

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 229



**Number 229 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 17-08-2010**

News reports received from readers and Internet News articles copied from various news sites.



**SD Salmaid inbound from RN Naval Base Faslane, for Great Harbour Geenock 15/8/2010, Built 1986 as Salmaid for the RMAS by Hall Russell, Aberdeen. A multi purpose vessel designed to lay and maintain underwater targets, navigation marks and moorings, she can also be deployed in support of submarine and submarine rescue operations.**

**Photo : Iain Forsyth (c)**

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## **EVENTS, INCIDENTS & OPERATIONS**



The **SEARANGER** seen moored Sunday PM at the MOT 1 terminal in Rotterdam-Europoort - **Photo : Piet Sinke (c)**

### **Ill boy, 3, airlifted from ferry**

A three-year-old boy has been taken to hospital by helicopter after he fell ill on board a passenger ferry.

He was returning to Ireland with his family and was about 13 nautical miles from Strumble Head on the west Wales coast when the coastguard was called shortly before 4pm. A doctor and two nurses on the **Stena Europe** ferry, which sails from Fishguard to Rosslare, decided he needed to be taken off the ship after speaking to doctors at Aberdeen Royal Infirmary.

A rescue helicopter was scrambled to airlift him to Withybush Hospital in Haverfordwest, Pembrokeshire.

Milford Haven Coastguard watch manager Graham Warlow said: "The little boy and his family were on their way home to Ireland when the child was taken ill. "We wish him a speedy recovery."

Meanwhile, merchant vessel the **Marida Melissa** warned Holyhead Coastguard it had a medical emergency on board when one of its crew fell ill. An RNLI lifeboat was launched with paramedics to take the Indian man to hospital because the rescue helicopter from RAF Valley on Anglesey was needed for the little boy on the ferry.

Holyhead Coastguard watch manager Barry Priddis said: "We don't normally use lifeboats for medical evacuations but in this case the child had to take priority. "When the lifeboat crew arrived at the vessel, which was anchored off Moelfre, they assessed the scene and reported back to us that they were confident that they could evacuate the ill man off of the ship safely. The man was carefully lifted on to the lifeboat then taken back into Moelfre, where he was lifted into an awaiting ambulance, then on to hospital." **Source : [newrosstandard.ie](http://newrosstandard.ie)**



The **LINDA** seen enroute Rotterdam – **Photo : [Wil Kik \(c\)](#)**

## WIE HELPT DE MANNEN OP DE CONDOR ??



Bovenstaan vind U een foto van de **M/V Condor** the Zeebrugge (Brugge). Het schip ligt al sinds April daar. De lading rijst is er uit gehaald, het schip ligt aan de "ketting". Het grootste deel van de bemanning is reeds naar huis, maar de

kapitein en een stuurman blijven echter aan boord. Geen enkel bemanningslid is betaald geweest door de eigenaar van het schip. Van boord gaan zou betekenen dat ze loonsafstand doen. Daarom moeten beide personen aan boord blijven. Het schip zelf is in erg slechte staat, er is bijna geen brandstof aan boord, dus ook geen stroom, verwarming, koelcellen voor eten liggen uit. Tot voor kort moest de bemanning met kaarsen rond lopen op een erg onhygiënisch schip. En de eigenaar van het schip heeft absoluut geen erg in zijn bemanning.

Nu recent is er geregeld dat er een beperkt stroomtoevoer is naar het schip van de wal. En het Zeemanshuis te Zeebrugge heeft kunnen zorgen voor een kleine koelkast. Beide zeemannen zijn genooddaakt geweest om uit conserven te eten aan boord omdat door het stil leggen van de koelruimen het eten bederft.

Wat we met dit bericht hopen te bereiken :

Aandacht brengen op het probleem, in ieder geval. Maar graag zouden we ook meer doen. We hopen om de mensen aan boord te kunnen helpen met materiaal. Wat we Zoeken ...

1. Vers vlees en groenten
2. Een gas vuurtje om eten op te warmen
3. Materiaal om te poetsen voor de basis behoeften
4. Geld voor telefoonkaarten en andere materialen die nodig zijn om iets comfort te hebben

Het gaat ons enkel om het welzijn van de mensen, niet om het schip zelf. **Mensen helpen mensen**, dus denk niet een ander zal wel helpen, want als iedereen zo denkt helpt er niemand.

