

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 235



Number 235 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 23-08-2010**

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

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

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



The CELEBRITY CONSTELLATION seen moored in Amsterdam yesterday
Photo : Piet Sinke (c)

**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

**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>**

EVENTS, INCIDENTS & OPERATIONS



Ergonomical control chair for offshore applications

- DP (NAVIS)
- AUTOPILOT
- CONNING
- TOUCH SCREEN MENU

- SWITCHING OF VARIOUS FUNCTIONALITIES
 - Sensor menu
 - Switching menu
 - Screen menu

ALPHATRON
www.alphatronmarine.com
deepsea@alphatronmarine.com

Middle East tanker rates fall due to oversupply

The cost of delivering Middle East crude oil to Asia, the world's busiest route for supertankers, fell for a second day because of an oversupply of ships. Charter rates for very large crude carriers, or VLCCs, hauling Saudi Arabian crude to Japan declined 1.5 per cent to 58.41 Worldscale points, according to the Baltic Exchange in London. Rental income from the route slumped 4.7 per cent to US\$20,019 a day.

The supply of vessels in the Persian Gulf is 'still healthy' and the number of bookings this month declined from July, Nikos Varvaropoulos, an official at Optima Shipbrokers in Athens, said on Wednesday. Owners of crude oil tankers are contending with reduced shipments as members of the Organisation of Petroleum Exporting Countries, suppliers of about 40 per cent of the world's oil, cut output by about 3.5 million barrels a day compared with 2008, according to Bloomberg estimates.

Still, owners are benefiting from fleet growth that's slower than in other parts of the shipping industry as a global phase-out of single-hull tankers that started this year removes ageing vessels from the market. The ban by the International Maritime Organisation takes full effect in 2015.

The carrying capacity of the crude oil tanker fleet has swelled by about 1.8 per cent to 326 million deadweight tons since August of last year, according to Lloyd's Register-Fairplay data on Bloomberg. The dry bulk fleet has expanded 14 per cent, and the container shipping fleet has gained 7.6 per cent over the same period.

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 US 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, a wider measure of crude oil transportation costs, fell 2.4 per cent to 786 points on Wednesday, according to the Baltic Exchange. **Source : Bloomberg**



Above seen the **NENA K** of **Chemical Tankers Europe** which management company was declared earlier this month bankrupt, the homeport is changed from Rotterdam into Valetta as can be seen

Photo : Michel Kodde (c)

New Bulk Carrier Design Reduces Freight Costs

Ship design can offer much to reduce the carbon footprint of all types of vessels and whether it is a 'sharkskin' coating or rudder, engine and superstructure design, hull type and power source can have a profound effect on a vessels performance. Now international cooperation by the Jiangmen Nanyang Ship Engineering, Shanghai Bestway Marine Engineering Design, UK based Stone Marine Propulsion and Danish shipping line Norden A/S has resulted in a modified design for two new build Handysize dry cargo carriers ordered by Norden which the group say will cut fuel consumption by 11% against traditional designs, with the resultant reduction in carbon emissions.

Speaking of the innovations, which include a larger main engine and propeller than normal Senior Vice President Lars Lundegaard, Head of Norden's Technical Department said: "According to our calculations the investments in redesign will be paid back in 4 years by the savings in fuel consumption. In addition to this, we expect that the design will increase the market value of the vessels. This initiative is a text book example of how environmental and economic concerns walk hand in hand, which is why we have had no doubts whether we should invest in this project or not."

Senior New Building Manager Alex Hjortnæs from the Newbuilding Section in the Technical Department is the man behind the idea for the modified design. In short, the redesign consists of a larger main engine, which is optimised to a lower rotation speed, and a larger propeller. The design is developed from the principle that a large propeller turning slowly has a higher efficiency compared to a small propeller turning quickly. The two new ships should be ready for delivery at the turn of the year 2011/2012 and will also include other technical improvements to enhance their performance including new antifouling to reduce friction which overall Norden calculate will improve economy 15.4% overall. **Source: Handy Shipping Guide**



