

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 233



**Number 233 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 21-08-2010**

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

# Seamanship

Whatever the ship. Wherever delivered.





[www.redwise.com](http://www.redwise.com)

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered



**GLOBAL SHIP DELIVERY & CREWING**

[info@redwise.nl](mailto:info@redwise.nl)



**The start (SAIL IN) of the SAIL 2010 IN AMSTERDAM - Photo : Piet Sinke (c)**

**See also :** <http://www.rnw.nl/nederlands/article/grote-belangstelling-intocht-tallships-sail>

## SHIPS PARTICIPATING IN AMSTERDAM SAIL 2010



Top Left the **PIET HEIN** and on the right the **MAHU**, below the **DAR MLODZIEZY** and **TELSTAR**



The IJ completely full with boats awaiting the fireworks to close the first day of the Sail 2010 – **Photo's : Piet Sinke (c)**



## EVENTS, INCIDENTS & OPERATIONS



A large fireworks closed the **SAIL-IN** day last Thursday evening, observed by thousands of spectators

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore**

**PLEASE SEND ALL PHOTOS / ARTICLES TO :**

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

**If you don't like to receive this bulletin anymore :**

**To unsubscribe click [here](#) (English version) or visit the subscription page on our website.**

**<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>**

### Not your average beach restoration.



You may never need us, but if disaster strikes, remember to call TITAN for response and results:

**USA** +1 954-545-4143

**UK** +44 1273 515-555

**SINGAPORE** +65 63187828

Salvage • Wreck Removal • Emergency Response



**TITAN  
SALVAGE**  
A CROWLEY COMPANY

**[www.titansalvage.com](http://www.titansalvage.com)**

## Boskalis H1 profit up 20 percent

Boskalis Westminster of the Netherlands posted a 20 percent increase in first half earnings, buoyed by the recent acquisition of marine services company Smit International and a strong performance by its core port dredging business.

The world's biggest dredger lifted net profit to \$158.6 million in the six months to June 30 from \$131.5 million in the year-earlier period as revenue advanced to \$1.45 billion from \$1.26 billion. The takeover of Rotterdam-based Smit International, which took effect in the second quarter, contributed \$205 million of revenue and a \$12.2 million profit.

Boskalis paid \$1.7 billion for Smit, one of the world's biggest marine salvage companies, which is also active in harbor towage, heavy lift shipping and cargo terminals. "We have had a very strong first half year with a particularly good performance within the core dredging activities," said Boskalis CEO Peter Berdowski.

"Thanks to the well-filled and broadly spread order backlog we had at the start of the year, we had solid utilization rates for our vessels and realized fine margins on these projects." Boskalis said it now expects 2010 profit to increase 10 to 15 percent from last year having forecast in May that earnings would be below the 2009 level. "However, in the current market we are seeing reluctance with clients causing a decline in the volume of work as well as further pricing pressure," Berdowski cautioned.

Dredging was "particularly strong" through the first half although the short term outlook for infrastructure projects has become considerably less certain since the start of 2009 due to the fall in oil prices and uncertainty over demand for raw materials. The harbor towage and terminal units benefited from a gradual recovery in port traffic but heavy lift shipping contract rates fell on fewer oil and gas contracts. **Source: [joc.com](http://joc.com)**



Above seen the former Dutch Hospital / Church Ship **DE HOOP** now named **TIMOR CHALLENGER** offshore Malta on Tuesday 17th August 2010 underway to Somalia to escort vessels.

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

## Baltic index rises, grains activity supports

The Baltic Exchange's main sea freight index BADI, which tracks rates to ship dry commodities, rose on Thursday on firmer Chinese demand for iron ore and European appetite for grains. The index, which gauges the cost of shipping commodities including iron ore, cement, grain, coal and fertiliser, rose 3.36 percent, or 86 points, to 2,644 points in an

11th session of gains. "There has been more activity on the iron ore side," said Tor Svelland, head of commodities at Pareto Securities. "I definitely believe there will be more on the upside."

Brokers said chartering activity had been driven by Chinese iron ore imports from Australia and Brazil on capesizes after Karnataka, India's second-largest ore producing state, banned exports from 10 of its ports last month. The Baltic's capesize index .BACI rose 4.28 percent, with average capesize earnings rising to \$32,066 a day. Capesizes typically haul 150,000-tonne cargoes such as iron ore and coal. Time charter activity is accelerating," Dahlman Rose & Co said in a note. "We expect the dry bulk market to continue to benefit from accelerated iron ore trade, which has been evident over the past several weeks." The Baltic's main index has been erratic this year, similar to 2009, because of swings in Chinese demand for iron ore, the primary ingredient of steel. The Baltic's panamax index .BPNI rose 2.09 percent with average daily earnings rising to \$24,365. Brokers said grain cargo activity in the Atlantic market, helped by Russia's grain export ban, had helped support panamax rates in recent days.

"I expect more grain to be shipped and a stronger (panamax) market," Pareto's Svelland said. "You have the necessary extra cargoes in grain, which will create a lot of trading and a lot of tonne mileage." Tonne mile demand -- a key indicator of ship demand -- measures the volume of cargo transported multiplied by the distance of the voyage. More broadly, industry concerns about the pace of global economic recovery may hit shipping, given that about 90 percent of the world's traded goods by volume are transported by sea. The frail U.S. economy was dealt further setbacks as new U.S. jobless claims scaled a nine-month high last week and Mid-Atlantic factory activity contracted in August for the first time in more than a year. Analysts said freight rates also were expected to be dampened this year due to the pace at which new ships are set to enter the market in 2010 and 2011, despite indications of some vessel cancellations and delays. **Source: Reuters**



The **PACIFIC ENDEAVOUR** seen departing from KHOLMSK - Photo : Cornelis Jagt (c)

## Pirates attack Isle of Man ship bound for China

The crew of a Manx-registered ship have been attacked by machete-wielding pirates off the coast of Malaysia. The 173,000 tonne bulk carrier, **Bet Fighter**, was in the Malacca Straits as six pirates raided the vessel, the Isle of Man



ship registry said Crew were threatened and two officers were tied up by the pirates who took valuables and cash before fleeing back to their small boat.