**Werkt U in een bedrijf dat misschien kan helpen of wilt U zelf helpen, dan kunt U op deze mail antwoorden of contact opnemen met het zeemanshuis in Zeebrugge.  
Stuur deze mail ook door naar vrienden AUB.**

Contact Zeemanshuis Zeebrugge: Ploegstraat 24, 8380 Zeebrugge - tel.: 050/55 16 66

Source : Gerard Andy (Voorzitter VZW Shiphunters) - [www.ship-hunters.be](http://www.ship-hunters.be)



The **STENA SAGA** seen in the Oslofjord – Photo : Huib Lieveense (c)

## **Zeiljacht met gebroken roer voor Katwijk** **KNRM Reddingboot De Redder schiet te hulp**

Op zondag 15 augustus voer het 6,5-meter lange zeiljacht **Frida** ongeveer 4 mijl westelijk van Katwijk, toen het roerproblemen kreeg. De windkracht was op dat moment 7 Beaufort uit het Noord tot Noordwesten. De golfhoogte was op dat moment ongeveer vier meter. De Engels sprekende bemanning gaf hierop een PANPAN (spoedoproep) op marifoonkanaal 16.



Het zeiljacht **Frida** was zondagmorgen vertrokken uit de haven van IJmuiden en onderweg naar Stellendam. Voor de Katwijkse kust brak hun roer in tweeën en waren zij stuurloos. Nadat de opvarenden een noodoproep hadden uitgezonden aan het Kustwachtcentrum in Den Helder, werd omstreeks 14.38uur de reddingboot van de Koninklijke Nederlandse Redding Maatschappij (KNRM) van Katwijk aan Zee gealarmeerd.

Rond 15.00uur was reddingboot **De Redder** ter plaatse bij het zeiljacht en zette twee opstappers over. Inmiddels werden er al windstoten gemeten tot 8 Beaufort. Vervolgens brak ook nog de mast en viel deze in zee. Nadat de mast door de KNRM'ers was geborgen, kon een sleepverbinding tot stand gebracht worden. De drie opvarenden waren voorzien van goede zeilkleding met reddingvest. Uit veiligheidsoverweging werd besloten om een van de opvarenden van boord te halen en plaats te laten nemen op **De Redder**.



Hierna werd koers gezet naar de jachthaven in Scheveningen. Omdat het gevaar bestond dat de sleepverbinding door de hoge golven zou kunnen breken, lag de Scheveningse reddingboot **Kitty Roosmale Nepveu** stand-by nabij de havenhoofden. Tevens hebben zij geassisteerd bij het naar binnen slepen naar de jachthaven.



Nederland – Op zondag 15 augustus, zijn door het Kustwachtcentrum te Den Helder 35 aanvragen voor hulp ontvangen. Het betrof:

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

In totaal werden 48 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.

**Photo's : Arie van Dijk**

## **Wat doet de KNRM op Sail?**

Tijdens **SAIL Amsterdam 2010** krijgt de KNRM de kans zich te presenteren als moderne reddingorganisatie met een rijke historie van 185 jaar. De afhankelijkheid van de KNRM van giften en donaties zal tijdens SAIL tot uiting komen in de fondsenwervende activiteiten, die de KNRM zijn gegund door SAIL. Het benadrukt de waardering vanuit de Sail-organisatie aan het goede doel KNRM.

De KNRM investeert in een expositietent, fondsenwervende acties, vlaggen, spandoeken enz. en lift mee op alle uitingen van SAIL. Daarmee draagt de KNRM bij aan de kosten van het SAIL-evenement en dat mag je sponsoring noemen. De KNRM zal als maatschappelijk partner van SAIL zichtbaar zijn door dienstverlening aan de organisatie en exposant van reddingboten en reddingstechnieken. De KNRM is met vijf van de modernste reddingboten permanent

zichtbaar in de Zouthaven, voor het Muziektheater en BIMhuis. De expositietent van de KNRM aan de Zouthaven is de uitvalsbasis van alle activiteiten van de KNRM tijdens SAIL.



Eén van de reddingboten is permanent stand-by voor calamiteiten op het water, maar alleen in aanvulling op de schepen van de Politie te water en de havendienst, die de veiligheid op het water bewaken. Bij de Sail in en Sail out varen KNRM reddingboten mee ter ondersteuning van de organisatie. Dat kan in voorkomende gevallen voor hulpverlening zijn. De vereniging Oude Reddingsglorie vaart mee met een konvooi oude reddingboten.

