

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 243



Number 243 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 31-08-2010**

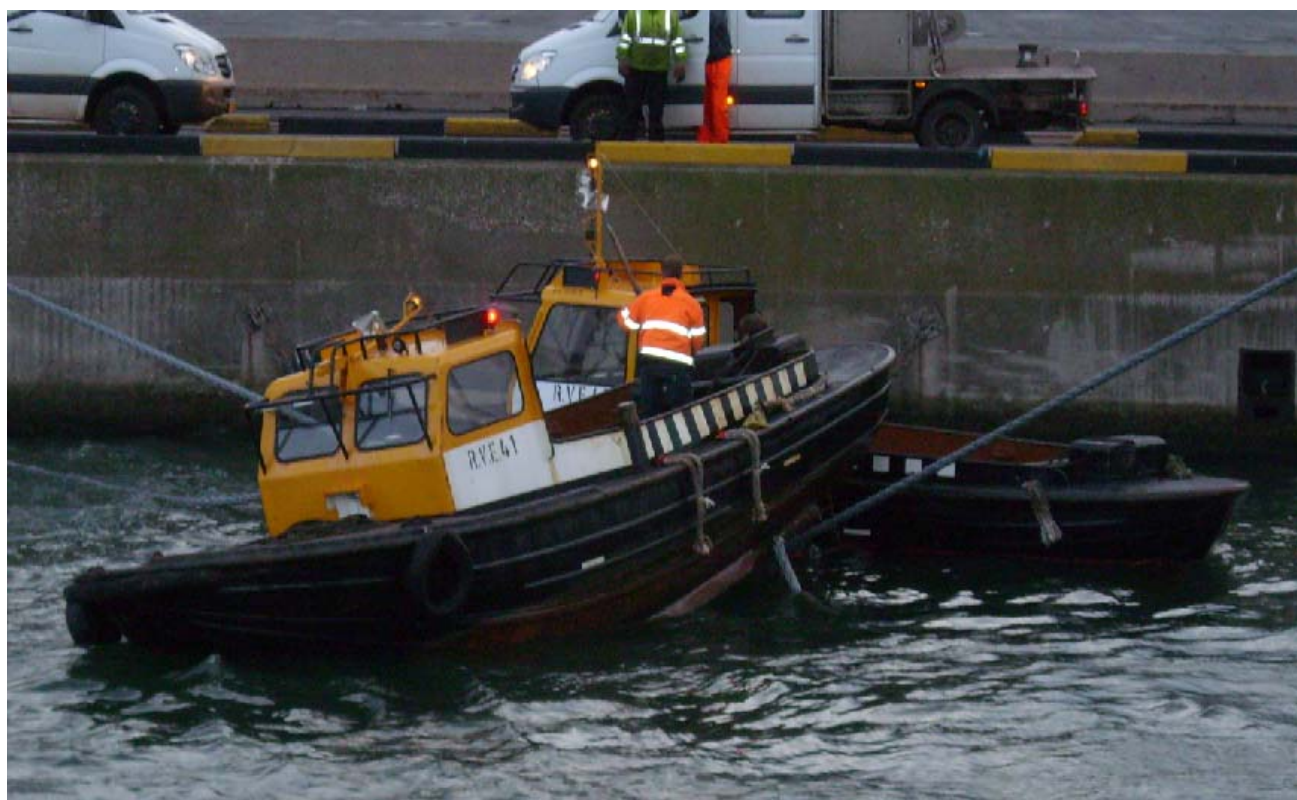
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**The KRVE (Koninklijke Roeiers Vereniging Eendracht) launch RVE 41 got in trouble whilst assisting with the mooring of the MOL MAESTRO at the DDE (Amazoneharbour) in Rotterdam-Europoort
Photo : crew RPA 11 ©**

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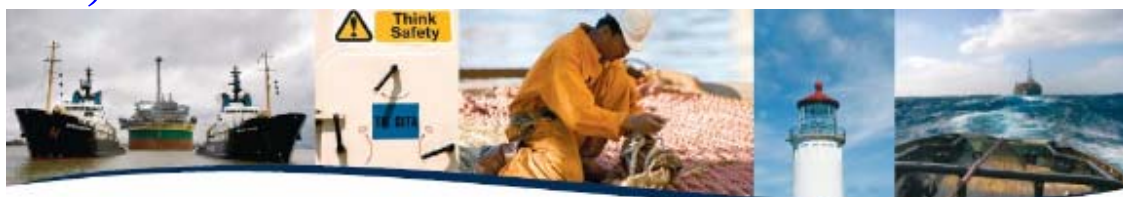
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The tug **BRAVEHEART** arrived at the Westerscheldt River with the **LENA** assisted by the **Multratug 9 & 11**
Photo : Henk Nagelhout ©

Danish navy helicopter foils pirate attack off Somali coast

A helicopter from a Danish warship under NATO operational control foiled a pirate attack Saturday on a merchant vessel in the Gulf of Aden, a Danish navy spokesman said. The Danish ship **Esbern Snare** launched a helicopter in response to a call for help from a merchant vessel, the Danish navy's duty officer, who declined to give his name, told AFP.

"The merchant ship was shot upon. When the helicopter went over there ... the pirates aborted their attack and tried to head for Somalia," he said. "To stop the pirates' boat from getting there, the helicopter fired one shot in front of the

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boat and then they stopped," he added. A statement from NATO's maritime command said the attacked merchant ship was the Panamanian flagged [MV Caribbean Carrier](#).

It added the pirates also tried to attack Norwegian ship [MV Hoegh Oslo](#), but fled when the Esbern Snare's helicopter arrived at her position. A team from the Danish ship boarded the pirates' boat and "found spent and unused ammunition, knives and other piracy related paraphernalia onboard," the statement said. Danish news agency Ritzau said the pirates were later released. The Danish ship's captain, Carsten Fjord-Larsen, said NATO ships were ready for counter-piracy missions. "The nature of the counter-piracy mission down here is challenging. We stay poised and sharp, because in an instant, we have to be ready to react to a call for help," he said in the statement.

Esbern Snare is currently the flagship of NATO's [Operation Ocean Shield](#), an anti-piracy mission off the Horn of Africa. Naval missions have boasted success in curbing pirate attacks but the number of hijacked ships and detained sailors remains at one of its highest levels since Somali piracy surged in 2007.

