

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 237



**Number 237 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 01-01-2010**

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

<b>stevedoring &amp; warehousing</b>		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS ISPS CERTIFIED</p>
<b>SHORECRANES UP TO 208 M / TONS</b>		
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**Prior departure from Amsterdam a crewmember is seen giving the DAR MŁODZIEZY a small touch up  
Photo : Ed Hannink (c)**

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## **Danish navy stops Greenpeace ship**

A Greenpeace protest ship has been stopped by the Danish navy on the way to a oil rig in the Arctic, the environmentalist group said in London Monday. Denmark had threatened to storm the ship **Esperanza** and arrest its captain if the ship crossed into a security zone.

It was headed to a drill off the island of Disko near Greenland, where British company Cairn Energy was conducting tests for possible oil and gas drilling. Greenpeace claims drilling there at a depth of 500 metres is too dangerous and point to the BP Plc disaster in the Gulf of Mexico. If a leak were to occur in winter, it would be difficult to reach the well under the ice, the group said. Cairn Energy said the work is safe and stressed it was there at the invitation of the government. Greenland is an autonomous Danish territory. **Source : monsterandcritics**

**Due to travelling abroad this week the newsclippings may reach you irregularly**



The **TOR PRIMULA** is renamed **PRIMULA SEAWAYS** as can be seen above

Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)

## China's Oil Imports Up 30% in the First Half of 2010

Chinese oil imports continue to provide support for oil tanker market as they are set to a record high levels. According to OPEC's Monthly Oil Market Review, China imported a record 5.44 mb/d of crude oil in June, breaking the previous 5.17 mb/d record set in April. This represented an increase of 29% over the previous month and 34.1% over a year ago. The growing appetite for crude in the country reflects the increased refining capacity as well as bigger strategic stockpiles. For the first half of the year, China's crude oil imports averaged 4.78 mb/d, up 30% from the same period last year. China imported 1.09 mb/d of oil products in June, down 8.9% from the same month last year, but 6.7% over the previous month, while product exports reached 626 tb/d, representing a 9.2% drop from a year ago. Year-to-date, China's product imports decreased by 9.4% to average 982 tb/d as a result of higher refinery runs.

Fuel oil imports in China increased 16% on the month in June to 566.6 tb/d, supporting total China product imports. The growth in fuel oil demand was mostly due to expanding bunker markets in combination with increased demand from independent refineries.

Strong demand for bitumen also collaborated to the increase. Venezuela became the top supplier of fuel oil for China with a 22% share of total imports. It is estimated that during July, fuel oil imports plunged due to higher import costs. Gasoline exports have more than doubled during the first six months from 59.08 tb/d to 124.35 tb/d, as domestic production rose. Singapore is ranked the top importer of Chinese gasoline in the first half of the year. However, these flows are expected to drop due to rising pump prices in Singapore. Diesel exports also increased by 33% to 96.79 tb/d in the same period, while imports decreased by 12% to 28.03 tb/d. South Korea was the top supplier of gasoil in the first six months, and Russia the top supplier in June. China naphtha imports and exports sharply rose during the first half of the year, with imports increasing by 33.5% y-o-y to 51.26 tb/d and exports increasing by 361.9% to 22.82 tb/d. Nevertheless, June naphtha exports declined 29.9% and imports increased by 49.5% from May. The increase of naphtha imports is attributable to demand from the new chemical plant that came on stream in the second half of 2009 in Dalian.

China's jet fuel imports during the period January to June in 2010 dropped by 9% from a year earlier to 89.5 tb/d. The decline is attributable to a rise in kerosene output over the same period. China's crude oil imports from OPEC increased

by 45.19% in June on a monthly basis representing the most important contribution to total crude oil imports. Angola replaced Saudi Arabia as the biggest crude supplier to China following an increase of 21.59% in crude exports to China to 912.77 tb/d. Saudi Arabia's crude exports to China increased by 1.18% m-o-m in June to 896.51 tb/d. China also experienced a significant increase in crude imports from Venezuela, Iran, Kuwait and Nigeria more than doubled over the previous month. Libya was the only OPEC country with negative growth, as exports declined 36.82% in June from the previous month.

Non-OPEC countries contributed only 39% of total China crude oil imports in June. Russia exports to China decreased by 15.36% from the previous month. Oman and Brazil also experienced declines of 30.36% and 17.44% respectively. During the first six months of the year, OPEC exports to China averaged 3.20 mb/d, an increase of 45.15% over the same period last year. OPEC supplied 56% of total Chinese crude oil imports, and Angola surpassed Saudi Arabia as the top supplier of oil. Angola, Saudi Arabia and Iran were the three top suppliers of oil to China. China's net oil imports in June stood at 5.88 mb/d, indicating an impressive increase of 1.41 mb/d or 31.7% over the previous month. On a yearly basis, China's net oil imports increased 1.38 mb/d or 30.8%. From January to June, net oil imports in China averaged 5.04 mb/d for a gain of 22.2% over a year ago. **Source : Makis Theodoratos, Hellenic Shipping News Worldwide**



The **FLINTERBRIGHT** seen off Zeebrugge

**Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/orifocus/> ©**

## **Hanjin fined US\$852,000 for toxic waste delivery to Brazil**

KOREA's Hanjin Shipping has been fined US\$852,000 for shipping hazardous waste from Europe to Brazil on August 3, according to The Associated Press. A container from the Czech Republic via Hamburg to Rio Grande, Brazil, supposedly carrying clean plastic for recycling, was instead filled with dirty cleaning product containers, soiled diapers and "contaminated residues," according to The AP.