Tijdens het evenement verzorgt de KNRM diverse reddingdemonstraties in samenwerking met helikopters en Koninklijke Marine op het IJ en toont reddingstechnieken met kleinere reddingboten in de

Zouthaven.

De historische waarde van de KNRM komt tot uiting in de voormalige reddingboten, die ook afmeren in de Zouthaven.

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# NEXUM

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## State-of-the-art Ship docks in Ireland



The world's most innovative cargo ship **E-Ship 1** docked in Dublin Port to deliver a cargo of wind turbines for Castledockrell Wind Farm in Wexford. The **E-Ship 1** is remarkable in many aspects and represents a full scale demonstration of numerous innovations to make cargo ships more energy efficient and economic. The most visible characteristic of the ship are four about 27m tall cylinders, which are rotating at variable speed to create lift on the cylinder body, supporting the ship-like sails.

Photo : Bert de Winter ©

Burke Shipping Group was in charge of handling the ship on her maiden mooring in Ireland. Commenting on the arrival of **E-Ship 1**, a spokesperson from the company said 'Burke Shipping Group are delighted to be entrusted with handling the m/v E-ship 1 in Dublin on behalf of Enercon. Enercon are a very valued customer of the group and we

look forward to many more calls of the vessel.' He went on to say 'Burke shipping group are a leader in handling Wind Turbines in Ireland, with a dedicated team of professionals trained in handling Turbine equipment. We have handled Turbine equipment in Belfast, Dublin, Waterford, Cork, Fenit, Foynes and Killybegs over the last number of years.'

The E-Ships so-called "Magnus Effect" also give a spinning soccer ball a bent flight path during a corner kick in lay-person's terms. Due to the rotating cylinders, a highly efficient diesel-electric drive – including a steam turbine for exhaust heat, a special aerodynamic hull, an innovative propeller design and other improvements – the ship is expected to reduce fuel consumption significantly. The two electric ship motors are modified Enercon wind turbine synchronous generators. The E-Ship 1 is 130m long and due to its optimised, flexibly adjustable cargo bay, able to load many more wind turbine components than a conventional cargo ship. On its first regular journey it is delivering nine Enercon E-70 wind turbines including tower parts and blades for Castledockrell Wind Farm, currently under construction in Co Wexford. The service and maintenance of the wind farm will be provided by Enercon's Tralee-based company Enercon Wind Farm Services Ireland over the next 12 years. Enercon has supplied 16,000 wind turbines to more than 30 countries with a total power capacity approaching 20GW and is the global leader in gearless wind turbine technology. The ship is owned by Enercon, which has supplied 25% of the wind turbines installed in Ireland to date. The E-Ship 1 will deliver the other nine wind turbines to the fleet maintained by Enercon Wind Farm Services Ireland in the upcoming weeks. **Source: The IMDO**



HAL's **STATENDAM** moored at Haines (Alaska) – **Photo : Crew Statendam ©**



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## Fire at Bangladeshi shipbreaking yard, 10 injured

At least 10 workers were injured in a fire at a ship-breaking yard at Sitakunda of Chittagong on Sunday. The injured workers--Saiful, 22, Noab Ali, 27, Milon Mandal, Belal, 25, Roni, 26, Razzaque, 40, and Shahid, 28, were admitted at Chittagong Medical College Hospital with severe burn injuries. Others were treated in local clinics. The victims hailed from different areas of Jamalpur district. Police said the fire broke out as gas cylinder was exploded at about 1:00pm when the workers were cutting the tank of a ship at ZN Enterprise Ship Breaking Yard at Madam Bibirhat leaving the workers injured. **Source: seatradeasia**



The **HUSKY** seen in Stavanger – Photo : Muhlis Cakir (c)

## Middle East Supertanker Returns Triple as Owners Reject Cargoes

Returns from shipping Middle East crude oil to Asia, the world's busiest route for supertankers, more than tripled this week as owners rejected unprofitable cargoes. Rental income from very large crude carriers, or VLCCs, hauling Saudi Arabian crude to Japan advanced 21 percent to \$20,133 a day today, according to the London-based Baltic Exchange. Returns were \$6,237 a week ago. The weekly jump was the largest since September, according to exchange prices. Frontline Ltd., the biggest VLCC operator, said Aug. 4 it would anchor ships until a slide in freight rates was reversed. Maersk Tankers, a unit of A.P. Moeller-Maersk A/S, said two days later it would consider the same strategy. "Charterers started to bump up against owners that had previously made statements of intent to only trade at

improved earnings," London-based E.A. Gibson Shipbrokers Ltd. said in an e-mailed report today. "Further gains are possible if owners maintain their more bullish approach." In terms of industry-standard Worldscale points, charter rates on the Saudi Arabia-to-Japan route climbed 4.5 percent to 58.86 points today. They advanced 25 percent this week, the most since the week ended June 4. VLCCs need to earn \$11,601 a day to pay crew, insurance and other running costs, according to London-based Drewry Shipping Consultants Ltd. Frontline needs about \$31,100 once finance costs are included.

Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in U.S. dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch.

The Baltic Dirty Tanker Index, an overall measure of crude oil transportation costs, gained 1 percent to 816 points today, according to data from the Baltic Exchange. Demand for tankers to haul crude oil will climb 2.2 percent this year as the Organization of Petroleum Exporting Countries responds to rising global consumption with extra shipments, New York-based shipping consultancy McQuilling Services LLC said in a report. **Source: Bloomberg**

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## **Ramadan holiday will delay shipping until September 9**

CARRIERS and logistics providers are warning of delays during the Muslim holy month of Ramadan from some Middle Eastern countries with reduced working hours of custom officers slowing down clearing of shipments.

Ramadan will continue until Thursday September 9 affecting the movement of shipments causing some specialists like Dubai-based Move One to charge additional storage fees. Additionally go-slows and floods in Pakistan are likely to cause delays and backlog at the country's Port Qasim, said Swiss-based Mediterranean Shipping Co (MSC), with suspension on nearby Mumbai's Nhava Sheva port services IPAK, ISES, and South Africa loop following a collision with its own vessel and a bulk carrier.

In a statement MSC said they would continue to accept bookings on cargo out of North and West Indian inland container depots. "Please note that to prevent the further build-up of cargo backlog at the port, we are suspending all further export bookings for cargo loading ex-Nhava Sheva until further notice." **Source : Schednet**

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## Port Burwell lands sub



Port Burwell has won the battle to be the site for the **HMCS Ojibwa** submarine. "I feel sublime," said Bayham Mayor Lynn Acre following the decision Saturday by the Elgin Military Museum board to locate the Cold-war era Canadian submarine in the village.

Acre said the submarine will make Port Burwell a destination for tourists, benefiting area businesses. "It will change

everything," she said. Both Port Burwell and Port Stanley were in the running for the decommissioned submarine.

Central Elgin Mayor Tom Marks said he was disappointed in the board's decision, but wished Port Burwell all the best with the project. At least the submarine will still be located in Elgin County, he said. The proposed site for Port Stanley wasn't owned by the municipality and would have required remediation before it could be used, Marks said.

The museum is receiving \$1.9 million from the federal government to mount the submarine. The submarine is expected to be brought on a barge to Port Burwell through the St. Lawrence Seaway before the end of this year's shipping season. Dan McNeil, a retired Canadian rear admiral who advocated for the submarine to be located in Port Stanley, said the decision to put it in Port Burwell will still benefit the entire region, creating jobs and drawing tourists. "It is a win, win, win," he said. **Source : The London Free Press**