Unofficial figures show 2009 was the most prolific year yet for Somali pirates, with more than 200 attacks -- including 68 successful hijackings -- and ransoms believed to exceed 50 million dollars in total. **Source : AFP**

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



Tug [WATERMAN](#) and [WAGENBORG BARGE 7](#) seen during loading two "shipunloaders" weight 700 tons each in Stettin in Poland. **Photo : Wagenborg Sleepdienst & Hanzestad Hijstransport ©**

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USCG issues safety alert to AIS users

Some AIS users may not see -- or be seen-- by other AIS users. The users that may be effected are those navigating the James River, York River, Upper Chesapeake Bay, Delaware Bay, New Jersey Shore, and New York Harbor and approaches

The Coast Guard has put out a Marine Safety Alert that says that between July 27 and August, 2010, while conducting development testing of its Nationwide Automatic Identification System (NAIS), the agency inadvertently tele-commanded most AIS users transiting the Eastern United States between lower Connecticut and North Carolina to

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switch to AIS frequencies other than the AIS default frequencies (161.975 MHz - Channel 87B - 2087 and 162.025 MHz - Channel 88B - 2088). As a result, those users within certain uniquely defined channel management regions will neither see nor be seen by vessels operating on the default AIS channels when within these regions. Similarly, vessels operating on default frequencies will not see or be seen by those vessels that were inadvertently switched to other frequencies. **Source : MarineLog**



The cable lay barge **FORTUNA** seen operating in the Tartar straits – **Photo : Huib Hoek o/b Volvox Asia ©**

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Dry bulk market stabilizes, albeit at a falling note

The dry bulk market's leading benchmark, the Baltic Dry Index (BDI) ended the week at 2712 points, a marginal weekly loss of 1.6% or 44 points versus the previous week. As a result, August's monthly average is now at 2417 points, significantly improved over last month's average of 1910 points. According to a weekly report prepared by N. Cotzias Shipping Group, the BDI is set to increase before year end and possibly peak beyond the 5,500 points mark. "For this increase to be effective some resistance levels have to be met and surpassed and some other conditions have to be met". Commenting on this week's performance of the market, the Piraeus-based shipbroker said that it was a mixed feeling week, a breather. "The larger capes and panamaxs suffered minor losses and the smaller supramaxes and handymaxes posted minor gains. Overall the general index fell and the overall sentiment is that the overwhelming increased was too rapid and had to correct somehow. Still there are many ships chasing lesser/fewer cargoes and this imbalance of the market is self-implicated and will sooner become far worse than better. Have owners been shooting

at their own feet? Definitely yes!" the broker mentioned. Still, the shipping markets seem to have regained a great share of the heavy losses encountered during the first two months of this summer period and "before August says "kalo xeimona" - a Greek traditional wish for a pleasant winter - to us, we will be in a positive situation where we recovered a great percentage share of the heavy losses in both the indices and actual daily freight hire. The shipping markets were greatly assisted, by the added momentum that were offered in the past 2 weeks by the Capes and the Supramaxes. However the underlying global market fundamentals still pose a great degree of an uncertainty level although overall the picture looks much better than 2 months ago. China has imposed their game rules in the iron/ore pricing agreement, and the country's size and import appetite on its own have such great weight that they can and have brought the per tonne prices to the desired levels. Russian grain exports embargo/ban went into action as from the 15th August until 31st December 2010, and the Russian exports will be limited to 60-65 million tonnes for 2010 as opposed to 97 million tonnes for 2009. This is a serious quantity reduction that will be needed to be shipped from alternative locations and this will definitely act positively on shipping freights as the per ton mile cost will increase. A notable slowdown in period and time charter fixtures was noticeable this week and a total of only 84 fixtures were recorded compared with 112 of last week" Cotzias said.

Meanwhile, in a separate report by shipbrokers Golden Destiny, last week ended with 29 sales reported in the secondhand and demolition market. The highest activity has been recorded in the newbuilding market with 48 orders reported in total. "The secondhand market has been marked with almost 52.17% negative yearly change with 11 vessels reported to have changed hands this week equalling a total amount of money invested around \$185,800,000. In the demolition market, 18 vessels have been headed to the scrap yards of total deadweight 356,048 tons, while in 2009 14 vessels reported for scrap indicating a positive yearly change of around 28.5%. In the newbuilding market, 48 vessels reported to have been ordered equalling a total deadweight around 4,490,500 tons. The dry sector has held the largest share of newbuilding contracts, equalling a total deadweight of 2,154,500 tons, with kamsarmaxes being the most popular vessel type. The Greek presence has been noticed this week in the secondhand market with 2 transactions, one in the handysize bulkcarrier sector and one in the MR tanker sector, and in the newbuilding market with 5 transactions, 1 in the kamsarmax bulkcarrier sector, 2 in the handysize bulkcarrier sector and 2 in the container handy sector. The cumulative amount invested by Greeks can be calculated only in the secondhand market, which was \$ 11,000,000 , since in the newbuilding market the relevant information has not been disclosed" Golden Destiny concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The containerliner **YELLOW SEA** seen approaching the port of Singapore yesterday – **Photo : Piet Sinke ©**

Search resumes for 6 missing tug-boat crew in Laptev Sea

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The search for missing crewmembers of The [Alexei Kulakovsky](#) tug-boat has resumed on Sunday in the Laptev Sea. The operation involves 2 Mi-8 helicopters, an ice-breaker and a hydrographic vessel. Divers yet have not managed to start the rescue operation because of stormy weather.