The Brazilian recycling company involved was fined \$227,000, though the company indicated it would appeal the fine.

The AP report said Brazilian inspectors found more than 1,400 tons of toxic trash shipped in 89 containers to three Brazilian ports in 2009. Hanjin told American Shipper that it learned of the incident and is investigating with help from its local representatives and government authorities. "We apologise to the Brazilian citizens and our customers for any damage caused by the incident and will certainly cooperate in all possible aspects to ease the situation," the carrier said. **Source : Schednet**



## Griend naar aanvaring op de Grevelingen.



Zondag 22 augustus om 16.16 uur werd de bemanning van de **Griend** van KNRM station Ouddorp binnen, door het Kustwacht Centrum gealarmeerd voor een aanvaring bij de meetpaal voor de haven van Bommenede op de Grevelingen.

Met de reddingboot **Griend** werd ter plaatse gegaan, en bij de meerpaal het jacht **Blauwe Pijl** en het jacht **Baloe** aangetroffen die met elkaar in aanvaring waren gekomen. Het jacht Baloe had een mayday uitgezonden op marifoonkanaal 16 en had schade aan de romp en mast. Ook had een opvarende een gebroken arm.

Deze man was door het passerende jacht **Faam** van boord gehaald, en werd naar de haven van Den Osse gebracht waar familie van de man gereed stond om hem naar het ziekenhuis te brengen.

Het jacht **Blauwe Pijl** had schade aan de romp en kon op eigen kracht de weg naar de thuishaven, Scharendijke, vervolgen. De **Griend** heeft 3 bemanningsleden overgezet op het jacht Baloe die geholpen hebben met het bergen van de mast en zeilen en alles gereed hebben gebracht, zodat het jacht op eigen kracht terug kon naar de thuishaven Den Osse. De reddingboot **Griend** heeft het jacht begeleid. Voor deze actie was ook bergingsbedrijf Okker uit Bruinisse opgeroepen maar deze hoefde niet in actie te komen omdat het jacht op eigen kracht kon varen. Na gegevens te hebben opgenomen keerde de **Griend** terug naar station.



**Foto's: Coen van der Linde en Gerwin van Sighem (c)**

info@nexumcm.nl  
www.nexumcm.nl  
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## CARL BEARE TO STEP DOWN AT J P KNIGHT (Lowestoft) Ltd

After a long and successful career with Klyne Tugs, and latterly J P Knight (Lowestoft) Ltd, Mr **Carl Beare** has decided it is time to step down from day-to-day operational duties as from the beginning of September, with a view to retiring early in 2011.



Currently holding the post of Executive Director and General Manager, Carl will continue to play an active role within the company until the time of his final retirement, working on specific projects and salvage cases. Day-to-day operations at J P Knight (Lowestoft) Ltd will continue to be run by the present management team at the Lowestoft headquarters under the direction of Managing Director Capt Mark Nicholson. On making the announcement Mr David Offin, Managing Director of the parent company J P Knight (Caledonian) Ltd said; "We recognise that Carl has played a significant role in the success of the company and we shall miss his valuable contributions to the business. I am confident that the current management team and seagoing staff will continue to support Mark Nicholson to build on what has already been achieved."

Carl Beare has had a long and successful business career centred in the port of Lowestoft. He joined Boston Deep Sea Fisheries in 1961 at the Lowestoft office as a trainee fish salesman aged 16 and soon embarked on management training programme. He remained in the fishing industry, latterly with Roger and Bridget Klyne, in various managerial roles until the fishing business closed down in 1987.

Carl then transferred to the management team at Klyne Tugs. Working closely with Roger and Bridget Klyne, Carl Beare played a leading role in the development of the company from, what was very much a local business, with one small tug, to a deepsea towage and salvage company competing on the international market. 1998 saw the launching of the first purpose built deepsea tug for Klyne Tugs and the beginning of a long association with the Maritime & Coastguard Agency that eventually led to a contract to operate four, fulltime, Emergency Towing Vessels (ETV)s for HM Coastguard. Carl was appointed Managing Director in 1999 a position he held until June 2009.

Commenting on his preparations for retirement **Carl Beare** said; "Following the sale of the company in December 2007 to J P Knight, it had always been my intention to retire in 2010. This gave Mark Nicholson, as the incoming MD an ample opportunity for a hand-over. The 25 years spent with Klyne Tugs enabled me to oversee the construction of four tugs in China, Japan and Holland and become part of one of the biggest local business success stories in recent years. I must pay tribute to three local business people, Peter Catchpole my Manager and Mentor at Boston Deep Sea and Ness Point and Roger and Bridget Klyne for their confidence in asking me to take control of the Klyne Tugs Company and the opportunities that position gave me, both in the UK and Internationally. My whole career was rounded off nicely by a recent Invitation to a Buckingham Palace Garden Party in recognition of 49 years service to the fishing and towing and salvage industry in Lowestoft."

## OOCL joins Maersk, APL, Zim in dismissing freight rate derivatives

HONG KONG's Orient Overseas Container Line (OOCL) has declared that the 8-month-old and much ballyhooed freight rate derivative market is of doubtful value, said corporate planning Stephen Ng. After looking at container derivatives, the company concluded that the swaps were "not beneficial". This follows a similar lack of interest from Maersk, APL and Zim. Mr Ng said OOCL felt "one rate for all" was not feasible in container shipping despite claims that swaps useful as a risk management tool. He said the container market was more complex and fragmented than the bulk market and that costs had to include surcharges to cover changing costs beyond carriers' control, such as bunker and currency fluctuations. Chilean container shipping line CSAV differed from the others and were the first major carrier to make a



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trade. Salesmen remain hopeful that Asian carriers will eventually embrace the idea and claim that real liner interest is evident despite their public stance to the contrary.