The **Maersk Dampier** leaving the Port of Fremantle (Australia) escorted by the tugs **Svitzer Eagle** and **Svitzer Falcon**. In the background the Boskalis cutterdredger **Phoenix 1** is just visible, dredging in the entrance channel.
Photo: Jan Gossen Roos

Maritime  **JOBS4U**

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

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

www.maritimejobs4u.com



www.maritimejobs4u.com

Maersk Oil CEO says eyeing BP assets

Maersk Oil, the petroleum arm of Danish shipping and oil group A.P. Moller-Maersk is looking at BP assets that might come up for sale after the oil spill in the Gulf of Mexico, its chief said on Friday. Maersk Oil Chief Executive Jakob Thomsen said in a briefing for journalists at Maersk headquarters in Copenhagen that it was well known that BP is looking to spin off some assets.

"Of course we are looking at that," Thomsen said. Thomsen said, however, that Maersk was "picky" and would only buy assets that would be profitable. BP plans to sell assets worth up to \$30 billion to pay for one of the worst oil spills in U.S. history. It has said it would sell holdings in Colombia, Canada and Egypt, as well as Pakistan and Vietnam. Thomsen said the oil spill could lead to increased costs for operators, but "nothing that would make it impossible to operate." Thomsen said that, on the whole, the oil spill could be an opportunity for Maersk Oil. "It could favour companies like us." **Source: Reuters**



The **CARNIVAL TRIUMPH** seen off Cozumel (Mexico) – Photo : Patrick van der Linden (c)

N. Korea confirms seizure of S. Korean fishing boat

Pyeongyang has finally confirmed its detainment and current investigation of four South Korean and three Chinese nationals on board the South Korean fishing boat Daeseung seized by North Korean authorities earlier this month. The communist regime's Chosun Central News Agency reported Thursday that a South Korean vessel operating in its exclusive fishing zone was stopped and arrested by the North Korean navy. The agency added that in the ongoing probe officials have confirmed that the ship's crew crossed into the North's waters. Last Wednesday, Seoul sent a message to the reclusive state through its National Red Cross calling on Pyongyang to promptly return the vessel and its seven crew members and to explain the reason behind the seizure. Source: arirang.co.kr



The Car carrier **MORNING CELLO** seen moored in Antwerp – Photo : Lia Mets (c)



TURBONED
WORLDWIDE TURBOCHARGER SERVICE AND PARTS

We care, that's why we try harder

TEL: +31 78 620 52 52
SERVICE@TURBONED.NL



The **DMS OSPREY** (IMO 9548897) outbound Kiel-Canal locks at Brunsbüttel on August 22nd, 2010.

Photo : Michael Brakhage (c)

Grounding Investigation

The Fiji Islands Maritime Safety Administration has delegated an officer to conduct a thorough investigation into how the De Sheng Fa No.3 ran aground. FIMSA spokesman Felix Maharaj said the officer would investigate all the finer details of how the vessel hit the reef in broad daylight.

Upon completion of the investigation, the officer will then report to the Marine Board. "The result of the investigation will remain confidential," he said. If the investigative officer found that officers on board were at fault, they would be taken to task. At midday yesterday, the Fiji Ports Authority tug boat, Dretia, pulled the vessel off the reef.

There was no visible damage to the ship but officials said it would be docked for further inspection. No comment was obtained over how much the salvage operation cost. Source : WS

SAIL 2010 UPDATE FROM AMSTERDAM



The **TRITON** of ISKES tugs from Ijmuiden



Capt **Andre Spanjersberg** of the tug **FURIE**



W.A van Buuren enjoying the **SAIL 2010**

All photo's : Piet Sinke (c)



Below the Noordwijk aan Zee lifeboat **PAUL JOHANNES**





Above seen the 70m expedition yacht **OLIVIA** which was formerly constructed as the USSR Ice Class Hydrographical Survey Vessel VALERIAN ALBANOV in 1972 entering Valletta bound to the Malta Superyacht Services today Sunday 22nd August 2010.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

India: two crew dead on ship for 18 days

A vessel sailed for 18 days, from offshore Dubai to Alang ship breaking yard in India, with two dead crewmembers aboard. The Bhavnagar marine police in India have sent the dead bodies for post-mortem. 'Front' arrived at Alang on August 16 in the late evening, after which the captain of the ship, 50-year-old Punjabi local Mr. Devendrasingh Gurubachchansingh Nizar, declared that they had been carrying two dead bodies.