The attack prompted the International Maritime Bureau to issue a warning. Director of the Isle of Man ship registry Dick Welsh said the owners of the China-bound ship had informed him of the incident. He said: "This was a different type of piracy to that we see off the horn of Africa where pirates take a vessel and ask a significant ransom for the vessel and its cargo. This was more a sort of robbery where the pirates got on board and they took the people on board hostage and got to the master's cabin - and what they were after was valuables and money and some of the crew's personal effects, and then they left the vessel." **Source: BBC**



Simply reliable

**AVRA**  
TOWAGE BV

Avra Towage BV  
Scheepmakershaven 32b  
3011 VB Rotterdam  
chartering@avra.nl  
0031 10 281 0886

www.avra.nl



The **WILLIANNE** seen operating in Surinam – **Photo : Jan Keizer ©**

## Containers to have 'banner year'

World containerised trade volumes are forecast to reach nearly 10% growth this year, with a slightly stronger recovery of 10.6% on the main East-West trade lanes, before slowing, according to IHS Global Insight's World Trade Service Exports from the Far East to North America and Europe bounced back as importers began to re-stock their depleted inventories as sales growth renewed. While the pace is expected to slow a little next year with containerised trade

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 233

looking like growing 6.8% in 2011, IHS said: "2010 and 2011 will be banner years relative to the hardship the container industry faced in 2008 and 2009."

The transatlantic trade lane is comparatively small, although still imbalanced in favour of European exports, and growth rates are susceptible to the moves in the US dollar exchange rate. Particularly sensitive are exports from the US to Europe which hinge on the weaker euro. The outlook for bulk shipping is also improved following a decline of 2.8% in bulk commodity trade in 2009. IHS Global Insight forecasts bulk commodities to grow in 2010 through 2011. The Baltic Dry Index has been steadily increasing since the beginning of the year, and seasonal demand should also boost bulk exports over the next quarter. Dry bulk commodity shipment tonnage, which includes grain, iron ore, and coal, will increase 10.3% in 2010 and 8.7% in 2011. World trade by all modes of transportation - sea, air and land - is set to grow 8.1% in 2010 and 6.9% in 2011, following a 7.2% decline in 2009. **Source: Port Strategy**



The **FURIE** seen during the SAIL AMSTERDAM 2010 – Photo : Theo Bakker ©



### GLOBAL MARINE TRAVEL

THE INDUSTRY LEADER IN SPECIAL AIRFARES  
FOR MARINE MANAGEMENT AND CREW,  
PROUDLY ANNOUNCES



**Inchcape Shipping Services and GMT  
have joined forces to offer the most  
comprehensive global logistics services  
to the marine and offshore industry.**

Tel: +1-954-761-9595  
Toll Free: 1-866-7GMTUSA  
Email: [info@flyissgmt.com](mailto:info@flyissgmt.com)  
[www.flyissgmt.com](http://www.flyissgmt.com)

## AP Moller-Maersk profit hits US\$2.52 billion in first half

INCREASING demand for container business lifted the profit of AP Moller-Maersk Group to US\$2.52 billion in the first half year on year drawn on 20 per cent more revenue of \$27.4 billion. The group forecast net full-year profit to exceed \$4 billion. Meanwhile, Maersk Line recorded \$1.3 billion in operating profit in the first half as revenue grew 32.8 per cent to \$12.5 billion. Its performance accounted for 46 per cent of the AP Moller-Maersk Group's revenue in the first half, up five per cent year on year.



The **LARS MAERSK** seen arriving in Cape Town and departed later bound for Port Elizabeth

Photo : Kenneth Williams ©

The company said demand for containerships increased freight rates. Average rates, including bunker surcharges, were up 31 per cent to \$2,986 per FEU in the first half compared to \$2,288 a year ago. Freight rates soared 43 per cent year on year in the second quarter. This gave Maersk an average profit of \$364 per FEU compared to a \$261 loss one year ago. Volume increased 11 per cent to 7.2 million TEU, while rates increased 31 per cent. Also, transpacific volume for Maersk grew 11 per cent, while Asia-Europe volume climbed five per cent, which included an eight per cent hike on the head-haul and a two per cent less on the backhaul.

Maersk Line and sister company Safmarine boosted container traffic 11 per cent in the first half to 7.2 million TEU from 6.6 million TEU a year ago. Yet the cargo volume growth was down to five per cent in the second quarter. Although the rebound in the group's sales turnover was better than expectation, it remains cautious about the outlook for Q4 and finds difficult to forecast whether the good times will last. **Source : Schednet**

## Nava Sheva, Mumbai ports not fully open after collision

NAVA Sheva and Mumbai, India's biggest container ports, had not been restored to full operation since the collision of an MSC containership and an old bulker more than a week ago, the debris from which has hampered shipping in the channel.

The Indian navy continued to guide ships in and out of the ports to prevent them from colliding with the 100 containers that had fallen overboard and were floating or submerged in the channel. Ships with a draught of 12.5 metres or more have not yet been allowed through, according to London's International Freighting Weekly. This means



that all FCL consignments from northern India, some 40 per cent of Nava Sheva throughput will likely be diverted to Mundra and Pipaya ports. It remains unclear when the two ports will be back for full operation. **Source : Schednet**



The **NATCHEZ** seen cruising the Mississippi River near New Orleans - **Photo : Ary van den Adel ©**



### VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,  
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000  
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

[www.vlierodam.nl](http://www.vlierodam.nl)

[info@vlierodam.nl](mailto:info@vlierodam.nl)



## Lebanese all-women aid ship to head to Gaza via Cyprus

Organisers of a Lebanese women-only aid ship which plans to break the Gaza blockade announced on Thursday they will sail to Cyprus on the first leg of their journey this weekend. "The ship **Mariam** will leave for Cyprus on Sunday at 10 pm (1900 GMT) from the port of Tripoli" in north Lebanon, organiser Samar al-Hajj told reporters outside the port. The **Mariam**, a Bolivian-flagged cargo ship originally named the **Junia Star**, plans to carry aid to Gaza in a bid to break the four-year siege of Gaza with 50 Lebanese and foreign women activists on board, including a local pop star.

Israel came under international censure over its May 31 seizure of a six-ship aid fleet bound for the Palestinian territory when nine Turkish activists were shot dead by Israeli commandos in clashes on the lead boat. The **Mariam**, renamed in honour of the Virgin Mary, would need Cypriot authorisation to depart for Gaza from its shores but officials in Cyprus have said the island was keeping in place a ban on ships departing for Gaza.

"The Cypriot ambassador to Lebanon tried to convince us not to go and reiterated that his country would not grant us authorisation to sail to Gaza," Hajj told AFP. "But we are adamant," she added. "We have no arms and we will go to Gaza." Israeli officials have warned the Jewish state would intercept any boats attempting to approach the coast of Gaza, which is run by the Islamist Hamas movement.

The United Nations has said that groups seeking to deliver aid to Gaza should send it by land. The "Naji Al Ali", another Lebanese boat organised by journalists and originally named Julia, has also announced it would sail to Gaza via Cyprus but has not yet received clearance from Lebanese authorities. Lebanon and Israel remain technically at war and have no diplomatic ties or maritime links. **Source : The Jordan Times**



The **MSC TOKYO** seen at the Westerscheldt River – **Photo : Huib Lieverse (c)**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**





## NAVY NEWS

# Australian naval ship visits Mumbai

**HMAS Parramatta** has recently completed an operational deployment to the Middle East and is visiting Mumbai as the first port visit during her transit back to Australia.