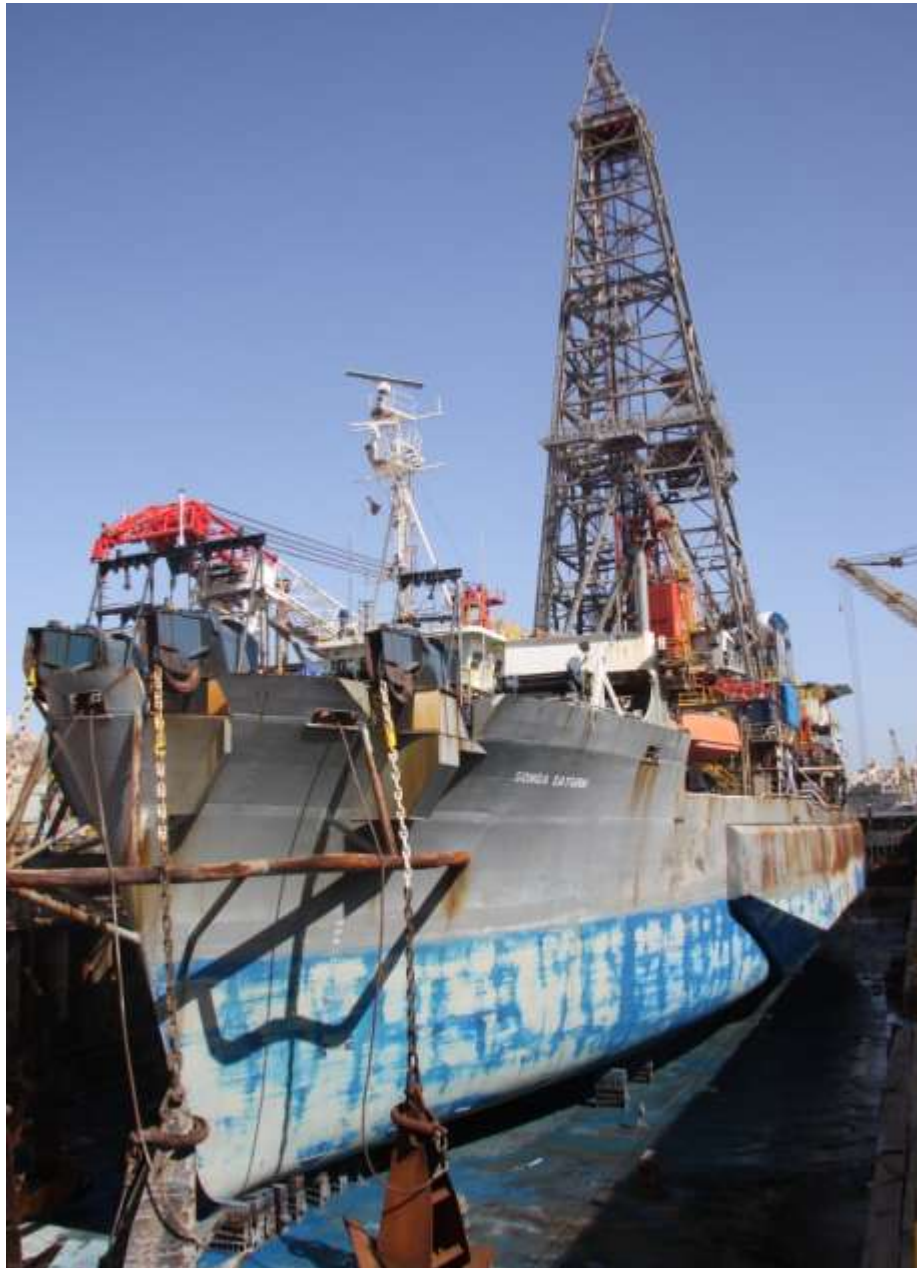
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Above seen the drillship **SONGA SATURN** drydocked at Palumbo Malta Shipyard Ltd Dock no 4 on Saturday 14th August 2010.

Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com)

## STX Pan Ocean: “disaster” if all newbuildings delivered

STX Pan Ocean has predicted disaster for the industry should all ordered newbuildings be delivered on time.

“It can be a disaster in the shipping business if the whole newbuilding orders will actually be delivered in time,” said the company in its bourse announcement. “From the supply side, it is true that the numbers of scheduled delivery in 2010 is quite big and concerned. The newbuilding bulker order book shows 1,529 vessels with 125.7 million DWT to be

delivered in 2010, which is around 27 percent of the existing bulker fleet and 33.3 million DWT bulkers have been delivered during the last six months." However, the company believes this situation is unlikely to occur.

"First of all, most of the newbuilding orders which were originally scheduled to be delivered in 2010 were placed during 2007 and 2008, the peak of the super cycle. There was huge rush of newbuilding orders in that period with no consideration of market collapse. "The demands for the newbuilding already exceeded the established shipyards capacity, and owners who could not find suitable shipyards to build their new ships in time turned their eyes to new-born shipyards.

"The newly-born yards might have built their orders if the super cycle lasted for a few years more, but they could not even construct their yards. Thus, many orders had been cancelled throughout 2009, and will be cancelled in 2010 as well." The company recorded a small loss in the second quarter of 2010, but has been buoyed by a surge of over 90 percent in sales for the same period compared to 2009. **Source : Baird**

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The **SOROLLA** seen off Barcelona – Photo : Sjaak Klaassen (c)

## Mediterranean Shipping Company adds Pipavav to ISES loop

SWISS carrier Mediterranean Shipping Company (MSC) has announced the revision of its India-Subcontinent-Europe Service (ISES) service with the addition of a call at Pipavav, India, from mid-September.

The service will continue to serve Nhava Sheva (Jawaharlal Nehru) and Mundra with the deployment of seven 3,500-TEU ships. The port rotation is Colombo, Nhava Sheva, Pipavav, Mundra, Salalah, Felixstowe, Hamburg, Antwerp, Jeddah and back to Colombo.