Marine Police inspector G. V. Kalsariya ordered a tug to bring the dead bodies to shore and sent them for postmortem to the Civilian Hospital of Bhavnagar. According to Caption Devendrasingh Nizar, ship assistant Sukhvirsingh Takarvani was carrying out paint work on the vessel on July 31 and fell into the ocean off Dubai.

As soon as the second ship officer Ramchandran Srinivasan came to know about the incident, he sent a lifeboat to fetch Sukhvirsingh just 150 metres from ship. He was found unconscious and later declared dead. As soon as

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 235

Ramchandran knew of his colleague's death, he allegedly suffered shock and cardiac problems. He was also declared dead within a few minutes. As the ship was travelling its last voyage, the captain of the ship kept both dead bodies in cold storage and only after reaching Alang in India did he declare the events to authorities.

Marine Police are investigating the case and will interrogate the ship's captain about why he did not disembark at Fujirah in United Arab Emirates, to seek the exact cause of death. Relatives of the dead crewmembers have been informed of the deaths. 'Front' has been sold to Leela Ship Recycling. The vessel's stands at 15,700LDT. According shipping agent Mr. Praful Khuman, from Compass Shipping Agency, he was not aware of the incident, but as soon as the vessel has been beached the caption of the ship should address the reasons for the incident. **Source : Baird**



The TSHD **QUEEN OF THE NETHERLANDS** seen in at Hinnavaru, Maldives
Photo : Henk Niesten (c)

NAVY NEWS

Russia invites bids for two warships contract

Russia has announced an international tender for the supply of two helicopter carriers, Russian Defense Minister Anatoly Serdyukov said in Yerevan today, RBC reports referring to Reuters. According to the Defense Minister, Moscow officials have been negotiating with their French counterparts on the sale of one Mistral class helicopter and on the construction of two more warships at Russian shipyards.

However, Russia eyes other proposals, Anatoly Serdyukov said. The Defense Minister also noted that the helicopter supplier might be picked by the end of this year. Earlier this year, French President Nicolas Sarkozy at his the meeting with Russian President Dmitry Medvedev had said that France and Russia have "exclusive negotiations" about a possible purchase by Russia of four French helicopter carriers "Mistral". Russian shipyards had made possible an open tender for the purchase of warships. Several companies had announced they would be willing to participate in the bidding. Mistral class amphibious assault ship has a full displacement of 21,300 tons, LOA - 210 m, breadth - 30 m, maximum speed - 19 knots, 160 crew members. The warship is able to carry 450 troops, 16 heavy helicopters, hovercraft and motorboats on board. The ship cost ranges from 400 million to 500 million euros. **Source : PortNews**

Norwegian Coast Guard wants to move North

The Norwegian Coast Guard wants to move its headquarters to Sortland in northern Norway in order to get closer to waters in the High North. However, hardly any Coast Guard employees want to change place of residence.

In a report handed over the Ministry of Defence this week, the Coast Guard leadership recommends that the headquarters are moved to Sortland in northern Norway. The new headquarters are to help the Coast Guard get closer to the waters in the High North -- the areas of biggest priority for the fleet.

However, hardly any of the Coast Guard personnel wants to move north. -The decision has been taken over heads, a representative of the employees says. -Personally, I know nobody who is willing to move to Sortland, he adds.

The Coast Guard employees now demand that the decision is reversed and that they are included in the process, TV2 reports. The Coast Guard today has two divisions, one based in Bergen and one in Sortland. If the leaders of the Coast Guard get their will, the two divisions will be merged in a northern unit in Sortland. About 800 people work for the Coast Guard.