The crew of **Parramatta** is looking forward to visiting Mumbai and for many this will be their first visit to India.

Australia's High Commissioner to India, HE Peter Varghese, welcomed the visit as a sign of the closer relationship between the Australian and Indian Navies. He said "Australia and India share a strong interest in the maritime security of our region and are working more closely together than ever before. I see great potential for the bilateral naval relationship to grow in the years ahead." **HMAS Parramatta** departed Sydney for the Middle East on 15 March 2010 for a six-month deployment, as part of **Operation SLIPPER**; the Australian Defence Force's (ADF) contribution to the international campaign against terrorism, countering piracy in the Gulf of Aden, and contributing to maritime security in the region. These operations complement the counter-terrorism and security efforts of regional nations and seek to disrupt violent extremists' use of the maritime environment as a venue for attack or to transport personnel, weapons or other material. **Source : Newstrack India**



The Dutch frigate **F 803 TROMP** seen moored at the Sail 2010 in Amsterdam - **Photo : Piet Sinke ©**

# Navy ship and crew to wait in Singapore

## Dan Oakes

ONE of the Australian Navy's two supply ships will be laid up in a Singapore dry dock for months after a conversion contract worth millions of dollars was apparently awarded to a company with facilities there.

The contract to overhaul **HMAS Success** was previously held by Thales Australia, based in Sydney. But, The Age believes, sailors have been told a new contract was won by a company with a shipyard in Singapore, where they will spend months while the work is done. **Success** is the subject of an investigation into allegations of sexual harassment, bullying, intimidation and assault by some members of the 220-strong crew against others.

The supply ship will soon sail north to participate in exercises for at least 14 weeks, Defence confirmed last night, but when she returns she will need significant modification. "The International Maritime Organisation has stipulated all tankers meeting certain criteria must be double hulled to decrease the risk of an oil spill if the ship is involved in an accident," Defence said.

"As a warship Success is exempt from IMO compliance. However, Navy has chosen to adopt compliance to meet international standards. Success was built as a single-hull ship and will therefore require modifications to comply with the IMO ruling."

However, Defence said, the contract for the double-hulling has not yet been awarded. The 18,000-tonne Success, along with **HMAS Sirius**, supplies navy ships with fuel, ammunition, food and stores. A family member of one sailor said the crew was told the new contract would not be announced until after the election, and that the decision raised a number of questions.

"I would like to hear from the government or opposition what their opinion is in regard that - as we are so security conscious about our borders - one of the main replenishment ships in the RAN is being repaired in an overseas port," the family member said. Representatives of Thales refused to comment yesterday.

After extensive study by the government weapons purchaser, the Defence Materiel Organisation, and consultation with ship repairers, including BAE Systems and Thales, in January, the government announced it would bundle repair contracts according to ship class and offer longer-term contracts. **Source : The Age**

## **Russia leases nuclear sub to India**

Russia has reportedly leased a nuclear-powered submarine to India. The RIA Novosti and Interfax news agencies said Friday the Nerpa submarine manned by an Indian crew has sailed to India. The sub had an accident that killed 20 Russian seamen during sea trials in 2008. Its fire-extinguishing system activated in error, spewing Freon gas that suffocated the victims and injured 21 others.

Officials have blamed the accident on human error, but details of the official investigation have been kept under wraps. It was the worst accident in the Russian navy since the sinking of the Kursk nuclear submarine killed 118 seamen in 2000. Russia has been a top weapons supplier to India since the Soviet times. **Source : The Washington Post**

## **SHIPYARD NEWS**

**Maritime**  **JOBS4U**

Search, Select and Find your **maritime** job

- worldwide jobs
- per work field
- easy & fast
- apply any time

[www.maritimejobs4u.com](http://www.maritimejobs4u.com)

[www.maritimejobs4u.com](http://www.maritimejobs4u.com)





## China Shipping Development to build 14 bulkers for \$420m

China Shipping Development Company has inked contracts for 14 dry-cargo newbuildings worth over \$420m. Shanghai and Hong Kong-listed CSDC says it has ordered a dozen 46,200-dwt bulkers and a brace of 53,000-dwt ships via two subsidiaries. In a statement to the Shanghai exchange it says the first 12 bulkers, booked by Shenhua Zhonghai Shipping, will cost CNY 2.4bn (\$353.31m). CSDC holds a 49% stake in Zhenhua Zhonghai. The remaining two vessels, ordered for Jiahe Shipping, in which CSDC owns a 51% stake, will come at a cost of CNY 480m. No yards were mentioned in the report. **Source: seatradeasia-online**



Above seen on 19.08.2010, the two Funnels of the **DISNEY DREAM** on the Meyerwerft in Papenburg Germany are ready after painting red, blue and white now, now the 2 masts remaining and final coating outside hull.

**Photo : Henk Lichtenberg ©**

## Dubai to get new ship repair facility

Goltens, a major independent global provider of ship repair solutions, has confirmed leasing 23,000m<sup>2</sup> in Dubai Maritime City for the development of, it claims, the world's foremost ship repair facility. Goltens is the first company to sign up for a plot in Dubai Maritime City – Industrial Precinct (DMC) in an official signing ceremony in Dubai and confirms that it will lease Industrial Precinct plots 6 and 7 for a period of 25 years.

"Shipowners around the world rely on us to solve critical repair projects. Now finalizing our agreement with the ship repair yard, Drydocks World, Jadaf Dubai, we can embark on building a new facility to consolidate all of our services in an optimum fashion under one roof, introduce some new services and provide additional capacity for future expansion," said Paul Friedberg, president, Goltens Worldwide Service.

The Maritime Centre District is the centrepiece of Dubai Maritime City and will serve as an international hub for maritime business. This sector is a hub for ship repair facilities, yacht repair and manufacturing, as well as workshop units. The precinct is managed by Drydocks World, Jadaf Dubai. More than 100 workshops and warehouses complete the industrial precinct, offering a comprehensive range of facilities to businesses. Despite the prolonged shipping crisis, the marine market has grown significantly in the Arabian Gulf and the Middle East and Friedberg expects further growth in throughput and sales and increasing market share. "We are seeing viable signs of a market recovery.

Despite a global shipping recession, there is a steady flow of ship repair activity and business. Our new workshop and repair/maintenance center will be our hub for the Middle East,” says Friedberg.

The new DMC– Industrial Precinct integrated workshop facilities and administration/sales offices will be substantially larger than those at Goltens current location in Al Jadaf. An increased business portfolio, together with an expected future head count considerably larger than the current 520, has made facility expansion necessary. Goltens also sees the move as a possibility to modernise their workshop and create a more flexible and efficient workspace. “We have been bursting at the seams for some time. During the past five years, we have established seven new global repair centres, lifting our annual global ship repair revenue to close to \$200 million. These new facilities will enable Goltens to meet the growing demand for specialist repair and maintenance services amongst shipowners and ship managers,” says Friedberg.