The **OOCL NORFOLK** seen moored in Rotterdam-Europoort – **Photo : Rik van Marle ©**

Eng Aik Meng, president of Neptune Orient Lines' (NOL) container shipping arm APL told London's Lloyd's List that it would not participate in container swaps. "The problem with a lot these things is that it becomes not so much a commercial instrument but a financial instrument," Mr Eng said. "Our job is to provide a delivery solution to customers. That's what we do best." The first container freight swap agreement was traded in January between Morgan Stanley and shipowner Delphis. Trades are based on the Shanghai Shipping Exchange's Shanghai Containerised Freight Index, which provides an opportunity to hedge freight rates on major container routes from China. **Source : Schednet**



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Above the **JOKE DIJKSTRA** and below the **PAUL JOHANNES**, both lifeboats of the KNRM seen during the Sail out from Amsterdam last Monday . photo's : Steven Oppeel - [www.stevo.be](http://www.stevo.be) ©



## Visa problems impact on superintendents getting jobs ashore

Superintendents and other former seafarers seeking shore-side jobs are being prevented from doing so because of work permit and visa restrictions. In spite of a widely perceived shortage of former master mariners and chief engineers when seeking to fill jobs ashore, restrictions on the issue of visas and work permits hamper the work of getting such jobs filled. "It's not about race," said Spinnaker's Chairman Phil Parry. "It's not even so much about immigration rules where the job's based, but practicality – travel to visit vessels often happens at short notice. Some nationalities, particularly westerners, need fewer visas, some get them quickly...others don't." It's common knowledge that many employers insist on having a certain number of western superintendents to ensure they have enough people to travel quickly. "One employer also recently pointed out to Spinnaker the remarkably high cost of obtaining visas for other nationals each year – it ran into many many thousands of dollars."



"After all, if you need to attend an incident, it is not possible to wait three weeks for visa clearance," Mr Parry added. He said it was vital that maritime trade organisations lobby governments hard to address this issue. This isn't a new issue, but as seafarer shortages continue to bite and the western demographic continues to lessen there must be a very real risk that shipping companies will be unable to get in-house technical expertise out to vessels in the event of an incident. As time goes on, there is also a risk that salary discrimination along nationality lines will re-emerge. "The gap between western staff and those from developing nations has got smaller in recent years," said Spinnaker, "but unless travel visa rules for shipping companies are made more user-friendly the gap could widen again."

Given the number of newbuildings scheduled for delivery, even if there are cancellations or delays, there remains a substantial shortfall of seafarers to man the new ships, and to fill shore-side positions when they come ashore. Spinnaker is participating in the 2010 BIMCO/ISF Manpower Study, which is due to deliver its findings later this year on the extent of the supply / demand imbalance. Based on the current shipyard order-book, some estimates put the number of new seafarers needed at between 100,000 and 130,000. The issue of shortages has been talked about ad nauseam for so many years that it has become white noise for some. Ships are still sailing and with many in layup some have begun to suggest that there isn't really a problem. "This is irresponsible," stressed Mr Parry. "This last decade has been witness to the early consequences of the problem – owners and managers have found it increasingly hard to fill shoreside technical positions, poaching has increased, seagoing and shoreside salaries and bonuses have risen (in 2000 to 2001, superintendents were earning around 55% of what they earn now), senior seagoing officers are getting younger and liability insurers have been pointing to accidents caused by inexperience for a few years now. It's no coincidence that TOTS was developed to provide a universal crew matrix focusing on verifying experience levels." The supply and demand situation has also encouraged the use of bonuses, according to Mr Parry. Ship managers and shipowners who employ both technical and commercial staff are recording bonuses at very similar levels, commonly in the range 10-30% of base salary, despite an understandable fall in 2009. Spinnaker acts as the secretariat for the Maritime HR Forum, which is used by some 35 major shipping employers to benchmark salaries and benefits packages for 40 shorebased jobs. According to the Forum's manager, Sharon O'Ryan, "It remains a point for debate as to what difference the bonus makes to individual performance and the ability to recruit new personnel when the focus tends to be on base salaries. However, once people get used to bonuses it's very hard for employers to stop paying them." **Source: Ship Management International**

## **Container Sector Recovers After the Crisis of 2008**



The **MSC IRENE**

**Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)**

Container lines posting positive financial results after mid 2008 crisis The encouraging start of 2010 proved promising for the future of the container outlook after a struggling previous year. The mainlane trades suffered significant

declines in box volumes over the course of 2009 with freight rates being at loss making territory levels and idle fleet standing at 10% of the existing fleet. The box industry sentiment changed into positive towards the end of 2009.

The depressed state of demand triggered the implementation of "Super slow steaming policy" and "Postponement of new post panamax deliveries" by major lines in an attempt to bring an equation of supply with demand. The combination of these two measures stimulated the demand for vessels from 4,000 TEU to 8,000 TEU. By the end of March, the idle fleet fell for the first time in six months below 10% of the current fleet, standing at 9.4%. The positive trends in demand growth continued to impact the market resulting in healthier cargo volumes and further shrinking of laid up fleet in the forthcoming months of 2010, concluding in a bright outlook of the market for the first half after the severe crisis of mid 2008. Some key factors of the recovery are:

- Charter rates recovered significantly during the first half of this year ranging at levels almost seen in the first half of 2008.
- Idle fleet estimated to be only 2% of the current fleet at the end of July while newbuilding deliveries appear to being absorbed in the market without too much disruption in the supply-demand balance.
- The substantial growth in sales volume during January to July period is another key benefactor for the positive outlook of the sector. In the secondhand market, container vessels are competing bulk carriers in terms of reported number of sales with Greek owners retaining strong buying interest in the sector. The S&P activity has increased by almost 136% compared with January to July 2009 period. Asset values are still at historically low levels but believed to have picked up in levels higher than those of 12 months ago. Buying interest has cooled down during summer season. Investors seem to weigh up their risks due to concerns over the outlook of the freight market during the second half of 2010 when the peak season is considered to be over.
- Further confidence is being injected in the market after the structural recovery of leader players during 2010.