The tug-boat set out from the Tiksi seaport on Thursday night to rescue the [Polius](#) fishing schooner. Upon arrival at its destination the tug-boat unexpectedly started listing to port and sank. The captain and two sailors were rescued several hours later. The bodies of five other crewmembers were found on Friday night. What may have become of the remaining six crewmen is still unknown. **Source : Voice of Russia**



The [BOW FRATERNITY](#) seen moored in Rotterdam – **Photo : Nico Ouwehand ©**

Yakutia declares mourning for sunken ship's crew

Today, August 31, Yakutia, the Russian republic in east Siberia will observe a day's mourning for the crew of the [Alexei Kulakovsky](#) tow ship that sank 20 miles off the port of Tiksi on Friday night as it hurried to another ship's rescue. Three crewmembers, including the captain, survived, the bodies of five others were recovered and delivered to Tiksi. Rescuers are searching for another five sailors. An inquiry has been launched. **Source : Voice of Russia**

Foreign ships under fire after oil spill

A 12-TONNE oil spill at Kooragang Island has prompted calls for urgent action to improve the shipping industry. The Maritime Union of Australia said the spill was further proof that Australian shipping must be reformed before "another disaster occurs". The [Magdalene](#), a 21-year-old Liberian-flagged coal carrier, has been blamed for the spill. Newcastle Port Corporation said 30 people had worked for five days to clean up the 12-tonne oil spill, which happened last Wednesday. The National Parks and Wildlife Service helped rescue oil-covered pelicans, which were taken to the RSPCA in Tighes Hill. "Most of the oil spill was contained on the corner of the Kooragang basin," port corporation chief Gary Webb said. "We are now focused on residue oil that is being cleaned from rock faces and emerging from under wharves," he said. The maritime union's national secretary Paddy Crumlin said the [Magdalene](#)'s crew was "operating under inferior conditions and grossly underpaid to do a highly skilled and demanding job". "Liberia is notorious for its blood diamonds and the dodgy flag of convenience ships it registers." Mr Crumlin said the incident showed Australia had not learnt the lessons of the [Pasha Bulker](#) grounding in 2007. He said foreign ships were responsible for all recent shipping accidents that harmed the environment, including the Hong Kong-flagged [Pacific Adventurer](#) which spilled oil on Queensland beaches last year. Mr Webb said a preliminary investigation suggested the [Magdalene](#) was

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"deballasting water to load coal" when the spill happened. Investigations will continue for a few weeks. **Source :** Garry Luxton



The **LAUWERSBORG** seen enroute Rotterdam – **Photo : Joop Bartels ©**



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Maersk in talks for multi-billion dollar bank loan

Shipping giant A.P. Moller-Maersk is currently in talks with select banks regarding a loan of several billion dollars, reportedly to refinance existing debt, according to Reuters and Bloomberg News. It was also reported this morning that the shipping firm's subsidiary, Mærsk Oil & Gas, is considering acquisitions in Norway to boost oil production. Maersk's oil enterprise is currently the second-largest producer in the Nordic states. Morten Jeppesen, managing director for Mærsk Oil & Gas in Norway, told Berlingske Tidende newspaper that the firm is active in Norway, and that it is its intention to start its own production in Norway relatively quickly. This could be in the form of its own drilling operation or acquiring a company which is already active. The shipping firm has been active on the Norwegian market since

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2005, and holds nine licenses there. The matriarch of the Danish shipping firm, Maersk Mc-Kinney Møller, has just been named the wealthiest man in the country by Berlingske Nyhedsmagasin, on the basis of his stake in the shipping firm - an estimated 125 billion kroner. **Source: The Copenhagen Post**



The harbourdays were held august 26, 27 and 28th in Zierikzee – **Photo : Fred van der Spek ©**

Barge to unload containers from beleaguered ship from Saturday

A barge has arrived from Dhabol port in Gujarat with equipment to start unloading containers from the deck of the beleaguered Panamanian ship MSC Chitra from Saturday, a maritime authority said here Thursday. The containers continue to be on the deck of the ship in a precarious condition after it collided with a St. Kitts' cargo carrier MV Khalijia-III outside Mumbai harbour Aug. 7. The barge is being prepared with cranes and other equipment to position it near the MSC Chitra and start the work of unloading the deck of the containers.

The ongoing survey of the navigation channel by the Indian Navy has also revealed eight sunken containers, of which one is in the main channel. It has been marked and the concerned authorities have been advised to issue suitable navigational warnings to vessels sailing in the area. The navy has also completed the first round of survey of half of all accessible port waters, around 75 square kms, after the ship collision. The remaining area has not been surveyed as it is congested with fishing nets and the concerned authorities have been advised to clear the area in a phased manner.

Efforts are also on to meet the schedules of the commercial ferry operations due to start Sep. 1, in time for the 10-day Ganesh festival. The survey of the ferry routes from Gateway of India to Mandwa, Elephanta Island and Jawaharlal Nehru Port Trust and from Ferry Wharf to Rewas and Mora has been completed while that for Rewas-Karanja and Belapur-Elephanta Island is currently underway.

Meanwhile, till date, the number of vessels piloted out of Mumbai Port Trust and Jawaharlal Nehru Port Trust has gone up to 205 and those brought in to 204. Both the ports have also resumed night shipping activities for vessels drawing draft upto nine metres and no oil oil tankers are now awaiting entry to the port. **Source : newkerala**



The 156 mtr long **CEYNOWA** (IMO 8116283) seen in progress of scrapping along the Yantze River (China)

Photo : Sjaak Broere ©

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Cruise ship Clipper Adventurer stranded in the Arctic

A CRUISE ship exploring the Northwest Passage in the Arctic has run aground on a rock that wasn't on the map. Robert Bradbury of the Canadian Coast Guard said they got the call about the stranded [Clipper Adventurer](#) late on Friday.

Mr Bradbury said the icebreaker Amundsen had been dispatched to the area and was expected to start removing passengers within a couple of hours. He said there were 197 people on board and no one was reported injured. The passengers will be moved via the icebreaker to Kugluktuk, Nunavut, about 50 nautical miles away.

The 90-metre cruise ship is operated by Ontario-based Adventure Canada. The company said efforts by the crew to dislodge the vessel were unsuccessful and now rests with a slight list. **Source : The Australian**

NAVY NEWS

Duchess of Cornwall Attends HMS Astute Commissioning



A handout picture provided by the Royal Navy on 27 August 2010 shows the First Sea Lord Admiral Sir Mark Stanhope (R) with the Duchess of Cornwall Camilla Parker Bowles (L) attending a ceremony in Helensburgh, Britain, 27 August 2010, as UK's most powerful attack submarine, [HMS Astute](#), has been welcomed into the Royal Navy.



During the Commissioning ceremony overseen by the boat's patron the Duchess of Cornwall, Astute officially became 'Her Majesty's Ship'. [HMS Astute](#) is quieter than any of her predecessors, meaning she has the ability to operate covertly and remain undetected in almost all circumstances despite being fifty per cent bigger than any attack submarine in the Royal Navy's current fleet.

China Holding 4-Day Naval Exercise in Yellow Sea

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China will hold live-fire naval exercises in the Yellow Sea in the coming days, state media reported Aug. 29, after voicing opposition to similar war games to be staged there by the United States and South Korea.