Goltens will start construction immediately and hopes to move into the new, more centrally located Dubai facilities by the 3rd quarter 2011. The new facility will house both a large workshop and an administrative office in its new 15,000m<sup>2</sup> purpose built facility. The new purpose-built workshop will perform specialist 2/4 stroke diesel engine reconditioning and repair services including all associated engine room and mechanical services.



The Damen built **ALJALBOOT** seen in Rotterdam-Europoort bound for Doha in Qatar - **Photo : Henk Dekker ©**

## **Japanese export ship orders increased 21.7 percent in July 2010**

Japanese export ship orders increased 21.7 percent in July from a year earlier to 1,157,150 gross tons, according to figures released Thursday by the Japan Ship Exporters' Association. It was the slowest rate of growth in the eight consecutive months of recovery since ship orders fell for 15 months in a row during the great recession. Orders had more than doubled in April, May and June. In May, the rate of increase was more than 558 percent, compared with the lowest point in the recession.

In July, Japanese shipbuilders received orders for 27 export ships -- 25 bulk carriers and two general cargo vessels. The 27 ships total 530,793 compensated gross tons. The gross tonnage of Japanese export ship orders in July was still



55.2 percent lower than 2,582,960 gross tons in July 2008, shortly before the global financial crisis erupted. In July 2008, Japanese shipbuilders received orders for 67 ships.

During the first four months of fiscal 2010, which started on April 1, Japanese export ship orders totaled 4,515,991 gross tons, up 111 percent from the same period of the previous fiscal year. Japanese shipbuilders received orders for 97 export vessels -- 89 bulkers, six general cargo vessels and two oil tankers -- between April and July. The 97 ships total 1,962,775 compensated gross tons. The figures for the April-July period still pale before those for the same period of 2008, when Japanese shipbuilders received orders for 194 export vessels totaling 7,890,740 gross tons.

Source: [joc.com](http://joc.com)

## Scheepsbouwer SKB failliet verklaard

Het **Antwerpse scheepbouw- en herstellingsbedrijf SKB** is failliet verklaard. Vijfenveertig mensen verliezen daardoor hun job. Ook het Havenbedrijf riskeert klappen te krijgen.

Het **'Scheepvaart- en Constructiebedrijf NV' (SKB)** is al jarenlang een absolute blikvanger in de Antwerpse haven. Vlak bij de Rooyerssluis zag elke havenbezoeker er regelmatig Belgische oorlogsschepen of zelfs de **Mercator** voor herstellingen liggen, terwijl er ook dikwijls sleepboten werden gebouwd. Toch legde het bedrijf van de familie Longueville dinsdag vrij onverwacht de boeken neer. De rechtbank duidde Peter Verstraeten en Anne-Marie Moens als curators aan. Die gaven de 10 bedienden en 35 arbeiders meteen hun ontslagbrief. Een zestal bedienden werd echter direct via uitzendcontracten opnieuw aangeworven. "Zij moeten zo snel mogelijk bekijken of een aantal bestellingen nog gedeeltelijk of volledig kunnen worden afgewerkt", aldus curator Verstraeten. "Eind deze week, begin volgende week willen wij daar zicht op hebben. Intussen kan eventueel met kandidaat-overnemers worden gesproken."

De oorzaken van het faillissement ziet de curator bij wanbetalende klanten. Zo verloor SKB 1 miljoen euro bij het faillissement van Antwerp Shiprepair en zelfs 3 miljoen euro bij een Nederlandse opdracht. Volgens N-VA-Kamerlid Luc Sevenhans draagt ook de regering-Verhofstadt een zware verantwoordelijkheid. "Verhofstadt persoonlijk schrapte destijds de al in uitvoering zijnde bestelling van vier mijnenvegers omdat hij die order als een CD&V-contract beschouwde. SKB begon een proces en kreeg keer op keer gelijk. De schaderegeling werd van 20 miljoen teruggebracht tot nog zowat 10 à 12 miljoen en zou nu stilaan onder De Crem uitgevoerd worden. De val van de regering heeft dat onmogelijk gemaakt. SKB rekende uiteraard op dat geld." Direct betrokken is het Antwerpse Havenbedrijf. Dat is niet alleen de concessieverlener, het bestelde bij SKB twee jaar geleden ook drie nieuwe sleepboten en de duwboot Duvel. De Duvel werd al opgeleverd. Van de sleepboten is er één bijna afgewerkt. Vrijdag gaan de curators en het havenbedrijf de afwerking bekijken, bevestigt haventopman Eddy Bruyninckx.

Namens het gemeenschappelijkvakbondsfront reageert secretaris Luc De Bruyn (ACV-Metea) verbijsterd. "De bouwdoeken van SKB liggen vol. Het probleem was dat SKB geen kasstroom meer had. Het bedrijf zat gewrongen tussen het Havenbedrijf en de banken." **Bron : Gazette van Antwerpen**

## ROUTE, PORTS & SERVICES

**DISA**  
DISA MARITIME BVBA  
Ketelaarstraat 5c  
82340 Beerse  
Belgium  
T: +32(0)14 62 04 11  
F: +32(0)14 61 16 88  
VCA\*\* ISO 9001  
BUREAU VERITAS  
Certification

**SUBSEA**  
**CIVIL CONSTRUCTION**  
**ENGINEERING**

[www.disamaritime.com](http://www.disamaritime.com)  
Providing worldwide underwater solutions



HAL's **EURODAM** seen moored at the former Ceres terminal in Amsterdam (West) – **Photo : Piet Sinke (c)**

## **Torm posts pretax loss of \$ 22m for H1 2010**

Torm posted a loss before tax of 22 million dollar for the first six months of 2010. For Q2 the loss was 24 million dollar, in line with expectations and better than the same period a year ago. The management saw positive signs of recovery late in the quarter.



The **TORM GARONNE** – **Photo : Henk de Winde (c)**

"In Q2, the product tanker market was affected by seasonality, however positive signs of recovery were seen late in the quarter. We believe underlying demand is improving and will support the product tanker segment going forward," says CEO Jacob Meldgaard.

The result before tax for the second quarter of 2010 was a loss of USD 24 million, compared to a loss of USD 33 million in the same period last year. The result for the second quarter of 2010 was positively impacted by mark-to-market non-cash adjustments of USD 2 million.

A loss of USD 22 million before tax was recorded for the first six months of 2010. The result for the first quarter of 2010 includes a profit of USD 18 million from the sale of two bulk vessels.

In the second quarter of 2010, product tanker rates were negatively impacted by seasonality, influx of new tonnage and continued discharge of vessels from floating storage. The demand for refined products in the West remained slow, and the freight rate weakness seen in the crude oil markets did not spur additional demand for the larger LR tonnage. The demand for vegetable oil to China and Europe and for naphtha in the Far East did not offer sufficient rate support until the end of Q2, where also demand for gasoline in the West showed an upward trend.