The Coast Guard operates with a total of 14 vessels and uses the Air Force's Orion aircrafts and Westland Lynx helicopters, Wikipedia informs. Seven of the vessels has the Barents Sea and the High North as their main field of operations, the KV "Andenes", the KV "Barentshav", the KV "Harstad", the KV "Nordkapp", the KV "Senja", the KV "Svalbard" and the KV "Sortland" **Source : BarentsObserver**

SHIPYARD NEWS



ANCHOR & CHAIN FACTORY (AKF)

- Supply of marine anchor- and towing equipment
- Lloyd's approved testing house up to 2000 mt
- Repair and modification of anchors and anchor chain cables

P.O. Box 22 phone +31 10 204 19 28 / 31 akf@akfanchorchain.nl
3100 AA Schiedam fax +31 10 234 02 00 www.akfanchorchain.nl
The Netherlands

Member of the DAMEN SHIPYARDS GROUP 



Admiralty Shipyards may join bidding for a warships contract

Admiralty Shipyards company is ready to take part in an international tender for the construction of Mistral helicopter class, the shipbuilder's General Director Vladimir Alexandrov said today in an interview with journalists during the official keel-laying ceremony of the Novorossiysk submarine in St. Petersburg.

He said the shipyard would need about a year to prepare the enterprise capacity to accomplish the order. Mr. Alexandrov said, Far East Shipyard Zvezda (Big Stone) might also participate in the tender. The issue will be discussed in September 2010 at a meeting in Kaliningrad.

Earlier this year, French President Nicolas Sarkozy at his meeting with Russian President Dmitry Medvedev had said that France and Russia have "exclusive negotiations" about a possible purchase by Russia of four French helicopter carriers "Mistral". However, the issue is still pending, how many warships will be supplied by France and how many to be built by Russian companies.

Russian media reported earlier quoting the head of the United Shipbuilding Corporation Roman Trotsenko that the Russian Defense Ministry had said about possible international tender for helicopter carriers contract, inviting foreign and Russian bidders. **Source : PortNews**

Jiangsu shipyards exports grew 52.6pc

East China's Jiangsu provincial shipyards posted a 52.6 per cent increase in foreign ship purchase value to US\$6.48 billion, reports Xinhua. Provincial ship exports grew 14 per cent year on year in June to \$1.01 billion, down 30 per cent from the record high in May. Its main markets were the EU, Latin America, Hong Kong and Africa in the first half year. Ship sales to the EU grew nine per cent to \$1.99 billion, accounting for 30.7 per cent, while those to Latin America increased 6.8 times over last year. The Hong Kong market was up 71.2 per cent to \$1.06 billion and Africa increase 1.7 fold year on year to \$780 million. **Source: Transport Weekly**

Admiralty Shipyards builds a submarine for Russian Navy

The keel-laying ceremony for construction of a lead ship, 636 Project submarine, named **Novorossiysk**, was held at Admiralty Shipyards, St. Petersburg. The warship was ordered for the Russian Navy, PortNews IAA correspondent reports from the official ceremony.

The submarine, known worldwide as KILO (NATO classification), belongs to the third generation of diesel-electric submarines. The modified 636 Project vessel has a higher combating effectiveness as compared with previously built warships. Admiralty Shipyards (Admiralteysky Verfy), the oldest Russian shipbuilder (founded in 1704), is part of Western Center of Shipbuilding of United Shipbuilding Corporation. The Shipyard specializes construction of submarines. To date, the Company has built more than 300 submarines (including 41 nuclear-powered warships), 68 deep and underwater vessels. **Source : PortNews**



Barges **Camelot** underway from Singapore to Point Noire right tug **Rotterdam** left tug **ITC Cyclone** whilst passing Cape Good Hope - **Photo Corne van der Hilst ©**

ROUTE, PORTS & SERVICES

Concordia Maritime posts financial results for H1 2010

Concordia Maritime reports a result after tax on SEK 43.8 million for the first six months of 2010, compared to 23.9 million the corresponding period last year. The company's net turnover went down from 340 million to 240 million. EBITDA increased to 14.8 million, up from 11.4 million. Available liquid funds stand at SEK 709,7 million, up from 532,7 million. "The tanker market during the second quarter continued to be weak. Freight rates in the product tanker segment were lower than during the first quarter. The large-tanker market was stronger during the year but weakened somewhat during the second quarter", writes CEO Hans Norén in the financial summary and continues: "Concordia

Maritime's product tanker fleet is signed to long-term charters, which means that despite the market situation, we are doing well. The freight rates in these charters continued to be far higher than on the open market. The trend of the turnover and result is in line with our forecast." Concordia Maritime expects an all-year result of SEK 70 million.