Port calls at Port Said and Barcelona now dropped by the ISES service are now to be serviced by the new India-Mediterranean service (I-Med) with the rotation of Colombo, Nhava Sheva, Mundra, Salalah, Port Said, Istanbul, Barcelona, Genoa, La Spezia, Port Said, Salalah and Colombo from August 26.

Operational problems at Nhava Sheva have led carriers to re-route to Mundra and Pipava terminals, managed by AP Moller-Maersk which serves fixed weekly sailings to Europe, US east and west coasts **Source : Asian Shipper**



Above seen the **Fryderyk Chopin** at Brest for celebration of 200 years of Chopin - **Photo : Jacques Carney (c)**

## Kazakhstan to boost Caspian oil tanker fleet

Kazakhstan aims to handle half of the Caspian Sea's commodity cargoes by 2013 after expanding its fleet of oil tankers with the help of private investors, the country's transport minister said. The larger fleet will allow Central Asia's top oil producer to ship 57 percent more crude via the Caspian port of Aktau by 2014, in preparation for the launch of major new projects, Minister of Transport and Communications Abulgazi Kusainov said. "Today, we ship 30 percent of all cargoes in the Caspian. We are already acquiring large tankers and by 2013 intend to have a 50 percent share of all cargoes, primarily oil and grain," Kusainov told Reuters in an interview. Kazakhstan is one of five countries with a

coastline on the Caspian Sea. The others are Azerbaijan, Iran, Russia and Turkmenistan. Kazakhstan, which has attracted over \$100 billion in foreign investment since gaining independence two decades ago, is home to the Kashagan oilfield, the world's largest oil find in four decades which is due to start output in the next few years.

Kashagan, a project run by several international energy majors, will eventually be able to ship 56 million tonnes of crude per year. In its first phase, annual shipments of 7.5 million tonnes will move by tanker and rail by 2013. The existing Tengizchevroil venture, run by U.S. oil major Chevron, also is expected to contribute to a rise in crude production when it completes an expansion to raise output by between 60 percent and 90 percent by 2016. No state monopoly "There was a time when we didn't have a single tanker and had to use vessels brought from Azerbaijan and elsewhere," Kusainov said. "Today, we have six tankers of our own, and in the next few years there will be more." Kazakhstan produces about 70 million tonnes of oil annually and exports most of it via Russia and the Baku-Tbilisi-Ceyhan pipeline, which has an outlet on the Mediterranean Sea.

As well as expanding its pipeline network, Kazakhstan aims to boost shipments of oil by tanker via the port of Aktau to 11 million tonnes per year by 2014 from the current 7 million tonnes, Kusainov said. State shipping company Kazmortransflot handles about 50 percent of oil shipments via the port of Aktau and has plans to buy two large vessels for use on the Black Sea, he said. But the expansion of the Caspian tanker fleet will not be restricted to state companies, the minister said at an exhibition of small aircraft 150 km (95 miles) north of Almaty. "Anybody who wants to buy a tanker can buy one," he said. "This is a matter for business, not government. Why spend state resources on this? Let business acquire the tankers." **Source: Reuters**



Workshops Contrators BV, MOPU " **SEAFOX-6**" Preloading complete and climbing, located off "Songkhla" southern Thailand. - **Photo : Tim Harrison - Seafox-6**

## **New shipping line on Danube**

A new container shipping line on the Danube, which will cut the time of transport on Budapest-Belgrade-Constanta route, will be introduced on August 17. The Belgrade Chamber of Commerce has announced that barges will leave Belgrade from the Belgrade Port container terminal. Departures for Budapest and Constanta are planned once a week. The line will be used by transatlantic companies from China, Indonesia, African countries and the U.S., while companies in Serbia will get quicker, more reliable and more economic connection with other markets in the world. Austrian company Helogistics Holding GMBH will be maintaining the line for minimum one year and it will start with two departures a week in both directions. The Austrian company announced that the travel from Belgrade to

Constanta in Romania would last for only four days, while the travel back would last eight days. It will take the ship eight days to reach Constanta from Budapest and eleven days to reach Budapest from Constanta. **Source: Tanjug**

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The **POLARSTERN** seen moored in Reijkjavik – **Photo : Huib Lieverse (c)**