"This is an annual routine training, mainly involving the shooting of shipboard artillery," said the report, citing China's defense ministry. The United States and South Korea are planning a new round of joint drills in the Yellow Sea in September in another show of force against North Korea following the sinking of a South Korean warship in March.

Any military drills involving the United States in the Yellow Sea are a sensitive issue because of the area's proximity to China, and the disputed maritime boundary between South and North Korea. China has bristled at the idea of a U.S. aircraft carrier group patrolling waters near its coast, although the U.S. military has said the planned anti-submarine exercise in September would not involve a carrier.

"This would be a fresh provocation following a series of joint U.S.-[South Korean] activities that have caused tensions in East Asia," Chinese Rear Adm. Yang Yi said in an Aug. 13 commentary in the China Daily. "Offending Chinese people is not in the fundamental interest of the U.S. ... Any activity aimed at pushing a country with a 1.3-billion populace with enormous potential would be inadvisable."

The United States and South Korea have staged massive joint naval and air exercises in the nearby Sea of Japan that were opposed by Beijing. The drills followed the sinking of the corvette Cheonan in March, which Seoul and its allies say was caused by a North Korean torpedo attack. China is North Korea's closest ally and trade partner, and Beijing has refused to join in international condemnation of Pyongyang for the incident.

China staged naval, air and artillery exercises late last month, although it was not clear if the drills had been pre-planned or were in response to the U.S.-South Korea exercises. **Source : Defense News**

SHIPYARD NEWS

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Jadaf Dubai in pact with Goltens

Ground development lease agreement on two plots valid for 25-year period

Jadaf Dubai, one of the oldest ship repair yards in the Arabian Gulf and a part of Drydocks World Group, has awarded a 25-year lease of two plots to Goltens. The company recently signed a long-term ground development lease agreement (Musataha) with Goltens, a global ship repair and maintenance specialist. The agreement with Goltens for a shipbuilding and ship repair facility at the Industrial Precinct of Dubai Maritime City was signed by Hamad Al Maghrabi, managing director of Jadaf Dubai and director, Shiplift, and Paul Friedberg, president of Goltens Co Limited — the Dubai branch of Goltens Worldwide Services, at a private ceremony held at the Intercontinental Hotel, Dubai Festival City.

Under the Musataha lease agreement, DMC Industrial Precinct plots 6 and 7 measuring about 23,000 square metres will be leased to Goltens for a period of 25 years. During the past five years, Goltens has established seven new global repair centres, lifting its annual ship repair revenue from \$90 million (Dh330.4 million) in 2005 to approximately \$200

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million in 2010. The new agreement will strengthen Jadaf Dubai's stronghold in the shipbuilding and ship repair market. The Industrial Precinct is a part of Maritime City that is dedicated to ship repair facilities, yacht repair and manufacturing, as well as workshop units that service the needs of the maritime industry as a whole.



Al Maghrabi said: "Goltens has been one of our key partners for 22 years and they have proved to be outstanding service providers. Goltens have demonstrated strong capabilities in all-inclusive services in ship repair and maintenance and our partnership with the company confirms our commitment to excellence and is in line with our policy of facilitating businesses that enhance Dubai's standing as the premier maritime hub in the region."

Paul Friedberg, president of Goltens Worldwide Service, said: "The new repair facility places us in a better position to offer a comprehensive range of ship repair and maintenance solutions to our growing customer base in the

region." A new advanced ship lift facility has been built at Dubai Maritime City and is managed and operated by Jadaf Dubai. Occupying 106 hectares of land oriented around a central vessel basin, which is just under half of the 2.4 million square metres of the total area of Dubai Maritime City, the new facility has open sea access, ready access to an expanding market, opportunities for networking among entities having similar interests, advanced and efficient services — all in close proximity to the commercial districts of Dubai.

The new site has enhanced capability ship lifts of 3,000 and 6,000 tonnes each, 700-tonne travel lifts and offers other value-added services geared to meet needs of small vessel owners. **Source : GulfNews**



The **EASTERN HONESTY** seen moored at the Keppel shipyard in Singapore – **Photo: Bart Klos ©**

Samsung Heavy will not cancel \$4bn deal with Flex LNG

Flex LNG is adamant that Samsung Heavy Industries will not cancel a series of high-priced newbuildings despite much speculation on the lack of funding for the project. The Oslo-listed company said it has been given assurances by the South Korean yard that it has no intention cancelling a quartet of LNG floating production storage and offloading units. The ships have a combined order value of some \$4bn. The newbuildings, signed for between 2007 and 2009, have looked to be in jeopardy as tight credit markets hampered Flex's efforts to raise cash. "The company acknowledges the current challenging fund raising environment it faces and the impact that this has on the ability of the group to finance its funding requirement," a statement by the owner on the Oslo bourse read yesterday. "Following the raising of \$10m of additional capital as part of the listing on Oslo Axess on 30 October 2009, the company expects to have sufficient financial resources to enable it to continue trading and to meet its payment obligations until the next hull payments are due to be made to Samsung in November 2010." Flex failed to give a resumption notice for construction of the vessels by 31 May handing Samsung the contractual right to axe the orders as well as another contract.

Source: [seatradeasia](#)

GLOBAL LONG BEACH LAUNCHED



Above seen the new barge, [Global Long Beach](#) just launched at Trinity Marine's yard in Louisiana. Our affiliate, Global Marine Transport (GMT), will take delivery of the Global Long Beach (on completion of trials), the first of four in a series of new buildings. All four are ABS ocean going barges, US flagged, OPA 90-compliant, double hull with a total cargo capacity of 10,000 barrels each. All 4 barges will be deployed on the US West Coast from Seattle WA, to Los Angeles, CA supplying distillate marine gasoil and marine lubricants. The new barges represent Maxum's continued commitment to its global marine customers and future presence in the U.S. West Coast maritime industry."

