

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 246



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**Above the Zuiderdam "Dream Team", seen in Skagway Alaska
Photo : Butch Balinas (c)**

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The **Pacific Bora** on sea and system integration trials offshore Geoje island Korea.

Photo : Stephen Carson (c)

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

Scientist to 3-D Scan the Titanic Before its Gone

Nearly 25 years after Woods Hole Oceanographic Institution (WHOI) first discovered the final resting place of the **RMS Titanic**, researchers will this week return to the site to conduct the first comprehensive survey of the wreckage. The expedition is being organized by RMS Titanic, Inc., the company that was awarded ownership rights to the wreckage as salvor-in-possession in 1994, and is co-led by David Gallo, WHOI's director of special projects.

WHOI researchers will help their expedition colleagues map the ship's hull and debris field in high definition and in three dimensions. Large portions of the wreckage are believed to be in danger of collapse after nearly a century 2.5 miles beneath the surface of the Atlantic. Their images and data will help provide a detailed picture of the condition of the wreck. In addition, many deep-sea animals have made the hull their home, and studying the wreckage as a marine ecosystem may help scientists who study deep-water reefs and the unique plants and animals that inhabit the deep ocean.



The **CRUX J** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

First non-Russian vessel to transit Russian Arctic not true, not exactly true, not true at all

By : Mike Voytenko

World media is full of news on Danish-owned bulk carrier **Nordic Barents** to transit Northern Passage, Russia, in September this year, as "being the first non-Russian flagged vessel to sail through the Northern Sea Route". Also, news agencies state bulk carrier to be of utmost possible ice class permitted for travelling Northern Passage. And the least but not the last, there are claims on expenses savings in comparison with traditional Southern Route. All three claims are either not true, or not all the true, or exaggeration based on lack of figures. First of all, let's say loud and clear, that **Nordic Barents** can't be the first ever non-Russian vessel to sail through Northern Passage. First ever vessel to sail Russian secret passage, closed for foreigners, was auxiliary cruiser of nazy German Navy **Komet** (built 1937, dwt 7500) in summer of 1940, cruiser transited to Pacific in a very short time and became one of fuerer's pirates on high seas, sinking quite a number of commercial vessels in Pacific ocean. Nordic Barents can't be the second either, or the third, or even the fourth. Last year three German vessels, Antigua-flagged Beluga's freighters, entered Northern Passage, though only two transited Passage in full, **Beluga Fraternity** and **Beluga Foresight**. After they transited Passage from East to West, delivering on the way some project cargo to port Noviy Obiskaya Bay, another vessel, Beluga Family, delivered also project cargo from Amsterdam to Noviy, making on the way a call to Murmansk.

Russian tanker **SCF Baltica** isn't Russian-flagged, flag is Liberian. So, if count by flag, **Nordic Barents** will be the fifth, if by nationality, the second, after 4 German vessels. Now about ice class. Fact is, **Nordic Barents** has ice class 100 A5 E3 Germanische Lloyd, which is equal to Russian Registry L1 class. SCF Baltica has UL class in Russian classification table. UL means, vessel permitted to sail Arctic during summer-autumn period, while L1 is permitted to sail Arctic only during summer time. Strictly speaking, **Nordic Barents** is not classified to sail Northern Passage in September. And now about financial gains, which look rather dubious. **SCF Baltica** passed Northern Route West-East, Sovcomflot and charterer, Novatek, claimed big gains. Still, some Russian media and also, members of shipping community, doubt those gains. Exact and trustworthy figures of how much nuclear icebreakers cost are as secret as Northern Passage in Soviet times. Anonymous sources claim in transit contract one tonn cargo transit cost was \$ 4.3, but State regulated tariff nominates this figure as \$ 17. Atomflot (State company owner and manager of nuclear icebreakers in Russia) income then, is something between \$ 300,000-4,000,000 for the whole voyage. Daily cost of all three icebreakers taking part in **SCF Baltica** (not to mention extra two to meet tanker near eastern end of a route) transit is 1,500,000 rubles, or roughly \$ 50,000. Let's assume ice convoy was only during 11 days, from Murmansk to Pevek, most difficult part of route. Then, icebreakers cost was \$ 550,000. Where are profits? Was this voyage inspired economically or politically? And how come Danish shipowner is in a big plus too? A very noisy campaign started in Russia recently, on profits of Northern Passage as a commercial waterway for foreign cargo transit. Without calculations, figures, statistics or at least discussion, involving experts with different opinions. Looks like this year's transits with flying banners and full-scale publicity are much more politics, than economics. Source : Mike Voytenko

Global container fleet shoes 19% growth

New vessel deliveries and the re-activation of idle tonnage has see the active global containership fleet growing 2.25-million teus - from 11.55-mteu at the beginning of January to 13.80-mteu currently - a rise of 19% over the past 8 months, according to Paris-based shipping analysts, AXS Alphaliner.