## **Chinese-built Hambantota port opens**

A vast new port has opened on the southern tip of Sri Lanka - financed and built almost completely by China. The facility is a showpiece among a series of big new infrastructure projects as Sri Lanka looks to rebuild following last year's defeat of the Tamil Tiger rebels, which brought to an end the long-running civil war. In a ceremony at Hambantota, the Sri Lankan President Mahinda Rajapaksa paid tribute to the port's backer. He said the offer by China to build the port has served as a reminder of the two countries' traditional friendship. **Source: seatradeasia**

## **THE NOVA ZEMBLA EFFECT**



The TSHD **Vox Maxima** seen in Baydaratskaya bay (Siberia) - **Photo : Crew Vox Maxima (c)**

## **Multicrore Vizhinjam project evokes interest**

Around 30 national and international firms have shown keen interest in partnering Kerala for the multi-crore Vizhinjam Multi-purpose Seaport project. The deadline for filing Expression of Interest (EoI) for the project ended on Thursday evening. Big Indian names in the list include Gammon, GMR, Reliance and Skil Infrastructure, sources said. International firms which filed EoIs include those from Belgian and South Korean countries. Amsterdam and Busan ports have sought more time to study the Government's proposal.

During the next three weeks, the Vizhinjam International Seaport Ltd (VISL) will hold consultations with the companies. The technical and financial models for the seaport will be finalised by August-end. VISL hopes to release the Request for Qualification (RfQ) in early September and the formal global Request for Proposals in November. "The response has been beyond all expectations," VISL CEO and Ports Secretary Sanjeev Kaushik said when contacted. "The EoI is just a preliminary, though. Those who have not filed EoIs can do so when we release the RfQ."

So overwhelming has been the response that VISL had to turn away Chinese and Hong Kong companies since getting security clearance for them is a near-impossibility.

### **Focus on container transshipment**

At current estimates, the project will cost around Rs 5,000 crore. The private partner will enjoy a 30-year concession period. A new special purpose vehicle (SPV) will be formed with the private partner.

The Government will have 74 percent stake in it with 49 percent as equity of VISL and 25 percent as subordinated debt by VISL to the SPV. In the first-phase slated to be completed by 2020, a 650-metre berth and a three-kilometre breakwater will be constructed.

The port's peak capacity in this phase will be between 2.1 million TEUs and 2.4 million Twenty-foot Equivalent Units (TEUs). The phase is expected to cost Rs 3,000 crore. This is also the phase where the State Government will have to shell out the lion's share: about Rs 2,000 crore for constructing the breakwater and for land reclamation. "The Government is actively trying to get long-term loans from the World Bank or ADB to finance its commitments in Phase-I," Kaushik said.

### **Private partners**

Phases II and III will be funded by the private partner. In Phase II, the berth will be extended to 1.5 kilometres.

The breakwater will be extended by one more kilometre. A cruise terminal will be an added facility. The big challenge before VISL and the State Government is converting the displayed interest into robust bids. While the EoI has turned out to be a hit, it may be recalled that 43 companies had attended the special investors' meet the Government organised in April 2007. Most of them did not bid for the project. **Source : ExpressBuzz**



The **NORTH OCEAN 102** seen passing Hoek van Holland Sunday afternoon outward bound - **Photo : Piet Sinke (c)**

## **Vietnam ministries try to stop cargo clogging ports**

The ministries of Transport and Public Security have recommended to the government to put off checking trucks for licences since many drivers have stopped working for fear of police fines, causing cargo to pile up at ports, according to Thai News Service. They have suggested the checks should resume on December 31. Since July 1 police have been pulling up trucks and penalising those running without the requisite licences. The transport ministry said only 10,467 out of 19,828 vehicles nationwide have licences.

As a result of the checks, many lorries in busy port cities like Ho Chi Minh City, Da Nang, and Hai Phong have chosen to stop plying, leaving containers accumulating at ports. In Ho Chi Minh City, the number is nearly 40 per cent and in Hai Phong it is 30 per cent, according to local transport associations.

Following investigations, the transport ministry has concluded that the delay in obtaining licences was not caused by training, testing, or issuing centres but by the reluctance of businesses and drivers to spend time to obtain them.

**Source: CargonewsAsia**

## **Cargo turnover of Singapore up 8.1% to 293,3m tons, in Jan-Jul., 2010**

Seven-month freight traffic through the Port of Singapore rose by 8.1% from the same period last year, to 293.3 million tons, the Port Authority statistics said. Crude oil transshipment fell 3.4%, to 101.9 million tons. The port's container throughput was up 14% over the same period in 2009, to 16.5 million TEUs.