[Photo : Chris Cole, Vice President Sales, Trinity Marine Products](#)

Horizon Shipbuilding wins \$8.6 million towboat order

Horizon Shipbuilding, Inc., Bayou La Batre, Ala., has been awarded a \$8,619,510 firm-fixed-price contract to acquire a welded steel hulled commercial standard inland river tow boat for the Army Corps of Engineers, Mississippi Valley Division, Memphis District, for towing services for Memphis, Little Rock, and Vicksburg districts. Work is to be performed at Bayou La Batre, Ala., with an estimated completion date of Feb. 20, 2012. Eighteen bids were solicited

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with eight received. US Army Corps of Engineers, Philadelphia, Pa., is the contracting activity (W912BU-10-C-0031; Serial No. 1766). **Source:** [marinelog](#)

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The **MIGHTY SERVANT 3** seen arriving in Freeport, Bahamas to enter the drydock, in the background **NORTHERN JAVELIN** – Photo : crew URSA ©

Savannah Port Gets Record Ship Call

With a capacity of 8,500 20-foot equivalent units, the **CMA CGM Figaro** is a state of the art vessel built by Samsung Heavy Industry in South Korea and equipped with the latest environmental technologies. The latest addition to the French carrier's growing fleet uses a Fast Oil Recovery System, which enables bunkers to be rapidly recovered at any time, hence significantly limiting the environmental consequences should there be an incident at sea. It also has an electronically controlled engine, reducing oil consumption 25 percent and fuel consumption 3 percent. The new engine makes possible extremely slow steaming at 14 to 15 knots, or "super eco-speed." The ship is equipped with pre-equipment to connect to a port's electricity supply during operations for "cold ironing."

CMA CGM operates the vessel on the Columbus loop, a pendulum service linking Japan, China and Southeast Asia to the U.S. East Coast via the Suez Canal, and Southeast Asia, China and Korea to the Pacific Northwest and Canada at Vancouver.

"The inaugural call of **CMA CGM Figaro** in Savannah confirms the Group's commitment to investment and growth in the United States and more especially in the South Atlantic region, which is of strategic importance to the U.S.

commerce and our clients," said Frank J Baragona, president CMA CGM (America). "Moreover, it is interesting to note that this size of ships (8.500 TEU) will become -- once Panama Canal enlargement is completed in 2014 -- the new minimum standard. This means that the port and land transport infrastructure must follow to avoid bottlenecks in the logistic chains."

"The **Figaro** comes to us through the Suez Canal, but will be restricted in its loading capacity in Savannah from its designed draft of 49.5 feet," said Georgia Ports Authority's Executive Director Curtis J. Foltz. "The Figaro is a current reminder of why the deepening of our waterways is so critical to economic and job growth for our region."

In order to more efficiently handle vessels like the Figaro, the Savannah Harbor Expansion Project (SHEP) will deepen the river from its current 42-foot depth to as much as 48 feet.

India to force ports to offer compensation for congestion delays

The Indian government is looking into the possibility of forcing ports to pay compensation to traders if their cargo is delayed because of congestion at the port. The proposal from the Commerce Ministry has been passed to the Shipping Ministry for final consideration. The idea emerged from an inter-ministerial task force looking into ways of cutting costs for Indian businessmen. Congestion surcharges levied by shipping lines are passed on to port users, thereby making products more expensive for consumers. **Source: portstrategy**



The **JIN YUAN LING** seen East bound in the Singapore Straits – **Photo : Piet Sinke ©**

Metinvest to complete construction of new terminal at Mykolaiv port by 2011

It is reported that the Ukrainian mining and steel producing company Metinvest Group has announced in its annual report that in 2011 it plans to complete the construction of a general purpose terminal to be operated by Danube Shipping at the port of Mykolaiv, Ukraine. As per report, with an annual capacity of approximately 3.4 million tonnes the new terminal will handle iron ore concentrate and pellets and is expected to decrease the company costs through a reduction in port handling fees and the removal of existing logistical constraints due to the proximity of the port of Mykolaiv to Metinvest iron ore deposits. **Source: steelorbis**

	
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Safmarine Lualaba sailing from OTP, Walker August 28th bound for Aberdeen assisted by local tugs **Svitzer Lyndhurst** and **HT Blade** - Photo : Kevin Blair ©

Gulf Navigation Holding plans to buy oil tankers

Shipping volumes increase as the global economy recovers

Gulf Navigation Holding PJSC, Dubai's only publicly traded oil-tanker owner, is seeking to buy new crude carriers as an improving global economy boosts shipping volumes, the company's chief executive officer said.

Gulf Navigation may acquire two very large crude carriers, or VLCCs, this year, Per Wistoft said in an interview last week. Oil output that's set to rise by 2011 will bring enough added crude supply onto the market to necessitate 45 more VLCCs, Wistoft said at his Dubai office.

"If the price is right we can buy ships tomorrow," he said. "I'd probably like to see another two VLCCs come into the fleet," with delivery of the vessels before 2013, Wistoft said. A VLCC can haul 2 million barrels of oil.

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The global economic crisis hurt shipping companies as demand for goods declined and previous orders for tankers brought too much supply to the market. Rates for shipping crude from the Middle East to Asia, the busiest route for supertankers, have fallen this year as there are still too many new ships coming to market. Gulf Navigation, which this year cancelled orders for some ships, reported an 82 per cent slump in 2009 net income.

Diversification

The company is on target to ship 6 million tonnes of goods this year, compared with 4.5 million tonnes in 2009, Wistoft said. That increase is a result of a stronger economy, which will "definitely" raise profit this year, he said.

"Having crude carriers is important for the company's diversification in terms of revenue," said Kareem Murad, an analyst with a "neutral" rating on Gulf Navigation at Shuaa Capital PSC in Dubai. "I am concerned about the impact on their profitability, depending how the vessels will be funded." Gulf Navigation shares declined 1.9 per cent, the biggest drop in almost three weeks, to 50.6 fils at the close of trading at 2 pm in Dubai.

The shares have dropped by almost half since the company sold them at Dh1 each in 2006. This gave it a market value of Dh837 million (\$223 million).



The container ship **JRS Pegasus** seen arriving at the Port Chalmers container terminal – Photo : Ross Walker ©

Maersk confirms Trans-Atlantic rate hike

Maersk Line said it will go ahead with a previously announced general rate increase on all container cargoes shipped across the North Atlantic in the fourth quarter. From October 1 shippers will pay the Danish carrier an extra \$250 for a 20-foot dry container, \$350 more for a 40-foot box and an additional \$500 for a 40-foot reefer container for cargo moving in both directions between the U.S. and northern Europe. Rates will rise by \$250 per TEU and \$350 per FEU and reefer boxes moving to and from Canada and North Europe. Cargo moving from the U.S. and Canada to the Mediterranean will rise by \$200 per container. The rate for cargo moving westbound from the Mediterranean to the U.S. and Canada will rise by \$200 per container on Oct. 15.