Source: shippgaz



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



The **SPUIGRACHT** seen moored in Ijmuiden – Photo : Erwin Willemse (c)

Petrolsport handles the first Hamburg Süd's container carrier

Petrolsport JSC (part of Global Ports Group) has completed handling of the **Santa Giulianna** container carrier, the N-Trance press service said. The first call of the vessel of the ocean line operator Hamburg Süd at the Russian port took place yesterday. The ship of capacity of 2,000 TEUs, docked at the Petrolsport's terminal to take 757 containers laden with exports and empty containers owned by Hamburg Süd. Earlier, the ocean operator had used only feeder services' vessels for cargo transportation to Russia. The cargo loaded by Petrolsport to the ship will be delivered to

the ports in South America. The **Santa Giulianna** is expected to arrive at the port of destination (Santos Port, Sao Paulo, Brazil) in 19 days, a record transit time. "The first call should be considered as a pilot ship's call. Hamburg Sud takes the Russian market very seriously. The company has projected to expand on the Russian market," said Alexey Baranov, the Hamburg Sud's Russian representative, CEO of International Transport & Logistics CJSC.

According to Alexander Svetlichniy, the commercial manager of Petrolesport, last year the company carried out a large-scale program aimed at improving the PLP's terminal services. "We see the interest of Hamburg Sud to our work, as confirmation of the correctness of the chosen strategy. Today, technical and service level of a container terminal of Petrolesport meets the highest standards. Among our clients are the leading international linear operators", said Alexander Svetlichniy.

The Hamburg-based German container line, Hamburg Süd DG was founded in 1871. The Company is part of a group of companies Oetker. HS specializes in servicing the North-South trade routes. It is the largest global container carrier in South America. Petrolesport (PLP JSC) is a stevedoring company in the Big Port of St. Petersburg. The company provides services for handling a broad range of commodities (refrigerators, ro-ro, timber, general cargo). PLP JSC is a leader in container handling volumes in the North-West region of Russia. Global Ports Investments Plc (GPI) is a group of companies comprising the leading Russian operators of container terminals. It is intergrated N-Trance in the group, a largest private operator in the transport market in Russia, CIS and Baltic states.

Delta Shipping Lines is an independent private container operator. The company was founded in 2004. Today the company operates modern container carriers of ice class, as well as the brand-new container handling facilities of all types, including reefer. The company's ships regularly call at the seaports of Saint-Petersburg, Rotterdam, Hamburg, Gothenburg, Aarhus, Tilbury. The GPI's terminals are scattered in the Baltic and the Far East basin. The GPI manages three Russian container terminals (Petrolesport, Moby Dick in St. Petersburg and the Eastern Stevedoring Company at the port of Vostochny) and two container terminals in Finland (Multi-Link Helsinki, Multi-Link Kotka). As of now, the GPI is implementing a Yanino dry terminal development project near St. Petersburg. **Source : PortNews**



The **IJMOND** seen during **SAIL 2010**
Photo : Roger van der Kraan - www.rogervanderkraan.nl (c)



The, with a double bridgedeck equipped, **Dolfijngracht** of Spliethoff seen assisted by the **Svitzer Eagle** in the Port of Fremantle. **Photo: Jan Gossen Roos**

China Shipping Development posts 60% profit rise for H1 2010

China Shipping Development, one of the country's major shipping conglomerates, said it was heading into more challenging waters in the second half after reporting a 60 per cent increase in interim net profit, reported the South China Morning Post. But the company said it had prepared for freight rate volatility in the bulk shipping market by setting up more long-term contracts with mainland power plants and coal mines. China Shipping recorded net profit for the first six months of US\$144.18 million following sales of \$814.42 million, a year-on-year increase of 34 per cent thanks to a 25 per cent rise in shipping volume.