Singapore, a city-state, is located on an island in the South-East Asia. The last year's throughput of the Port of Singapore totaled 472 million tons. **Source : PortNews**



The **OCEAN PRINCESS** ( former R4 ) seen departing from Amsterdam – **Photo : Joop Marechal (c)**

## **Hubei five year plan to spend US\$5.9 billion on port infrastructure**

HUBEI province, in central China, will invest more than CNY40 billion (US\$5.9 billion) in new port infrastructure as part of the provincial five year plan, which is expected to exceed investment made in the previous 11 five year plans.

The focus will on the modernisation of Wuhan New Port as a hub in the middle reaches of Yangtze River. Other major construction will be carried out to enhance the facilities along Han River Canal and the Three Gorges navigation route, including upgrading Yichang logistics centre and new port construction in the cities of Jingzhou and Xiangfen.

**Source : SChednet**



The tug **CLAUS** seen departing from Rotterdam last week with the **SMIT ANAMBAS**  
**Photo : Henk van der Heijden (c)**



The **VISION OF THE SEAS** seen moored in Alesund – Photo : Svetozar Catovic RRM ©

## 11,000-TEU CMA CGM Callisto arrives Hamburg on Far East service

THE docking of the **CMA CGM Callisto** at the Port of Hamburg has marked the arrival of the first mega containership operating in the new FAL5 service to come to the German port. The Far East liner service operated by CMA CGM and Maersk Line links Hamburg with Port Kelang, Singapore, Ningbo, Shanghai, Shenzhen-Yantian and Tanjung Pelepas.

The Hyundai Heavy Industries shipyards in Ulsan delivered the newly built **Callisto** to CMA CGM in July. The containership is 363 metres long, 46 metres wide and has a slot capacity of 11,356 TEU, including 800 reefer connections. Fully loaded, the vessel has a draught of 15.5 metres.

The **Callisto** entered the Port of Hamburg with only a partial load of 6,677 TEU on board. Some 3,521 TEU were unloaded at the HHLA Container Terminal Burchardkai and 2,421 TEU were loaded.

An increasing number of mega containerships have started calling at the Port of Hamburg. More than 100 arrivals of ships with capacities above 10,000 TEU are expected to dock at the port this year. **Source : Asian Shipper**

## **Gothenburg Port's container throughput up 12% in Jan-Jul, to 443.5ths TEUs**

The seven-month container volume at the port of Gothenburg (Sweden) rose by 12% from Jan-Jul, 2009, to 443.500 TEUs, PortNews IAA reports citing the Port Authority statement. Automobiles throughput in the reporting period surged by 70%, to 116,000 autos, the Port Authority said.

According to Magnus Kårestedt, Port of Gothenburg's Chief Executive if the positive trend keeps its pace, the 2009's throughput level will be reached in Q3, 2010.

Port of Gothenburg is one of the most important Northern Europe's oil ports with an average annual volume at 22 million tons of crude, petroleum products and chemicals handled at the port's terminals.

In 2009 the Port of Gothenburg posted a 8.8-percent drop in freight traffic, to 39.483 million tons, while container trade shrank by 5,2%, 817,616 TEUs. **Source : POrtNews**



The **EDT PROTEA** seen arriving at **JC Meijers** in Rotterdam-Waalhaven - **Photo : Ruud Breur ©**

## **New R&D vice president at Wärtsilä**

**Trudy Schoolenberg, new vice president, global R&D at Wärtsilä**

Trudy Schoolenberg, PhD (Tech), 51, has been appointed Vice President, Global R&D in Wärtsilä Industrial Operations. Schoolenberg will be responsible for global Research and Development of Wärtsilä products. Schoolenberg had previously worked for Shell since 1989, most recently as general manager, strategy for Shell Chemicals in London, leading overall strategy and portfolio development. Schoolenberg's educational background combines BSc in Industrial Design Engineering (product development) with MSc (with honours) in Mechanical Engineering and a PhD in Physics.

"Strong R&D with focus on energy efficiency is the cornerstone of Wärtsilä's technological leadership. I am happy and proud to welcome Trudy Schoonenberg to further develop our work, benefitting both the customer and the environment," says Lars Hellberg, group vice president, industrial operations. **Source : The Motorship**

## **.... PHOTO OF THE DAY ....**



MICLYN EXPRESS OFFSHORE's DP 2 ROV/DIVE SUPPORT VESSEL "**Fugro Solstice**" seen working in Malaysia

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