Maersk, the world's largest ocean carrier, said the Atlantic market has stabilized so far in 2010, "but despite such partial rate recovery, the current market rates continue to be unsatisfactory." The Copenhagen-based carrier said it costs more to source containers at a time of general equipment shortage while maintaining high levels of reliability.

"Therefore we continue to see the need to proceed with our already announced rate increases for the fourth quarter," the carrier said. The rate hikes come on top of increases of \$400 per TEU and \$500 per FEU and reefer container that took effect on July 1. Maersk's trans-Atlantic traffic grew 4 percent in the second quarter from a year ago, trailing an 8 percent rise on the Asia-Europe trade and 11 percent growth on the trans-Pacific. Maersk last week revealed its average freight rate, including bunker surcharges, jumped 31 percent in the first half to \$2,986 per FEU from \$2,288 a year ago. Rates rose 43 percent year-on-year in the second quarter.

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But rates remain below 2008 levels and will fall back in the fourth quarter after peak season surcharges are removed, Nils Andersen, CEO of Maersk parent A.P. Moller-Maersk said. Maersk said it will announce its 2011 full-year program in the fourth quarter to allow customers to plan their shipments “with full understanding of the expected rate levels.”

Source: [joc.com](#)



Seen in Freemantle port the [TSHD GATEWAY](#), assisting the [CSD PHOENIX 1](#)

Photo : [Phoenix-crew \(Meindert\)](#) ©

China region to build world-class port facilities

The Guangxi Zhuang autonomous region in China will pump in 6 billion yuan (RM2.88bil) this year to expedite the construction of world-class port facilities to meet greater demand from Asean. Guangxi Transport Department director-general Pan Wei said the government would give priority to infrastructure development as the number of cargo ship calls had increased since the realisation of the China-Asean Free Trade Area early this year. “We are developing a total of 26 port projects. By 2012, we will try to surpass the throughput target of 300 million tonnes and this will lift our logistic capacity and competitiveness to another level,” he said at the Pan Beibu Gulf Economic Cooperation Forum recently.

He said the custom clearance procedure would be improved and electronised and logistic companies would continue to enjoy preferential packages for transshipment and distribution services such as reduction of toll charges. The three Beibu Gulf ports of Beihai, Fangchenggang and Qinzhou in Guangxi have established routes with 220 ports in over 80 countries. The total annual throughput of the ports increased by 16.3% year-on-year to reach 94 million tonnes in 2009.

Myanmese Deputy Transport Minister U Nyan Htun Aung said Asean and China were the fastest growing economic regions in the world and maritime transport and shipping industries had played a key role in fostering deeper trade relations between both states. Cambodian Public Works and Transport Minister Tram Ivtek said the two major ports in Sihanoukville and Phnom Penh which were well connected with other Chinese and Asean ports would be upgraded.

“The Sihanoukville Port which is a 400m expansion of container terminal has been completed. A multi-purpose port which supports crude oil exploration at the open sea and a berth for special cargo in bulk are also under way,” said Ivtek. He said the Phnom Penh Autonomous Port had seen a 12% increase of 1.24 million tonnes in capacity in 2008

from the year before. The port will be expanded to a new terminal about 20km from Phnom Penh city. According to the Chinese Customs' statistics, in the first half of the year, the total bilateral trade between Asean and China reached US\$136.5bil (RM437bil). Asean remains as the fourth largest trading partner of China. **Source : The Star**



The **VOS PRECIOUS** seen moored in Norkoping (Sweden) – **Photo : Guido Akster ©**

Port capacity set to cross 1 billion tonne mark

Indian port sector is all set to touch a milestone with the combined capacities of all major and non-major ports crossing the one-billion tonne mark in September. According to port officials, the nation-wide capacity today stands at 996 million tonnes. With Gujarat Maritime Board facilities adding 19 million tonnes next month, the total capacity in the country is headed to rest at 1015 million tonnes.

It is a momentous occasion for the country and its maritime industry and the ministry is planning to celebrate it in style. However, there is a flip side to the story. The major chunk of the contribution to the growth in capacity has come not from the government-controlled 12 major ports but from the non-major ports, led by those managed by Gujarat Maritime Board.

For example, the total capacity available with the 12 major ports as on June 30, 2010 was 619.88 million tonnes, non-major ports' contribution was 355.06 million tonnes. Of the 355.06 million tonnes capacity, Gujarat Maritime Board (GMB) controlled ports alone contributed to 243.64 million tonnes.

The capacities available at non-major ports as on June 30, 2010 were: Gujarat (243.64 million tonnes), Andhra Pradesh (49.14 million tonnes), Maharashtra (28.28 million tonnes), Goa (13.90 million tonnes), Karnataka (9.20 million tonnes), Puducherry (4.30 million tonnes), Andaman & Nicobar Islands (3.23 million tonnes), Orissa (2.00 million tonnes), Tamil Nadu (1.2 million tonnes), Kerala (0.17 million tonnes) and Daman & Diu (0.005 million tonnes).

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According to Capt Sandeep Chandra Mathur, chief nautical officer of Gujarat Maritime Board, three facilities would contribute a total of 19 million tonnes capacity from next month. They are: Essar jetty at Magdalla, Adani's solid cargo terminal at Dahej and Kribco jetty at Magdalla, which is being revived.

The total capacity of the ports has grown 84.4% from 135 million tonnes in 2000-01 to 244 million in 2009-10. If the progress made by GMB ports so far is incredible, they have much reason to look forward to. "We are projecting our port capacity to be 508 million tonnes by 2014-15 and 870 million tonnes by 2019-20, according to 2020 document GMB is preparing," said Capt Mathur. **Source : IndiaTimes**

RCL to cooperate with Beibu Gulf International Port Group

BANGKOK's **Regional Container Lines (RCL)** has signed a "friendly agreement" with Guangxi Beibu Gulf International Port Group to promote cooperation through the launch of a new container line service to ASEAN ports.

The signing of the cooperation agreement comes on the sidelines of the 5th Pan-Beibu Gulf Economic Cooperation Forum held on August 12. RCL said in a statement: "Benefiting from existing ASEAN shipping networks, RCL will strengthen cooperation with Guangxi Beibu Gulf International Port Group to expedite launching a new service ex Beibu Gulf to the main ports within ASEAN."

RCL started with a direct service from Fangcheng Port to ports within ASEAN via Singapore in 2008 during the period of global financial crisis. This paved the way for the construction of a regional transportation network, it said.