The Baltic Dry Index (BDI), the indicator of the charter rates for various bulk vessels, has had a roller-coaster ride so far this year, dropping to as low as 1,600 points in July after reaching a high of more than 4,000 points in May. It closed at 2,515 points on Tuesday. "We ought to brace ourselves for a rough market for the second half," said chairman Li Shaode. "It is possible that freight rates will experience a further dip in the second half. We have prepared for them falling back to 1,600 in the next six months." The prospects for bulk shipping in the second half are clouded by an excess supply of new vessels and the slowdown in demand growth for iron ore and coal from China, said Karen

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 235

Chan, transport analyst at RCM. "On average, the BDI will be lower in the second half since it is impossible for the index to climb back to 4,000 points," she said. To circumnavigate the volatility in the spot market, China Shipping has signed long-term freight rate contracts with major users and producers of coal and iron ore on the mainland, such as China Shenhua Energy Group, Boasteel Group, Huaneng and China Resources.

Meanwhile, two of China Shipping's joint ventures have entered an agreement to build a dozen 46,200 deadweight tonne bulk vessels and two 53,000 deadweight tonne bulk vessels worth a total of 2.88 billion yuan. At present, China Shipping has outstanding orders for 49 vessels scheduled to be delivered by 2012. The company is also waiting to take delivery of three very large crude carriers for long-haul oil transportation, lifting the total number of these carriers to 12. Freight rates for very large crude carriers rebounded from their low in June, which was caused by a ban on oil exports from Iran. The company predicted rates would be stable in the second half. **Source: cargonewsasia**



The **MULTRATUG 16** seen operating in the port of Antwerp – **photo : Daniella Vermeer (c)**



ISO 9001:2008



MARINT
(OFFSHORE SERVICES) LTD

Independent Consultants and Brokers in the International Tug and Supply Vessel market
(offices in London and Singapore)

Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1633

E-mail : tugs@marint.co.uk

Internet : www.marint.co.uk



The **CLIPPER BURGUNDY** seen in Aberdeen

Photo : Richard Wisse – www.richard-photography.nl (c)

Modernisation of container terminal at port of Luanda, Angola to benefit consumers

The modernisation work underway at container terminal II at the port of Luanda will, in the short term, reduce ship congestion along the coast of the Angolan capital, said that coordinator of the management commission of the National Agency for Private Investment (ANIP). At the end of the ceremony to sign an investment contract worth US\$56.5 million by terminal management company Sociedade Gestora de Terminais (Sogester) and ANIP, Aguinaldo Jaime said that it was fundamental for the country to have efficient port facilities so that ships did not have extended stays, which could affect the quality of goods to the detriment of consumers. Angola, he said, was essentially an importing country, despite undergoing a process of diversification of its economy and added that, "we have to continue, for some time, to be an importing country."

In his turn, the assistant director general of Sogester, Anatólio Barreira, noted that the investment had made it possible to employ new staff and would help to improve working conditions at terminal II and to improve the waiting period for ships in the port of Luanda in general. According to the manager, the investment was mainly intended to remodel and modernise the construction section of the port of Luanda and the import of modern facilities to handle cargo at the capital's port company more efficiently and with greater quality. The manager of terminal II at the port of Luanda started operating in November 2007. **Source: Macauhub**

Two Ship's Captains found drunk - this week

Next time you encounter a large ship while sailing, just because it is big, don't automatically think that it will behave rationally - those controlling ships have been found dozing, or worse. Ships are subject to the same variances as drivers on a highway, most are responsible but some not, as the following stories, both within the last week, will attest:

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 235

In the first incident, reports in from Wellington in New Zealand are that a cargo ship has been forced to stay berthed in Wellington Harbour this week after port staff discovered its master was too drunk to set sail. Maritime New Zealand authorities cancelled the sailing after the ship's master was found heavily intoxicated by the local pilot, who was to take the ship out of the harbour.

Maritime New Zealand would not name the master yesterday but confirmed he was drunk. It is understood he has been stood down. Wellington harbourmaster Mike Pryce said the master was extremely drunk. 'I understand he was conscious but not well.'