Major box lines regain their stability from last year's collapse by posting profits in their first half financial results followed by a marked improvement in the charter market combined with the impact of aggressive cost cutting measures. Two lines that came close to bankruptcy last year, Hapag Lloyd and Chilean carrier CSAV have both turned their big losses into profits in the second quarter of this year. Hapag Lloyd that was struggling for a state support last year, reported a EUR 226 mil (\$291 mil) profit compared with a EUR 193 mil loss in the same period last year. CSAV converted a \$402 mil loss in the first half of last year into a \$36.8 mil profit in the first six months of 2010.

The most remarkable turnaround in financial performance has been noticed by the market leader "Maersk Line" posting a healthy profit of \$2.1bn for the first half of 2010 from a huge loss of almost \$1 bn in the first half of 2009. In addition, Neptune Orient Lines (NOL) has reported a 32% y-o-y increase in revenue and returned to the black in the second quarter with a net profit of \$100 mil compared with a loss of \$145 mil in the same period of 2009.

It is also reported that NOL has placed an order for 10 x 8,400 TEU vessels at Daewoo Shipbuilding & Marine Engineering for a sum of US\$975m. The vessels are set for delivery in 2013 and 2014. Furthermore, an LOI reported to have been signed for additional two 10,700 TEU vessels at US\$112.5m each while in 2007 a series of similar sized ships was ordered for \$128 mil each. This is the second order of similar size ships during July 2010 after Evergreen's 10 boxship order at Samsung Heavy Industries at the start of the month. Evergreen Marine, the world's sixth largest container line by capacity, returned to profit for the January to June period 2010, posting a net profit of \$T4.bn (\$122.4m), compared to a net loss of \$T4.7bn during the first half of 2009.

Its revenue increased 11% to \$T8.6bn from \$T7.7bn. Hyundai Merchant Marine reported operating profits of Won165.2bn in the first half of 2010, up from the Won243bn loss that it recorded in the first half of 2009.

HMM is also projecting full year operating profits of Won335.8bn. Among other lines reporting positive results is Orient Overseas (International) Ltd, parent of Overseas Container Lines, posting a 32% increase in revenue for the second quarter of 2010 and 262% increase in operating profit to \$310 mil. Furthermore, Japan's top three shipping lines, K Line, MOL and NYK reported improved financial results in their first quarter of 2010. Besides the impressive turnaround in the financial results of various industry players from the heavy losses of 2009, financing is still a major issue for some players having placed new orders at the peak of newbuilding prices in 2007. The French Line CMA CGM, world's third-largest liner shipping company, is one of the carriers being still in discussions with investors and banks seeking more funds although reported a net profit of US\$270 million in the first quarter of 2010 after losing an estimated US\$1.4 billion in full year 2009.



The **YM UPWARD** seen in Felixstowe – **Photo : Andrew Moors ©**

CMA CGM boss Philippe Soulie said: "We still have a long way to go with the investors and the banks but the fact that the market is picking up and the company is doing well in terms of financial results is very positive to all of us." Despite the positive outlook of the first half of 2010, the future of the container market remains in limbo as there is still significant newbuilding capacity pending for delivery till the end of 2010. According to Alphaliner, deliveries from January to July estimated to be 7.3% of the existing fleet, with another 500,000 TEU due for delivery in the remaining five months of 2010. The industry's collective response to the downturn, from applying slow steaming policy to laying up vessels, had an enormous positive effect in the market during the first half of 2010 but there are fears whether the recent strengthening in rates could be sustained once the peak season will be over. The pending oversupply may threaten the future of the freight market against a potential backdrop in demand given the slowing US consumption and high level of retail inventory. Major lines are expected to continue their extra slow steaming policy, as bunker costs remain at high levels, which seems encouraging given the enormous supply due for delivery. However, market fundamentals appear weak for the future as the pace of demolition activity has slowed down significantly posting a 50% m-o-m during July 2010 and the laid up fleet has shrunk to a 19-month low. In the last quarter of 2010, market players will be tested under the difficult environment of expected new deliveries and signs of significant falls in the demand side and will prove if they could retain their good results achieved so far.

**Source: Maria Bertzeletou - Hellenic Shipping News Worldwide**

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## Ship operating costs expected to rise, says Drewry forecast

SHIP operating costs will increase between 1.7 per cent and two per cent this year compared to a decline of 1.5 per cent last year, according to London's Drewry Shipping Consultants latest forecasts. In its "Ship Operating Costs 2010/11", Drewry charts the evolution of costs for manning, insurance, stores, supplies, repairs, maintenance, management and administration between 2007 and 2014 for a variety of vessel types and sizes.