Panamax bulk rates remained volatile in the second quarter of 2010. Up to mid-May, the rates increased to USD 37,100/day, but then fell to USD 22,100/day at the end of the quarter. Due to Torms high coverage of earning days, the volatility in bulk spot rates had limited impact on Torms earnings.

On a quarterly basis, Torm calculates the long-term earnings potential of its fleet based on discounted expected future cash flows. The calculated value of the fleet at 30 June 2010 supports book value. At 30 June 2010, Torm had covered 33% of the remaining earning days for 2010 in the Tanker Division at USD 16,470/day and 81% of the remaining earning days in the Bulk Division at USD 19,725/day. Torm forecasts a loss before tax of USD 40-60 million for 2010.

Source: [maritimedanmark.dk](http://maritimedanmark.dk)

## **APM Terminals posts profit of \$528 million for H1 2010**

APM Terminals posted a modest increase in first half operating profit from a year ago as traffic grew at only half the rate of the global market. The terminal operating unit of Denmark's A.P. Moller-Maersk posted a headline profit of \$528 million in the six months to June 30 compared with \$211 million in the year-earlier period.

But excluding the \$423 million pre-tax gain from the sale of a stake in the Yantian container terminal in China and a \$52 million impairment charge, first half profit came in at \$231 million against \$204 million a year ago.

By The Numbers: Container Rate Benchmark.

Revenue edged up slightly to \$2.183 billion from \$2.121 billion. Container traffic rose 6 percent to 15.8 million 20-foot equivalent units from 14.9 million TEUs, trailing an estimated 12 percent increase in the global container terminal market during the first half of 2010. Discontinuing operations at minor terminals in Oakland and Savannah in the U.S. and in Kaohsiung, Taiwan, probably accounted for 3 percentage points of lost growth, according to A.P. Moller-Maersk CEO Nils Andersen. "And last year when the market was tanking we were doing better," Andersen said in a conference call with investment analysts. APM Terminals increased the volume of business from carriers other than A.P. Moller-Maersk's Maersk Line and Safmarine by 18 percent in the first half of the year. This raised the share of third party customers to 43 percent from 38 percent in the same period in 2009.

Andersen confirmed A.P. Moller-Maersk would continue to focus investment toward container terminals and its oil and gas activities. Source: [joc.com](http://joc.com)



The **BALTICBORG** seen at the Westerscheldt River – Photo : Josine Dieleman (c)

## East African operator orders third Incat Crowther cat from RDM

Australian shipbuilder Richardson Devine Marine (RDM) has signed a contract to build an Incat Crowther design 38 m aluminum catamaran fast ferry for Coastal Fast Ferries, Tanzania. To be named **Kilimanjaro III**, it will be the third RDM vessel commissioned by this operator for the 60 nautical mile run between Dar es Salaam and Zanzibar.



**Kilimanjaro I** and **II** are 37 m vessels designed to carry 400 passengers. They are ostensibly sister ships delivered in 2009 and 2010 respectively.

To coincide with the delivery of **Kilimanjaro II**, RDM Director, Toby Richardson visited Tanzania to consult with the owner and gain first hand experience with the

Coastal Fast Ferries operation and local sea conditions. This experience proved invaluable in the development of the design for the new vessel.

High numbers of baggage-carrying passengers called for an improvement in the luggage room facility and access, while the lazy Atlantic, equatorial swell prompted Mr. Richardson to develop a two deck, platform, lowering the vessel's center of gravity. This, along with the addition of active interceptor ride control will make for a smoother ride. Maximizing the beam to 10.5 metres and efficient use of indoor and outdoor areas has allowed seating to be increased to 558 passengers. **Kilimanjaro III** will be a highly efficient people mover!

Incat Crowther's design team transformed Mr. Richardson's ideas and sketches into a workable general arrangement that, with some final tweaking, met with the owner's high approval.

With sleek styling, near upright bows and additional aft buoyancy pods, this vessel has an optimum waterline length and with the installation of two Cummins KTA50M2 engines providing 1,800 horsepower each, will offer a loaded cruising speed of up to 30 knots.

Construction of **Kilimanjaro III** will be commenced late 2010 for delivery June 2011.

Incat Crowther says that **Kilimanjaro III's** two most significant enhancements are its increased passenger capacity and new generation hullform, which offers increased efficiency and improved seakeeping. The result is a vessel that will carry more passengers at less cost per-passenger to the operator.

As well as supplementing the operational capacity on the Zanzibar - Dar Es Salaam run at a higher service speed, Coastal Fast Ferries plan to use the vessel to expand its operation by extending the route to the island of Pemba. **Kilimanjaro III** is specifically suited for this added offshore work.

**Kilimanjaro III** will offer its 558 passengers a mix of seating levels and styles. The main deck passenger deck features 249 economy class seats, with those nearest the aft kiosk equipped with tables. The aft end of the main deck has been reconfigured with a larger luggage room, located directly adjacent to the side crew ramps to speed up turn around.

The upper deck has outdoor seats for 107 passengers. Amidships there is a first class cabin with 74 seats. The sundeck has seats for a further 60 passengers.



The **GRANDE NIGERIA** seen arriving in Amsterdam – Photo : Piet Sinke (c)

## **Tauranga: One port for North**

Port of Tauranga chairman John Parker threw down the gauntlet to rival Ports of Auckland yesterday saying there will be only one major port in the North Island. In his report to the company's annual results Parker said a logical hierarchy of ports would emerge if ports applied commercial principles to investments "and this will happen naturally and rapidly if they do so".

The company said underlying profit for the year ending June 30 was up 9.3 per cent to a record \$49.4 million.

"Our view of a logical outcome is that there will emerge one major port in the North Island and one in the South with the infrastructure to handle the majority of container cargoes on large vessels, with substantial efficiencies for exporters and importers and lower taxpayer-borne costs in transport infrastructure."

The two hub ports would be supported by a network of regional ports linked by coastal shipping and rail services, Parker said. Tauranga was the obvious choice to lead investment, he said. Port of Tauranga is set to lock horns with its rival in the High Court at Auckland. In August last year Port Of Tauranga said it had lodged declaratory judgment proceedings in the High Court in an attempt to resolve a long running dispute with transport and logistics company NZL.

The company is in dispute over contractual rights with NZL, which wants to start terminal operations at the port. Chief executive Mark Cairns said it had become apparent there was a lot more to the dispute than met the eye. "Serious questions need to be answered regarding Ports of Auckland's role and their support of NZL in the litigation," Cairns said. "Port of Tauranga is concerned that claims being advanced by NZL are in fact being driven by and for the benefit of Ports of Auckland, accordingly we have recently joined Ports of Auckland to the proceedings with allegations to that effect." A date has not yet been set for the hearing.