Maritime NZ spokeswoman Sophie Hazelhurst said staff contacted the ship's owner and it voluntarily tied the ship up in Wellington until a replacement master could be flown out from Japan.

In the second incident, AFP has reported that Swedish police on Friday charged the captain of a Dutch vessel that ran aground near the Helsingborg port with aggravated drunkenness and carelessness in sea traffic.

The 44-year-old captain, a Ukrainian citizen, was more than four times over the legal alcohol limit when the ship ran aground earlier Friday, Calle Persson of the Skaane police told AFP.

Persson said the captain had an alcohol level, as measured by a breath test, of 0.4 milligrams per litre, with the legal limit for navigating at 0.1 milligrams per litre. He added the captain was arrested for 'aggravated drunkenness at sea' even though aggravated drunkenness usually starts at 0.5 milligrams of alcohol per litre, because of the circumstances.

'It is a decision that was taken considering he was the commanding officer of a big ship that he was navigating in the shallow Oeresund strait,' he said. The 85-meter (278 feet) **Flinterforest**, a Dutch vessel, ran aground early Friday a few kilometers (miles) north of the southwestern port of Helsingborg, on her way from Finland to Scotland with a cargo of paper rolls. **Source : Sail World**



The **MILFORD FISHER** seen in Aberdeen

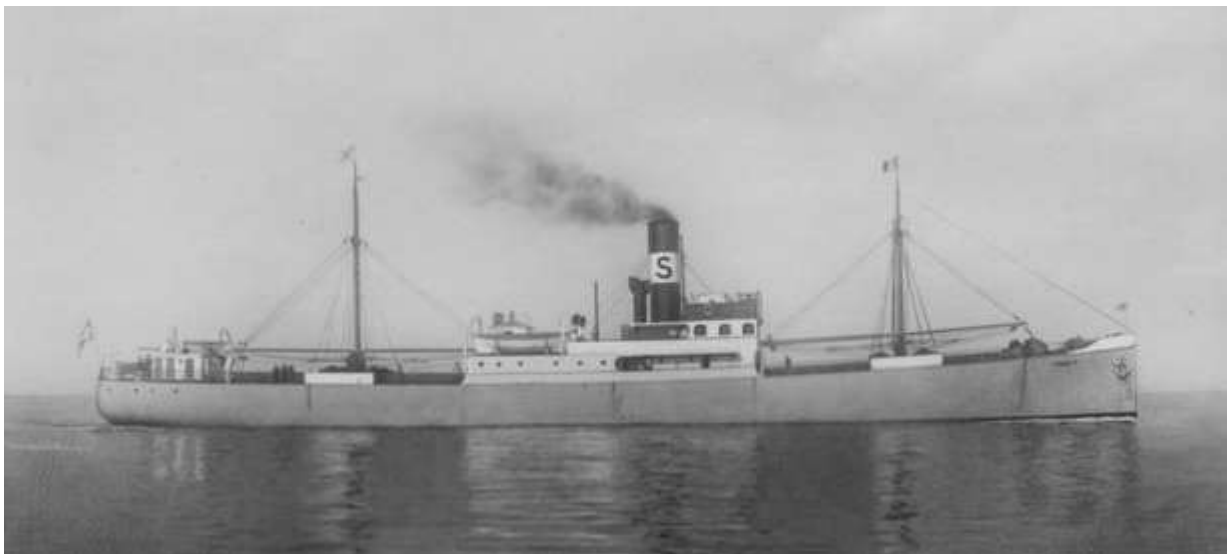
Photo : Richard Wisse – www.richard-photography.nl (c)



The **Normand Mariner** & **Well Enhancer**, berthed on the the Harbour Berths, Leith 14.8.2010, both vessels were doing maintenance.

Photo : Iain Forsyth (c)

OLDIE – FROM THE SHOEBOX



The **HUGIN** of SVEA – Photo : Coll Kees van Huisstede

.... PHOTO OF THE DAY



The **ELLY MAERSK** seen at Maaspilot station – Photo : Rik van Marle (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>