Manning remains the chief area of concern, with Drewry's index for all vessel types forecast to jump from 132 this year to 152 in 2014, compared to 100 in 2000. This is anticipated to raise its total vessel operating cost index from 145 to 162, reports London's Containerisation International. "Last year saw a retrenchment in the costs of running fleets, whereas the signs point to an upsurge in 2010/11. The key message is that if owners and managers do not have contracts, particularly, for items such fuel, lube, repairs and maintenance, they could find their budgets blown to the four winds," warned the report's editor Paula Puszet.

Compared to last year, when exceptionally low charter rates barely covered vessel operating costs (excluding financing), the average daily charter rate of a 4,000-TEU vessel has more than doubled this year, up to US\$24,119 (on August 17), according to the Hamburg Index, far greater than the vessel operating costs estimated by Drewry of \$8,666. **Source : Schednet**



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The bulkers **Manasota** and **Brisbane** arrived at the same highwater at the EMO terminal, both assisted by KOTUG tugs - **Photo : Rik van Marle ©**



## Supertanker scrapping to speed up: FCA

Scrapping of older supertankers with single hulls will speed up as a collapse in rents leaves the vessels unable to find employment, Fearnley Consultants A/S said. Daily returns from hauling 2 million-barrel cargoes of Middle East crude oil to Asia have slid 93 percent since Jan. 19 to US\$6,538, according to the London-based Baltic Exchange. That's less than two-thirds of the \$11,601 that Drewry Shipping Consultants Ltd. estimates owners need to meet crewing, repairs and other daily running costs. A global phase-out of single-hulled oil tankers started this year, and a ban by the International Maritime Organization takes full effect in 2015. The number of single-hulled carriers has fallen to 50 from 80 at the end of 2009, Sverre Bjorn Svenning, an Oslo-based analyst at Fearnley, said by phone today. "At one point in time, they will have to make a decision whether to scrap or seek alternatives that exclude transporting oil," Svenning said, referring to tanker owners. "Single hulls will be without employment" and are already "at the back of the line" when oil companies are seeking to charter vessels, he said.

Supply of the ships in the Persian Gulf, the biggest cargo-loading region for crude oil, is at its highest for at least six years, Imarex ASA, an Oslo-based freight-derivatives broker, said in a report today. Frontline Ltd., the world's largest operator of supertankers, said May 21 it needs \$31,100 a day to break even on the carriers. Frontline said today it is anchoring ships and declining cargoes until the plunge in rental rates is reversed. Most single-hulled carriers will cease transporting oil in the second half of this year, Svenning said. The ships make up 10 percent of the global supertanker fleet, according to Lloyd's Register-Fairplay data on Bloomberg. The current slump in charter rates stems from a "seasonal" decline in refineries' demand for crude oil during the Northern Hemisphere summer, according to Svenning. There are 20 percent more ships available in the Persian Gulf than there are cargoes over the next 30 days, according to a Bloomberg survey of seven brokers and owners yesterday. A week ago, the excess was 16 percent. In industry-standard Worldscales terms, charter rates on the benchmark Saudi Arabia-to-Japan route fell 1.4 percent to 47.18 points today, the sixth retreat in a row, according to the Baltic Exchange. Returns from the voyage slid 16 percent, extending the current streak of declines to 63 percent. The Baltic Dirty Tanker Index, a measure of crude oil transportation costs that also spans smaller ship sizes, slid 1 percent to 771 points today, according to the exchange. That was the gauge's 8th daily decline. **Source: etaiwannews**



Above seen the 2006 built MLT flag and owned catamaran **MARIA DOLORES** heading to Catania, Sicily on Monday 23rd August 2010. **Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)**



## Baltic index rises 3.08 percent to 2,841 points

The Baltic Exchange's main sea freight index .BADI, which tracks rates to ship dry commodities, was at its highest in over two months on Monday, buoyed by Chinese iron ore enquiry and grains demand in Europe. The index, which gauges the cost of shipping commodities including iron ore, cement, grain, coal and fertiliser, rose 3.08 percent, or 85 points, to 2,841 points in a 13th session of gains and was at its highest since June 17. It has risen 44 percent since it began moving higher on Aug. 5. "Period market activity is quite significant, and quite a few ships are being taken for about half a year," said Peter Norfolk, research director at broker FIS. "We are in that situation where charterers are quite keen to cover their freight requirements for the next few months because they are worried about any further move upwards later in the year." 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. They added that capesize port congestion especially in Brazil and Australia was also creeping up, supporting rates as it tightened vessel availability. The Baltic's capesize index .BACI rose 5.56 percent, with average capesize earnings rising to \$37,321 a day and was at its highest since June 14. Capesizes typically haul 150,000-tonne cargoes such as iron ore and coal. "Activity levels slipped somewhat from the rapid pace of the previous week. However, the stable steel market in China kept demand firm and rates moving upward," Dahlman Rose & Co said. Rates for other vessel classes have been somewhat flatter, with capesizes seeing the majority of the benefit from firmer steel prices compared to earlier in the summer." 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 1.07 percent with average daily earnings rising to \$25,097. The Baltic's supramax index .BASI rose 1.25 percent. Brokers said grain cargo activity in the Atlantic market, helped by Russia's grain export ban, was boosting panamax rates.