Ports of Auckland managing director Jens Madsen earlier this week said NZL had contacted the company indicating there could be an opportunity to do business. "It has been very much an arms length approach," Madsen said.

"We are observing what's going on and of course having been named a co-defendant then there are certain things that we need to do but we're pretty relaxed." Port of Tauranga's shares closed up 1c at \$6.74. Goldman Sachs analyst Marcus Curley said an expectation of growth was built into the share price.

Port consolidation would not happen overnight and may never happen, Curley said. "Neither port can handle all of New Zealand's North Island volumes at the moment so I think it's a bit of a moot question really." Port of Tauranga expected to maintain earnings growth into the next financial year, based on current trade volumes.

When an unusual item of \$10.5 million due to a tax law change was included, alongside a \$2.35 million impairment to asset values, bottom line net profit was \$38 million, compared to \$45.2 million a year earlier. Loans and borrowings totalled \$199.1 million as at June 30, down from \$210.5 million the previous year, while the net cash inflow from operating activities increased slightly to \$56.1 million.

Cairns said the outlook from the shipping lines was better than in the past financial year. "The last visit we had up into Europe we were really expecting it to be in the doldrums but a lot of the vessels were very full out of Asia and Europe," Cairns said. Total trade for the port was up 2.4 per cent to 13.7 million tonnes, with exports up more than 8 per cent to 9.2 million tonnes. Forestry-related exports were up 19 per cent to 6 million tonnes, while grain and dairy food supplement imports were

Source : NZ Herald

## LAATSTE WERKDAG VOOR TOM STANEKE



Na ruim 37 jaar actief te zijn geweest bij de [Koninklijke Roeiers Vereniging Eendracht \(KRVE\)](#) heeft Tom Staneke afgelopen vrijdag 2 juli zijn laatste werkdag gehad. De collega's hebben Tom en zijn vrouw Anneke getrakteerd op een rondvaart door de haven!

**Tom, namens al je KRVE colleges en alle lezers van de news clippings nog vele gezonde jaren toegewenst !!**

## Hamburg Süd optimises Europe-Med services

At the end of September and beginning of October, Hamburg Süd will implement its newly-configured Europe-Mediterranean services. The Northern Route (EMNR) and the Europe- East Mediterranean/Israel Service (UKEI), hitherto operated in partnership, as well as the Southern Route (EMSR), will be replaced by two new standalone services: the North Europe-South Mediterranean Service (NESM) and the North Europe-North Mediterranean Service (NENM).

For the NESM, Hamburg Süd will employ five ships with a capacity between 2,500 and 2,700 TEUs. The rotation is Felixstowe, Antwerp, Hamburg, Tangiers, Alexandria, Limassol, Ashdod, Mersin, Haifa, Alexandria, Felixstowe.

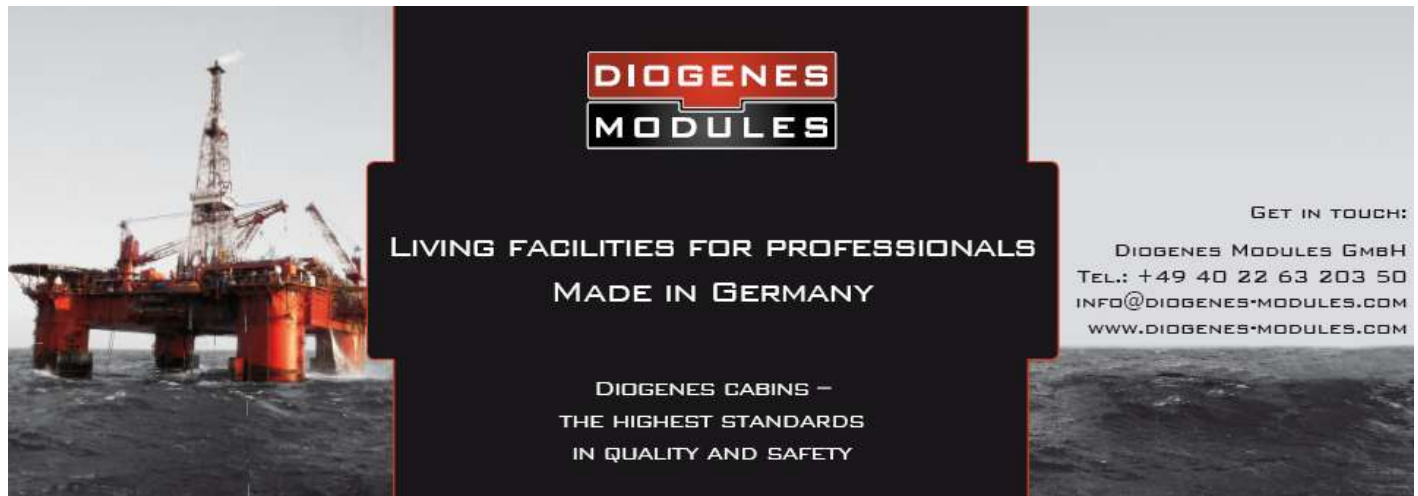
For the NENM, five ships with a capacity of 1,700 to 2,100 TEUs will be employed. The rotation is Felixstowe, Hamburg, Antwerp, Tangiers, Beirut, Lattakia, Kumport, Gebze, Izmir, Salerno, Felixstowe.

The new service configuration provides for comprehensive port coverage and fast transit times from and to North Europe. Through the calls in the hub port of Tangiers, Eastern Med locations will be connected to the worldwide service network of Hamburg Süd. Tunis will henceforth be connected through a dedicated feeder service via Tangiers.

Parallel to the aforementioned improvements, the shipping group's port rotation on the Italy, Syria, Lebanon, Egypt Service (EMDS) is also being adjusted. The new rotation is Salerno, Vado Ligure, Livorno, Alexandria, Beirut, Lattakia, Tartous (monthly), Salerno.

The first sailings on the new NESM Service are scheduled for 26 September (southbound) with the Cap Bizerta and on 3 October (northbound) with the Cap Palmas. The first sailings on the new NENM Service are scheduled for 22 September (southbound) with the Santa Francesca and 8 October (northbound), also with the Santa Francesca.

Source: cargonewsasia



**DIOGENES  
MODULES**

LIVING FACILITIES FOR PROFESSIONALS  
MADE IN GERMANY

DIOGENES CABINS –  
THE HIGHEST STANDARDS  
IN QUALITY AND SAFETY

GET IN TOUCH:  
DIOGENES MODULES GMBH  
TEL.: +49 40 22 63 203 50  
INFO@DIOGENES-MODULES.COM  
WWW.DIOGENES-MODULES.COM

## Rockhopper fails to find oil with Falklands well

Excitement about the potential of oil prospects off the Falklands was further punctured today when Rockhopper Exploration revealed it had failed to find crude with its latest exploration well. Shares in the company fell 11% in early trading and led to sell-offs at other operators in waters that are still a matter of dispute between Britain and Argentina. Rockhopper had rekindled enthusiasm about the Falklands as a new oil province with its Sea Lion discovery in May and was hoping to build on this with a further find with its Ernest well 75 miles away. "The result of Ernest is disappointing,

but the well was always designed to investigate an entirely different geological play type from Sea Lion," said Sam Moody, Rockhopper's managing director.