The carrier believes a "dumb-bell logistics system, based on the container shipping trunk line between Beibu Gulf and Singapore, equipped with the land transportation network between south west China and Beibu Gulf, together with the feeder network between Singapore and ASEAN ports, is an ideal option for the integrated logistics system between south west China and ASEAN countries." **Source : Schednet**



The **HAPPY FELLOW** seen anchored / moored in Rotterdam Caland canal – **Photo : Daniella Vermeer ©**

EMSAGG to hold 'learning seminar' at Maasvlakte 2

The European Marine Sand and Gravel Group (EMSAGG) is holding a 'Learning Seminar' at Maasvlakte 2 in The Netherlands in October. The seminar will take place at the exciting Maasvlakte 2 project, Rotterdam, on Thursday 21 October 2010 from 10.00am - 4.00pm.

The Maasvlakte 2 project is a mega land reclamation project in the Netherlands which involves a port area expansion of approximately 2,000 hectares. During the first phase, an 11km long sea defence will be constructed, as well as around 700 hectares of the harbour premises.



Photo : Piet Veenman ©

The seminar will allow delegates to gain an understanding of the latest environmental, technical, regulatory, economic issues relating to the Maasvlakte 2 project and to share experiences and thoughts with international peers.

The seminar will include an exciting programme with presentations from leading figures involved with the Maasvlakte 2 project, including:

- Welcome and opening, Dirk Hamer, PUMA (joint venture of Boskalis and Van Oord) and Kristina Gamst, EMSAGG.
- Maasvlakte 2, a sustainable expansion of the Port of Rotterdam, Tiedo Vellinga, Port of Rotterdam Authority.
- Maasvlakte 2, a mega sand reclamation work with innovative sea defense, Gerard Loman, PUMA.
- Maasvlakte 2, predicting & monitoring of dredged sand quality, Fedor Meulenkamp and Joost van Duinen, PUMA.
- Maasvlakte 2, monitoring of ecological effects: planning and preliminary results, Ad Stolk, Rijkswaterstaat.

The seminar will include lunch, which has kindly been sponsored by PUMA and will offer delegates with the opportunity to network. **Source : Dredging News Online**

DOF Subsea Norway got Shtokman contract

The subsea service company will do a geotechnical survey in cooperation with PeterGaz Ltd. DOF Subsea Norway will commence the work in early September using its own vessel [Geobay](#), reports Subsea World.

The work consists of offshore geotechnical survey, onshore testing and reporting. The company will manage the project primarily from their main facilities in Bergen in Western Norway along with assistance from their newly established subsidiary DOF Subsea Arctic in Moscow. **Source : BarentsObserver**

MSC hikes south east Asia-Australia rate US\$300/TEU October 1

MEDITERRANEAN Shipping Company (MSC) recently released a freight rate increase for its southeast Asia and Australia service. The increase will be US\$300 per TEU and come into effect from October 1 for service in Indonesia, Malaysia, Singapore, Thailand, Vietnam and Australia. **Source : Schednet**

World Maritime Day 2010

The GOP has announced a strategic initiative that will further boost Bahrain's standing in the global maritime landscape. In support of World Maritime Day, the international celebration of the maritime industry, the Kingdom of Bahrain will host the first annual Bahrain Maritime Festival on September 20-24, 2010. Under the International Maritime Organisation (IMO)'s 2010 theme of the 'Year of the Seafarer', this year's launch event will include activities specifically geared to past, current and future generations of Bahraini sea-goers. The United Nations (UN), via the International Maritime Organisation (IMO), initiated World Maritime Day to commemorate the international maritime industry's contribution towards the global economy, specifically in the shipping and logistics sectors.

Each year, WMD is held under a different theme. This year's theme, 'The Year of the Seafarer' aims to spread greater awareness of the maritime industry and focus attention on the importance of shipping safety, maritime security and the marine environment, paying tribute to the 1.5 million seafarers all over the globe for their unique contribution to society and in recognition of the risks they shoulder in the execution of their duties in an often hostile environment.

IMO member countries normally hold celebratory programmes on a day of their choice during the specified week. Bahrain's initiative has been designed to spread out the festivities over a longer period in order to increase accessibility and allow for more activities to be held.

Commenting on the launch of Bahrain Maritime Festival (BMF), Shaikh Daij bin Salman Al Khalifa, Chairman of GOP said: "We are proud to announce our plans for the launch of the GOP's first maritime-themed festival to mark World Maritime Day 2010 and join the global initiative celebrating the 'Year of the Seafarer'. Our aspiration is to hold BMF annually, each year customising the programme to fit the IMO's chosen theme for that year. While this year we have developed the activity line-up to target seafarers, we hope to build upon the event in the future and engage as broad an audience as possible." "One of our key strategic objectives as laid out in our five-year plan is to position Bahrain as a global maritime centre, and BMF is an embodiment of an initiative which will aim to achieve this. Our ongoing commitment and dedication to being an active supporter of the maritime industry on an international level have helped us take a proactive approach to planning new initiatives and activities locally that will help boost our global standings", Shaikh Daij added.

BMF 2010 will consist of four main activities spanning the week. These activities have been designed to generate greater awareness of Bahrain's growing maritime industry among students, business executives and the general public, all of whom can rightly take pride in the Kingdom's achievements and developments in the shipping and logistics industry.

The activities will include the 'Year of the Seafarer' Awards ceremony which will be held under the patronage of Shaikh Daij. Long-serving Bahraini seafarers who have served for twenty years and above in the maritime industry will be honoured and presented with an award during a dedicated reception. A public campaign has been launched to call for nominations with the intention to honour all eligible Bahraini seafarers, whether current or retired. Another unique aspect of this initiative will be the "Careers in Maritime" drive, complementing the International Maritime Organisation's ongoing 'Go to Sea' campaign. This will include a tour of universities conducted jointly by GOP and APM Terminals Bahrain, the operator of Khalifa Bin Salman Port (KBSP). Featuring a series of lectures, this tour will enable students to learn from the maritime industry practitioners who will share their experience and knowledge. The tour will aim to encourage more Bahraini students to pursue careers in the maritime industry, thereby strengthening Bahrain's international position as a maritime centre in the long-run. Additionally, a Maritime Photography Exhibition will be held

throughout the week which will be open to the public and will feature historic and contemporary sea-related images that will serve to capture the life of the seafarers at sea, and Bahrain's ever-evolving maritime landscape. Finally, a Seafarers' Welfare Day is being organised by APMT, to be held at KBSP especially for seafarers visiting the port. A special service offering free medical check-ups for all incoming seafarers will be provided, and a blood donation campaign will be held for APMT and GOP staff members. The GOP joins many countries worldwide, including Australia, Canada, the United Kingdom, and the United States to celebrate World Maritime Day. The event's date varies by year and country but it is always celebrated during the last week of September.