"More panamax vessels have also recently been chartered to haul iron ore due to the recent sharp increase in capesize rates," Commodore Research said in a report. 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 euro zone's economic recovery moderated only slightly in August, and companies are more optimistic about the coming months despite a divergence in growth rates between countries. 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.com**



The Inland water vessel **RAPIDO** seen at the Westerscheldt River – **Photo : Henk Nagelhout (c)**

## CASUALTY REPORTING



### Barge runs aground on Gasparilla Island

A barge broke free from its tug boat and ran aground on the southern tip of Gasparilla Island, according to the U.S. Coast Guard. The 25-foot tug was towing the barge, which is filled with five tons of rock, to the El Jobean bridge when the accident happened. The tug suffered a steering failure, and the barge broke away and ran aground around 11:30 a.m. The Coast Guard is investigating the incident, and they say they will conduct alcohol and drug testing on the tug's crew members and inspect the barge for damage as a part of that investigation. They say no pollution, injuries or vessel traffic problems have been caused by the grounding. **Source : nbc-2**

## NAVY NEWS



Spotted in Ho Chi Min city, two corvettes of the **ex-Soviet Petya-III (Project 159AE) class** build in the seventies and transferred to Vietnam mid-eighties, on the outside is seen the **HQ-11 (ex-SKR-96)**

**Photo : Thijs van der Jagt ©**

## Iran begins mass-producing missile-launching assault boats

Iran began mass-producing two high-speed variants of missile-launching assault boats on Monday, warning its enemies not to “play with fire” as it boosts security along its coastline. The inauguration of the production lines for the Seraj and Zolfaqar speedboats comes a day after President Mahmoud Ahmadinejad unveiled Iran’s home-built bomber drone, which he said would deliver “death” to Iran’s enemies.

State news agency IRNA reported that the Seraj (Lamp) and Zolfaqar (named after Shiite Imam Ali’s sword) boats would be manufactured at the marine industries complex of the Defense Ministry of . Defense Minister Ahmad Vahidi opened the assembly lines, saying the vessels would help to strengthen Iran’s defenses, IRNA said. “Today, the Islamic Republic of Iran is relying on a great defense industry and the powerful forces of Sepah [Revolutionary Guards] and the army, with their utmost strength, can provide security to the Persian Gulf, the Sea of Oman and Strait of Hormuz,” Vahidi said.

The minister issued a stern warning to Iran’s foes. “The enemy must be careful of its adventurous behavior and not play with fire because the Islamic Republic’s response would be unpredictable,” IRNA quoted him as saying. “If enemies attack Iran, the Islamic Republic of Iran’s reaction will not be restricted to one area. The truth of our defense doctrine is that we will not attack any country and that we extend our hand to all legitimate countries.” Iran’s arch-foes, the US and Israel, have not ruled out taking military action over Tehran’s controversial nuclear program. Iran has in the past threatened to close the Strait of Hormuz, choking off some 40 percent of tanker-shipped oil worldwide, in the event of a military attack.

IRNA said **Zolfaqar** was a new generation missile-launching vessel which can be used for patrolling as well as for offensive attack operations. “It is designed for quick assaults on ships and is equipped with two missile launchers, two machine guns and a computer system to control the missiles,” the report said.

Fars news agency cited Vahidi as saying that Zolfaqar was to be equipped with the Nasr 1 (Victory) marine cruise missile “which has high destructive power.” Iran has previously said that the Nasr missile can destroy targets weighing up to 3,000 tons. IRNA said Seraj, designed for a tropical climate, was also a swift assault vessel for use in the Caspian Sea, the Gulf and the Gulf of Oman, adding that it can fire rockets and be used in stormy seas.

“Seraj is a fast-moving assault rocket launcher using sophisticated and modern technology,” Vahidi said.

The launch of the production lines comes as Iran marks its annual “government week,” a period when it traditionally shows off its latest technological achievements. The naval commander of Iran’s elite Revolutionary Guards, Ali Fadavi, was quoted by IRNA as saying that the missile-launching boats are the world’s fastest. “The Iranian-made missile-launching boats rank first in the world when it comes to their velocity,” he said. “The deterrent and devastating power of the Islamic Republic’s armed forces will be very high in case of any aggression by the enemy,” Fadavi warned.

Ahmadinejad on Sunday unveiled a bomber drone with a range of up to 1,000 kilometers, which he dubbed the “ambassador of death.” State media said the drone, Karar (Assailant), can carry four stealth cruise missiles, two bombs of 250 pounds each or a precision missile of 500 pounds. Tehran on Friday test-fired a surface-to-surface missile named Qiam (Rising), and more announcements are expected over the next few days, including test-firing a third-generation Fateh (Conqueror) 110 missile.

Iran also recently took delivery of four domestically built Ghadir mini-submarines, stealth vessels designed to operate in shallow waters such as the Gulf. **Source : [dailystar.com.lb](http://dailystar.com.lb)**

## US Navy delays LCS decision



The Navy has pushed back its decision on which Littoral Combat Ship design to buy. It said today that will request Final Proposal Revisions (FPRs) "soon" from the two competing teams.

"The Navy anticipates that FPRs will be received in September 2010, and will require that these revised offers remain valid for 90 days," said in a statement. Commentators are interpreting this as meaning that it could be December 30 before a decision is announced on whether the Navy will go with the Marinette or the Austal ship. **Source :** **MarineLog**

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The Dutch flagged MV "**Spring Deli**" offloading at Oranjestad harbor Aruba  
**Photo : Rafael E. Maduro - Tugboat Andicuri Oranjestad Aruba ©**

## **Daewoo Shipbuilding inks US\$1.81идт deal for offshore facility**

Daewoo Shipbuilding & Marine Engineering Co. , South Korea's No. 2 shipbuilder, said Tuesday that it has signed a US\$1.81 billion deal to build an offshore facility. Under the deal with Total SA of France, Daewoo Shipbuilding will deliver the vessel by May 2013, the company said in a regulatory filing.

The so-called floating production and storage vessel will be able to produce 160,000 barrels of crude oil a day, and store up to 1.8 million barrels. Total, Europe's third-largest oil producer, is seeking to push ahead with the Clov project in Angola, which calls for the development of a four-field cluster on the northwest sector of the African country's offshore block 17.

