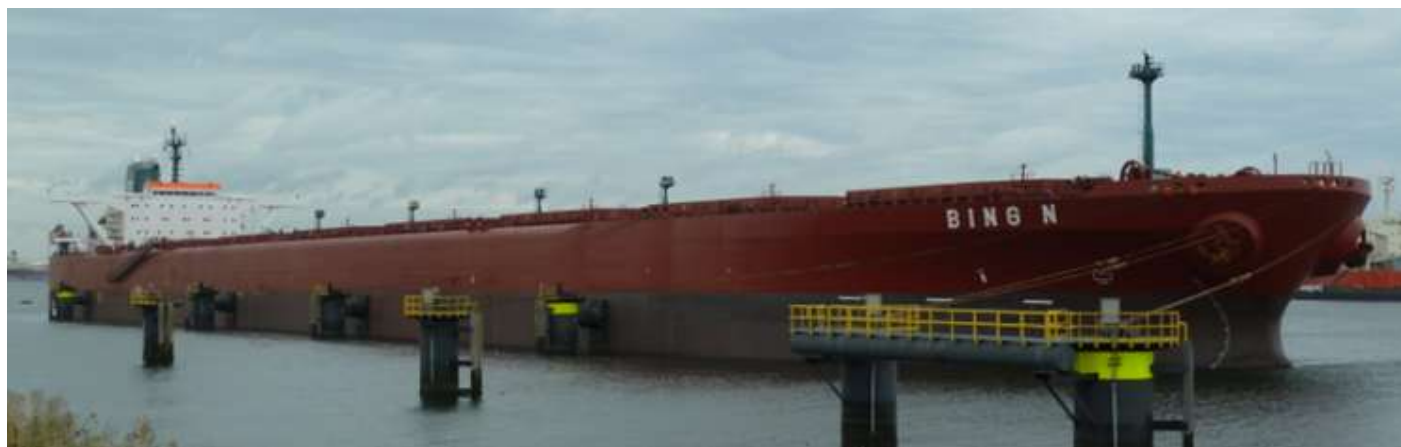


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Wilh. Wilhelmsen increases profit after shipping markets improve

Wilh. Wilhelmsen Holding posted an operating profit of USD 123 million for the first half of 2010, compared with USD 114.7 million for the corresponding period in 2009. Total income amounted to USD 1.36 billion, compared to USD 1.24 billion last year. The increased profit was mainly due to an increase in shipped volumes of subsidiary Wilh. Wilhelmsen ASA. Volumes continue to pick up, and we have seen strong growth in especially the North Atlantic and the Asia-Europe/North America trades, the latter driven by encouraging developments in Japanese exports. This resulted in a 24 per cent volume growth in the second quarter compared to the first quarter of 2010 or a 32 per cent increase when comparing the first half of 2010 with the same period last year, says Ingar Skaug, group CEO. The shipping segment recorded an operating profit of USD 71.4 million, compared to USD 23.4 million in 2009. **Source : ShipGaz**



The **BING N** seen moored at the "palen 80" in the Rotterdam-Caland canal, after partly being discharged at the EMO in the Mississippi harbour, awaiting the departure of the **EVA N** from the EECV west side Sunday evening, to take up her place to discharge her remaining cargo – **Photo : Piet Sinke (c)**

OLDIE – FROM THE SHOEBOX



The Australian **IRON MONARCH** was 4816 gross tons, 2737 net 8130 dwt. Lbd: 404'5" x 56'2" x 26'1". And was the first commercial 'purpose built' vessel at BHP's Whyalla Shipyard (yard No 1), the first 'Chieftain' class built there and the fifth of the 'Chieftain' class constructed. Machinery - quadruple expansion four cylinder engine manufactured by BHP, Newcastle New South Wales. 36 tons of coal per day consumed. 11 knots. Completed trials in Spencer Gulf, steamed in ballast Port Pirie - Whyalla three trips whilst awaiting arrival (by rail) of a four inch gun bound from Bendigo Victoria. Upon being fitted at Whyalla, and loaded with iron ore, this defensively armed merchant vessel headed for Port Kembla 28 March 1943. Having loaded a full cargo of coal at Newcastle for Melbourne and, in the South Channel of Port Phillip Bay, she collided heavily with the 'in ballast' **Empire Strength**. Neither sank but sustained damage to **Iron Monarch** later repaired at Whyalla. Blame laid upon Iron Monarch but Captain exonerated owing to overwork, anxiety of the climate of the times and being in a situation that necessitated an experienced pilot. 1952 modified accommodation. May 1957 converted to oil firing. By 1972 she had in a span of 29 years, carried 5 million tons total of cargo and steamed 1,125,000 miles. Sold early 1972 to Great Far Eastern Ltd, Hong Kong. Resold soon after to Great China Steel Enterprise Co Ltd, Taiwan for scrapping. 31 August 1972 departed Sydney together with **Iron Knight** in tow of the tug **Sakura Maru**. 14 October 1972 arrived Kaohsiung where demolition began 24 October

Photo : Coll. Gordy Ross

.... PHOTO OF THE DAY



ITC's **BLUSTER** seen connecting up to the **NOBLE JIM DAY** in St Michiels Bay (Curacao)

Photo : Crew **BLUSTER** – ITC (c)

BOEKBESPREKING

Door : Frank NEYTS

"Optimist. Handboek beginner".

Bij De Alk & Heijnen Watersport verscheen onlangs "**Optimist. Handboek gevorderden**", geschreven door Alan Willems. Je kunt al zeilen in de Optimist, je hebt eens een wedstrijdje gevaren maar je wilt meer weten over wedstrijdzeilen. Je wilt de bijbehorende technieken en tactieken leren van de experts. Dit handboek leert je stap voor stap een heel goede wedstrijdzeiler te worden die gaat scoren op de kampioenschappen. Naast de tactiek en techniek voor gevorderden vertelt het boek je ook over voeding en fysieke training en over hoe je bepaalde doelen moet stellen en hoe je die kunt bereiken – mentale training dus. Tot slot geeft het informatie over trainingsprogramma's en trainers en – niet onbelangrijk – over hoe ouders zich moeten gedragen. Lees dit "Optimist. Handboek gevorderden" en word een expert!

"**Optimist. Handboek gevorderden**" (ISBN 978-90-5961-079-8) telt 128 pagina's en werd als softback uitgegeven. Het boek kost 14.90 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeverij De Alk, Postbus 9006, 1800 GA Alkmaar. Tel. +32(0)72-5113965, www.alk.nl. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

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