General Organisation of Sea Ports

The General Organisation of Sea Ports (GOP) was established on September 2006 with a mission to develop Bahrain's maritime industry and infrastructure and regulate its operation in line with the Kingdom's Economic Vision 2030 development strategy. The GOP's overarching responsibility lies in guiding the development of strategies to position Bahrain as a global leader in the maritime industry. As a regulator, the GOP is responsible for supervising all maritime safety and environmental matters and ensuring adequate infrastructure is in place to serve the needs of the Kingdom's seaports, including the region's newest state-of-the-art port Khalifa Bin Salman Port. The GOP is also responsible for operating and developing the Bahrain Logistics zone.

Adhering to the highest international quality standards of safety, environment and security, the GOP aims to position the Kingdom as the strategic gateway and trans shipment hub to the northern Gulf.

Source: General Organisation of Sea Ports (GOP)

Massive (3 million USD) price reduction BEOTHUK



Vripack Yacht & Ship Brokers announces a massive price reduction of the **Doggersbank 102' BEOTHUK**, the asking price has been reduced from \$ 15.900.000,- to \$ 12.900.000,-. This substantial reduction is a clear signal that **BEOTHUK** is most seriously for sale. **BEOTHUK** is one of the best built yachts in her class and the first yacht ever with all LED lighting for reduced power consumption and durability. A stunning easy maintenance engine room with separate pump room, mechanically and technically this yacht is built like a Swiss watch and there is no comparison. BEOTHUK will be on

display at the 2010 Fort Lauderdale International Boat Show, Oct 28-Nov 1, in conjunction with joint central agents, Northrop & Johnson.

Mexico orders 50 Kalmar terminal tractors

Cargotec has received an order for 50 Kalmar Ottawa 4x2 terminal tractors from Idealease, a North American-based truck and equipment lease and rental services business. The units will be leased to a customer operating at the ports of Lázaro Cárdenas and Manzanillo, located on Mexico's Pacific Coast. Delivery of the new machines will begin in November 2010. For more than 50 years, Cargotec has been supplying purpose-built yard trucks for the efficient

handling of trailered cargo at ports, intermodal terminals and distribution centres around the world. Furthermore, its multiple dealers and agents providing on-the-spot assistance close to customers have contributed to Cargotec success's as the industry's leading provider of terminal tractors. The new machines were requested by the end user, which has operated successfully with Kalmar terminal tractors in the past. Cargotec's area dealer, Maquinaria Innovativa de Veracruz, will provide full maintenance and service on the units ensuring their maximum uptime.
Source: cargonewsasia



Shippingnews contributor and crew member of the RNLi HARWICH Lifeboat **ANDREW MOORS** seen onboard the KNRM Hoek van Holland lifeboat **JEANINE PARQUI**, on behalf of all the readers of the newclippings, **Andrew** thank you for your contribution it is appreciated by all the readers !!!

Major China carriers urge industry to limit capacity

SHIPPING lines need to prevent a glut of tonnage overwhelming the market and slowing global recovery, warned senior executives from China's major ocean carriers, in the course of announcing their own positive quarterly results in Hong Kong. Speaking to reporters, reported Bloomberg, China Cosco Holdings executive vice president Sun Jiakang said: "We call upon chief executive officers to remain level-headed to help ensure stable growth. The global economy is recovering, but it's a process that can take years." Said Li Shaode, chairman of China Shipping Container Line (CSCL): "The whole container market is still in a state of fluctuation. Uncertainties over demand still exist."

Said Cosco chairman Wei Jiafu: "I will use my influence to urge all members of the Asian Shipowners' Forum to be cautious when expanding capacity. You can go ahead and complete existing orders." CSCL managing director Huang Xiaowen said transpacific rates have increased 37 per cent from June to US\$2,600 per FEU, but Asia-Europe rates have changed little at \$1,750 per TEU.

Rates have risen from last year as US and European retailers increased imports of Asian goods. Lines have also slowed vessels to cut fuel costs and reduce tonnage afloat. Both Cosco and CSCL said they will not order ships in 2010. Carriers posted industry-wide losses last year as rates fell because excess tonnage was reducing demand. **Source :** Schednet

Ballast Nedam sluit contract voor Anholt Offshore Windpark

Ballast Nedam Offshore heeft een contract gesloten met A2SEA A/S voor de inzet van de HLV Svanen op het Deense offshore windpark Anholt. A2SEA verzorgt voor de Deense energiemaatschappij DONG het schip voor de installatie van de funderingen voor het windpark. De HLV Svanen wordt door DONG ter beschikking gesteld voor de nog te bepalen aannemer die de funderingen zal leveren en installeren. De HLV Svanen zal eind 2011 worden ingezet op het project en de werkzaamheden zullen tot in het derde kwartaal van 2012 doorlopen.

In het tweede kwartaal van 2011 zal Ballast Nedam eveneens voor DONG de monopiles installeren op het Engelse offshore windpark Walney II. De monopiles op dit offshore windpark zullen met een geraamd gewicht van 800 tot 1000 ton per stuk de zwaarste monopiles zijn die op een offshore windpark geïnstalleerd zijn.

Momenteel is de HLV Svanen bezig met de installatie van 90 funderingen voor het Sheringham Shoal Offshore Wind Park in het Verenigd Koninkrijk. Dit offshore windpark ligt 17-23 km uit de kust van Sheringham. Ballast Nedam heeft onlangs het contract voor het offshore windpark Baltic I in Duitsland afgerond. Hier zijn met A2SEA's Sea Worker 22 funderingen voor het windpark Baltic I geïnstalleerd. Het Duitse energiebedrijf EnBW is opdrachtgever voor Baltic I, het eerste commerciële windpark in Duitsland **Bron : De Aandeelhouder**

.... PHOTO OF THE DAY



The **FOUR MOON** seen entering the port of Willemstad (Curacao) – **Photo : Els Kroon ©**

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