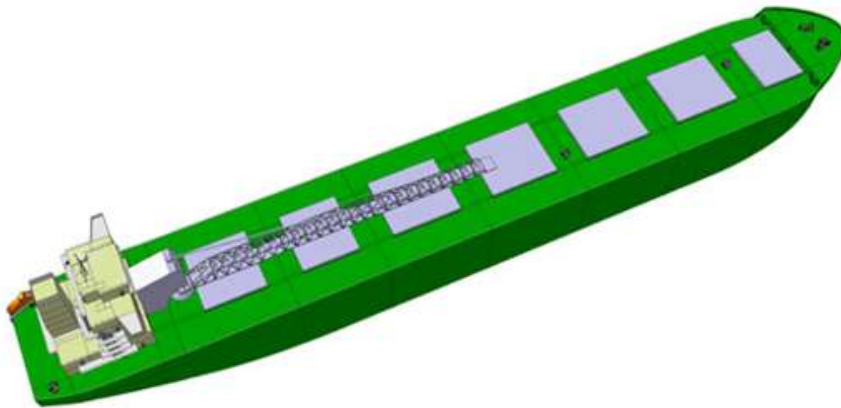
Total's Angolan subsidiary has a 40 percent stake in the project. **Source: tradingmarkets**

## **Cosco Dalian wins \$12m deck barge deal**

Cosco Dalian Shipyard has won contracts to build a pair of deck barges for a Chinese owner. Singapore-listed, majority shareholder, Cosco Corp said the contract for the two 15,000 dwt barges was worth over \$12m. The name of the Chinese shipowner ordering the barges was not disclosed. The barges are due to be delivered in December this year and March 2011. **Source: seatradeasia**

## **Deltamarin wins design order for Chinese built CSL bulker**

Raisio, Finland, headquartered Deltamarin has signed an agreement with China's Chengxi Shipyard Co., Ltd. for the design of a self-unloading Panamax bulk carrier that the yard is to be build for CSL International Inc. Deltamarin will take care of the basic and detail design of the vessel as well as procurement support.



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

Deltamarin strives to deliver sustainable and cost efficient designs and environmental sustainability and safety have been focus areas during the concept development process.

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 self-unloading bulker was created by Deltamarin for CSL International earlier. The good cooperation between the ship owner and Deltamarin resulted in many improvements to current designs of self-unloading bulk carriers. The 3D product modeling technique was used in developing the concept and arrangement. This has enabled efficient space utilization and correct space reservations as well permitting quick and easy alterations and coordinated design. Deltamarin's research for its B.delta37 and B.delta64 standard designs was utilized for the hull form and, machinery of the CSL ship and many of the innovative features utilized in these standard designs were also incorporated.

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 conclude. The Deltamarin handysize and supramax standard designs maximize 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. Lower light ship weight resulting in less required steel and a simple hull form make the designs beneficial for shipyards as well.

The contract with Chengxi Shipyard equates to approximately 40 man-years of work for Deltamarin. 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 its representative office in Shanghai as well as through its partner network in Asia. The continued order intake means that Deltamarin will need to recruit in Europe as well. **Source : MarineLog**

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## **CSAV and Libra start China to South African loop**

SOUTH AMERICA's CSAV from Chile, and Libra, from Brazil, have commenced a service linking the Far East with South Africa, reports ComPair Data. The New Discovery service will operate with eight CSAV vessels averaging 2,609 TEU and in which Libra will buy slots. The rotation will be Xingang, Ningbo, Shanghai, Shezhen-Chiwan, Hong Kong, Singapore, Durban, Cape Town, Singapore, Xingang, Ningbo, Shanghai, Shenzhen-Chiwan and back to Hong Kong.

**Source : Schednet**

## **Kunlun in \$325 mln bid for LNG terminal operator**

Kunlun Energy Co Ltd said it would bid up to 2.21 billion yuan (\$325 million) in an open tender for a 75 percent stake in Dalian LNG terminal operator PetroChina Dalian LNG Company Ltd. In a filing to the Hong Kong bourse late on Monday, the oil and natural gas explorer and producer said it would bid for the stake from controlling shareholder PetroChina and fund the deal via internal resources.

Kunlun, formerly known as CNPC (Hong Kong) Ltd, said it bid for the interest to ensure and diversify natural gas supply and expand in the vehicle fuel gas and city gas businesses. The LNG terminal to be operated by PetroChina Dalian LNG Company was still in the construction phase and had not commenced operations, it added. **Source: uk.reuters**





The **OSA VIGILANT** seen operating in a calm Gulf of Thailand- Photo : Mike Barrett (c)

## Hamburg Sud configures Europe-Mediterranean services

GERMANY's Hamburg Sud will reconfigure its Northern Route (EMNR) the Europe-East Mediterranean/Israel services (UKEI) as well as its Southern Route (EMSR) Service into two new stand-alone loops called the North Europe-South Mediterranean Service (NESM) and the North Europe-North Mediterranean Service (NENM) starting late September.

The 2,500- to 2,700-TEU five-ship NESM service rotation will be Felixstowe, Antwerp, Hamburg, Tangiers, Alexandria, Limassol, Ashdod, Mersin, Haifa, Alexandria and back to Felixstowe.

The 1,700- to 2,100-TEU five-ship NENM service rotation will be Felixstowe, Hamburg, Antwerp, Tangiers, Beirut, Lattakia, Kumport, Gebze, Izmir, Salerno and back to Felixstowe.