The latest failure follows setbacks for rivals Falkland Oil & Gas and Desire Petroleum whose shares were down 6% and 7% respectively on the Rockhopper result. Falkland last month abandoned its Toroa well, while Desire said earlier this year that it had found "poor" reservoir quality at its Liz prospect, the first exploration well off the islands since 1998, when companies including Royal Dutch Shell abandoned the area. Falkland said it would resume drilling in the deepwater areas of its licence but was having trouble finding a suitable rig while oil analysts shrugged off the latest setback. "Ernest was always seen as high risk and the investment case in Rockhopper remains focused on Sea Lion and the prospectivity elsewhere on the eastern margin of the basin," says Oriel Securities analyst Richard Rose.

Source: Guardian

## **Maersk Tankers posts profit of \$15m for the first half of 2010**

Improved energy markets has seen Maersk Tankers return to profit in the first half of 2010, stemming the flow of red ink that saw falling ships' values and contracting oil and product trades drag the division's 2009 losses to over \$255m.

The world's largest owner of product tankers, and the tanker arm of Danish shipping giant AP Moller-Maersk, reported a profit of \$15m for the first half of 2010. Product tanker rates declined in the second quarter following a cold weather first quarter boost. But crude rates continued at "reasonable" levels, in the second quarter the company's interim report said. The gas transportation market also improved.

"In the gas carrier market, very large gas carrier rates increased considerably throughout the second quarter of 2010, and for the first time in 18 months Maersk Tankers experienced full employment in the segment," the interim results said. "However, as a result of contract coverage, the rate increases were not fully passed through to Maersk Tankers in the second quarter of 2010."

Revenue fell from \$622m in the first half of 2009, to \$579m. But depreciation, amortisation and impairment losses were lower at \$107m, versus \$241m for the corresponding period in 2009. In the first six months Maersk Tankers also took delivery of a handysize gas carrier, a handysize product tanker and a small product tanker, and also sold a long range two product tankers, a very large crude carrier and interests in two smaller product tankers. Sales gains were reported at \$28m.

A further two vessels will be delivered in the second half of 2010, and 14 newbuildings to follow in the next 18 months

The tankers, offshore and other shipping activities division, in which Maersk Tanker's figures are incorporated, posted half-year profits of \$171m on revenues of \$2.9bn, compared to \$178m and \$2.6bn for same period last year .

Maersk Tankers has a fleet of 272 tankers under ownership or management, including 238 product tankers, 10 VLCCs, 11 very large gas carriers, and a 43-ship orderbook. Source: Iloydslist

## **Port of Melbourne to look at capacity options**

The Victorian Government has announced that it has asked the Port of Melbourne Corporation (PoMC) to conduct a market sounding process and provide advice for the provision of additional container capacity at the Port of Melbourne. Port of Melbourne Corporation (PoMC) CEO, Mr. Stephen Bradford, said the market sounding had now started and was a chance for industry and the community to have an input so all alternatives could be explored in greater details.



"From now until the end of September, we are seeking views from port stakeholders including current and prospective terminal operators, shipping lines, industry groups, local government, transport operators and the community on alternatives that could be considered to cater for Melbourne's growing container trade demand," Mr. Bradford said.

"With local container trade through the Port of Melbourne forecast to double to around 4.4 million containers by 2020, we need to ensure the port, as a key component of our economy, is capable of achieving the next stage of container capacity development". "Certainty of capacity to meet demand and support the sustainable growth of trade through the Port is vital in the context of delivering significant benefits to Victorians as a trading gateway to the world. I would encourage industry and the community to make a market sounding submission so we can consider their views and suggestions." Mr. Bradford said the information gathered would be used to prepare advice to the government on providing additional container capacity within the Port of Melbourne, Australia's largest container port.

**Source: bairdmaritime**



**Mission  
(im)possible?**

Dockwise is the global market leader in heavy marine transports and installations up to 70,000 metric tons. Our versatile fleet of 20 semi-submersible vessels and project organization serves clients around the world with turn key solutions.

With Dockwise nothing is impossible!

[www.dockwise.com](http://www.dockwise.com)

**DOCKWISE**

## **China's Hubei province to invest \$5.9bn in Wuhan New Port**

Hubei province in China will invest \$5.9bn in the construction of port infrastructure as part of its five-year plan. The project includes the modernisation of Wuhan New Port as a hub in the middle reaches of the Yangtze River. The plan also includes the construction of facilities along the Han River canal and the Three Gorges navigation route. Also included in the plan is the modernisation of the Yichang logistics centre and port construction in the cities of Jingzhou and Xiangfen, according to [turkishmaritime.com.tr](http://turkishmaritime.com.tr). **Source: ship-technology**

## Overseas Shipholding Group and Maersk Oil Qatar Sign New Agreement for FSO Africa

Overseas Shipholding Group, Inc., a market leader providing global energy transportation services, announced that it has signed a new service agreement with Maersk Oil Qatar AS (MOQ) for the **FSO Africa**, a floating storage and offloading (FSO) service vessel. The duration of the contract is for three years beginning the end of August. The rate consists of a base rate which will increase if and when more capacity and features of the FSO are requested by MOQ. The FSO Africa is jointly owned by OSG and Euronav N.V.

**FSO Africa** and its sister vessel, **FSO Asia**, are the two largest and most sophisticated double hull FSO vessels in the world. The **FSO Africa** will be stationed on the Al Shaheen oil field offshore Qatar, joining the **FSO Asia**, which began operations in January 2010. **Source: OSG Ship Management, Inc.**

## Drop in Cyprus ship registry in first half of 2010

The number and the gross tonnage of ships registered under the Cyprus flag dropped in the first six months of 2010, compared to the corresponding period a year ago. The number of registered ships was 1843 up until June 30, or 13 vessels less, according to the Department of Merchant Shipping (DMS), compared to the total number of Cyprus-flagged vessels in 2009.