The new service configuration provides for comprehensive port coverage and fast transit times from and to North Europe, said the Hamburg Sud statement. Through the calls in the hub port of Tangiers, eastern Med locations will be connected to the worldwide service network of Hamburg Sud. Tunis will then be connected through a dedicated feeder 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. Here the new rotation is Salerno, Vado Ligure, Livorno, Alexandria, Beirut, Lattakia, Tartous (monthly) and back to Salerno," said the company release.

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



The stern trawler **COMPASS CHALLENGER** seen arriving in Cape Town. - Photo : Aad Noorland (c)

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The **HAM 601** seen in Vlissingen -

Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/rorifocus/> ©

## Singapore and South Korea strengthen maritime cooperation

Singapore and South of Korea have signed a Memorandum of Understanding (MOU) that will see the two states enhance their collaborative efforts to promote the safety of navigation and the protection of the marine environment.

The MOU was signed by the Maritime and Port Authority of Singapore (MPA) and the Ministry of Land, Transport and Maritime Affairs (MLTM), Republic of Korea. Its scope includes cooperation in international forums such as IMO, the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) and the Co-operative Mechanism for Safety of Navigation and Environmental Protection in the Straits of Malacca and Singapore. MPA and MLTM would also share maritime technical expertise through forums, workshops and seminars.

MPA's Chief Executive Lam Yi Young is confident that the MOU will bolster further exchanges between both parties. "This MOU is not only a reflection of the current close cooperation between MPA and MLTM, but is also a new milestone for both sides as we seek to further enhance our cooperation in promoting safety of navigation, protection of the marine environment, and maritime and port security," says Mr. Lam. Mr. Lim Ki-Tack, Director-General for Maritime Safety of MLTM, says the MOU marks yet another milestone in MPA and MLTM's relations. "As IMO Council member states, the Republic of Korea and Singapore have made great contributions to the international community to ensure maritime safety and the development of the shipping industry. This MOU provides opportunities to pursue cooperation beyond the IMO, including ReCAAP-based cooperation against the threat of piracy in Asia as well as the promotion and enhancement of navigational safety in the Straits of Malacca and Singapore," says Mr Lim.

MPA notes that Singapore shares warm and friendly bilateral maritime relations with the Republic of Korea. In particular, the Republic of Korea is an important user State of the Straits of Malacca and Singapore and has participated actively in the Co-operative Mechanism, which was launched in 2007 by the three littoral States of Indonesia, Malaysia and Singapore, arising from the IMO's "Protection of Vital Shipping Lanes" initiative. Singapore and ROK share a common objective of ensuring that the Straits of Malacca and Singapore remain safe, secure and open to international shipping. Singapore and the ROK, together with 14 other countries, are Contracting Parties to the ReCAAP, a framework for information sharing, capacity building and co-operative arrangements to tackle piracy. As members of the IMO Council, Singapore and the Republic of Korea also work closely on issues affecting international shipping. **Source : MarineLog**

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AVRA's tug **SOUTH** seen operating in Northern Russia (Baydaratskaya Bay)

Photo : Jan Thijs Maatman ©

## Genco Shipping & Trading Limited Takes Delivery of Supramax Vessel

**Announces Plan to Sign Time Charter for Genco Provence**

Genco Shipping & Trading Limited announced that it has taken delivery of the **Genco Provence**, a 2004-built Supramax vessel. The Genco Provence is the eighth vessel to be delivered to the Company under Genco's agreement previously announced on June 25, 2010 to acquire 13 Supramax vessels from Setaf SAS, a wholly owned subsidiary of Bourbon SA.

The Company also announced that it has reached an agreement to enter into a time charter for the **Genco Provence** with Setaf Saget SAS for 16 to 18.5 months at a rate of \$20,250 per day, less a 3.75% third party brokerage commission. The time charter for the **Genco Provence** is expected to commence on or about August 24, 2010 and is subject to the completion of definitive documentation.

The Company used its available cash to pay the remaining balance of \$26.55 million for the **Genco Provence**. On July 20, 2010, the Company entered into its previously announced \$253 million senior secured term loan facility and

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 237

intends to use the credit facility to refund a total of \$14.0 million associated with the purchase of this vessel to the Company.



Above seen moored at the Parkkade in Rotterdam the **STEENBANK**.

Photo : Ron Vleggeert ©



Above seen the Panama registered bulk carrier **Clipper Imabari** arriving at Port Chalmers , NZ to load logs for Inchon. The vessel has a gross tonnage of 16960 , built in 2008. The registered owner is La Darien Navegacion SA.

Photo : Ross Walker (c)

## Danaos Corporation Adds Two More Newly Built Vessels to Its Fleet

Danaos Corporation, a leading international owner of containerships, announced that on August 16, 2010 and August 18, 2010, it took delivery of two newly built containerships, the **CMA CGM RACINE** and the **YM MATURITY**, expanding its operational fleet to a total of 49 containerships aggregating 216,529 TEU. The **CMA CGM RACINE**, built at Sungdong Shipbuilding & Marine Engineering, and the **YM MATURITY** built at Hanjin Heavy Industries & Construction Co., have both a carrying capacity of 6,500 TEU, are 300 meters long, 40 meters wide and have a speed of 25.60 knots.

The **CMA CGM RACINE** has commenced its 12-year time charter at a fixed charter rate immediately upon delivery as has the **YM MATURITY**, which commenced its 18-year bareboat charter at a fixed charter rate immediately upon delivery. **Source: Danaos Corporation**

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



The **NS ASIA** seen in the port of Antwerp – **Photo : Stan Muller (c)**

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