A small decline was also recorded in the ships' gross tonnage, from 21.7 mln registered tons in 2009 to 21.6 mln in the first half of the year. The number and tonnage of big-type vessels presents both increases and decreases, compared to 2009. The number of tankers and chemical tankers, as well as the tonnage of bulk carriers saw a marginal increase. In contrast, there was a slight decline in the number of oil tankers, container ships and general cargo ships. There was also a mild drop in small-type vessels, such as pleasure craft and motor yachts, while the numbers for sailing yachts increased. As regards marine accidents, the last available data for 2009 showed an increase compared to 2007 and 2008, without any loss of life. In particular, 119 accidents were recorded in 2009, which resulted in the injuries of 33 people. One of these accidents was described by the DMS as "very serious", 13 other accidents were labeled as serious and the rest were considered to be minor accidents. In 2007, there were 57 marine accidents, according to DMS statistics, while the number of fatalities rose to three. During the same year, three vessels were declared total loss and scrapped off the Cyprus Register.

In 2006, the total number of accidents was even higher, at 63 cases. This was also the worst year in terms of human loss. Ten crew members died and one vessel was written off. Between 2001 and 2007, the Cyprus registry marked the lowest number of accidents in 2004, with only 29 accidents, although four people died as a result. In 2008, the number of accidents rose to 70. The increase in the number of accidents in 2009, as compared to the previous year, is partly due to the different method of recording accidents. Before 2009, many minor accidents were recorded in a separate list as simple incidents. As of 2009, all accidents are recorded under the same list. Moreover, the list contains, since July 1, 2008, all accidents involving small boats, something that was not the case in the past. **Source: Financial Mirror**

## Newbuilding deliveries to soften freight rates by year-end

CONTAINER freight rates in Malaysia's domestic market have almost returned to pre-global crisis levels, according to Wilhelmsen Ships Service managing director Winston Loo. "This is driven by a combination of space demand and shortage of container equipment," he was quoted as saying in a report by the Malaysia Star.

"Compared with the previous year, the base ocean rates have increased by 50 to 60 per cent on the main trades such as Far East-Europe, Middle East and the transpacific. "As for the South America trade, there was a three-fold increase in freight rates compared with a year ago," he said. The report said that at the height of the economic crisis in the first quarter of 2009, freight rates had declined by more than 80 per cent from the last quarter of 2008 due to falling global trade. Mr Loo expects to see the market tapering off due to the summer season in the immediate term.

"This is being reflected by various shipping lines' actions in postponing the implementation of peak season surcharges (PSS) or the reduction in the amount of PSS from what was announced just couple of months ago.

"However, from middle to longer term, as we enter the traditional peak season, freight rates are expected to stabilise with marginal upside between five to 10 per cent in peak period," he said. Mr Loo admits the market is very difficult to predict, with further deliveries of new buildings due in the coming months until next year.

"All the slow steaming actions in space control taken by the various lines will be negated by the introduction of these new buildings which are larger than the existing fleet. "We foresee that freight rates should come under pressure once we get nearer towards end of the year," he said. **Source : Schednet**

## **Deltamarin to design SUL Panamax bulker**

Deltamarin has signed an agreement with Chengxi Shipyard in China about the design of a SUL (Self Unloading) Panamax bulk carrier to be built for CSL International Inc.

The Finnish-based company will take care of the basic and detail design of the vessel as well as the procurement support. The vessel is a derivative of Deltamarin's revolutionary B.delta standard bulker designs with improved cubic capacity and markedly lower fuel consumption compared to competing designs.

The ship concept for this new generation of SUL bulk carriers has been created by Deltamarin for CSL International previously. The good cooperation between the ship owner and Deltamarin resulted in many improvements to current designs of SUL bulk carriers. 3D product modelling technique was utilised in developing the concept and arrangement. This has enabled efficient space utilisation, correct space reservations as well as quick and easy alterations and coordinated design. Regarding the hull form, machinery and other features of the vessel, Deltamarin's research for B.delta37 and B.delta64 was utilized and many of the innovative features utilized in these standard designs were also incorporated the SUL Panamax bulk carrier.

The vessel is an ocean going self unloading bulk carrier, suitable for normal worldwide service carrying dry bulk cargo. The overall length of the vessel will be 228.6m and the beam 32.26m. The service speed at design draught is 14.5 knots. The deadweight of the vessel is about 71,900 tonnes at the scantling draught.

The bulk carrier contract is expected to be the first of many more to come as the negotiations regarding various B.delta37 and B.delta64 bulk carriers will come to a conclusion. The handysize and supramax standard designs by Deltamarin maximise the ship owners' earning capacity through additional cargo deadweight and cargo cubic compared to the best current designs and the operating costs are reduced due to lower fuel consumption. The lower light ship weight resulting in less required steel and the simple hull form make the designs beneficial for shipyards as well.

The value of the contractual work for the SUL Panamax bulk carrier is approximately 40 man-years. The work will be divided between Deltamarin's offices in Europe and Deltamarin's partner network in China. Due to the project and possible future bulk carrier projects in Asia, Deltamarin will continue to increase its local capacity both at their representative office in Shanghai as well as through its partner network in Asia. **Source : The Motorship**



## TITAN Establishes Salvage Base in Australia

TITAN Salvage continues to expand globally with the recent addition of a new salvage base and depot in Australia. The facility located in Cairns, Queensland is strategically located to respond to marine and environmental disasters threatening the Great Barrier Reef and other marine casualties throughout the Australasia and South West Pacific regions.

As part of the expansion, TITAN has exclusively partnered with Perrott Salvage of Cairns, a locally based salvage operator, who will serve as TITAN's regional representative. Locally based resources, including a stockpile of specialist salvage equipment in Cairns, along with strategic partnerships with key Australia-based subcontractors and TITAN's established worldwide network of salvage resources will help expand the company's global reach.

"We are very excited about this new partnership and look forward to offering TITAN's world class salvage and wreck removal support to this region of the world," said Dan Schwall, managing director, TITAN.

The new Australian company will operate under the name TITAN Maritime (Australia) Pty Ltd. TITAN also operates a fully staffed and equipped salvage facility in nearby Singapore.

TITAN's new Australia salvage base is strategically located to respond to marine and environmental disasters threatening the Great Barrier Reef and other marine casualties, like Cape Flattery, throughout the Australasia and South West Pacific regions.

### RWV 80 JAAR JONG

Nu het boek van de [Rotterdamsche Waterklerken Vereniging](#) bijna klaar is en de presentatie op 30 sept. a.s. op het STC plaats zal vinden moeten we bij benadering het aantal boeken op gaan geven bij de drukkerij.

Heeft U interesse in het boek , neemt U contact op met de secretaries via [secretariaat@waterklerken.com](mailto:secretariaat@waterklerken.com)

Het RWV bestuur

Ruud Meuldijk, Rinus van Halteren, Bertus de Groot, Peter Groenendijk, Jose Manso.

.... PHOTO OF THE DAY ....



Another photo of the **SAIL IN** last Thursday seen at the Noordzeekanaal of the fleet of all kind of vessels enroute Amsterdam

**Photo : Joop Marechal (c)**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

## **UNSUBSCRIBE / UITSCHRIJF PROCEDURE**

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>