All the major carriers, except for NYK, deployed additional tonnage during the period. Individual carriers' capacity increases range from 8% (UASC) to 61% (CSAV). MSC has added the most capacity in TEU terms, the report added. The line's additional 282 000-TEU capacity brought in during the last 8 months mark a 19% increase. CSAV's capacity increased the most in percentage terms. The line added 203 000-TEU (or 61%) of its capacity in the last 8 months. The rapid increase in capacity deployed has finally started to have an impact on container freight levels, with average



The (SEABOARD) **VOYAGER** seen moored in Cape Town – Photo : Aad Noorland (c)

Dry bulk market gains momentum to increase, with China once again to the rescue

With predictions from Chinese officials stating that the country's iron ore imports during 2010 could surpass the record amounts of 2009, the dry bulk market as observed through the industry's benchmark, the Baltic Dry Index (BDI) seems to be regaining its positive edge to rise to 2741 points, or by 28 points. For the most part, this increase was attributed to the rapid increase of the capesize segment of the market, which rose to 127 points or 3643 for the BCI

(Baltic Capesize Index) In a relative weekly report, shipbroker Fearnley's said that there was more uncertainty in the capesize market in the beginning of the week with London off and a clear lack of activity. However with everyone back in office, activity picked up and rates improved, with West Australia-China presently being done at mid usd 11 pmt and for fronthaul owners asking in the high 20s pmt with last done around usd 28. Period rates remain stable.



Left : steel slabs loaded in a bulker

The India business is back after monsoon period, and various operators reappearing in the market" the broker noted. As for the Panamax market, there wasn't a lot of business reported in the beginning of the week, for the same reasons

as above. "But sentiment is rather sentiment is rather bullish across the board. Seems the increasing rates we have experienced the last couple of weeks have found its support in the FFA market. As pointed out earlier the rate increase has not had an explanation in the physical trade - but rather looking at Q4 figures in the FFA market has given owners/charts confidence to fix short periods which in turn has helped the physical market. Grain cargoes out of USG and ECSA are starting to show themselves in the market for very end Sept and early Oct dates. The reason for the delay is that the big grain houses covered their first stems with all the short periods they took in some 2/3 weeks ago. Tarv getting mid 20/s lvl, Fhaults mid/low 30/s, and a Pac round low teens" Fearnley's said.

Meanwhile, in the smaller handy segment (in terms of ship size), last week has a bullish undertone in the Atlantic, "but this was quickly put a damper on – as activity is slow this week and not much fresh enquiry. Insisting signals that a deeper recession will be hitting Europe and USA, the UK banking holiday on Monday added to the subdued tone felt this week. Indexes were all negative (except Cape) thus confirming that the momentum of the last weeks has (momentarily) stalled and we are up for volatile markets in Q4. Rates are at mid/high teens for t/a rounds on Supras (quite low) and in the 30/s for trips F.East. Outlook: stable. F.East; There is an air of uncertainty in the market and a slow start to the week with England/s Bank Holidays, tonnage supply remains healthy and rates continue to slide. Short period interest still remains firm at the low to mid 20 level. For a NOPAC round fixtures have been reported in the high teens while owners are aiming early 20/s for Indo RV/s and around the mid teen level for N.China via Indo to India" the broker concluded. Nevertheless, August ended on a record, as far as capesizes are concerned, with the relative index rising by a whopping 130 percent, the highest since the 212 monthly gain recorded back in May of the previous year. This development is a clear indication that the dry bulk market has been as volatile as it was during 2009, with the latest series of ups and downs, being recorded since March-April (ups) and then from the end of May until mid July (downs), bringing the market from 4,300 points down to 1,700 points and back to today's levels of more than 2,740 points. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide.**

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Green Action

Greenpeace claims it has forced a Scottish company to stop drilling off Greenland after four activists climbed onto an oil rig. Greenpeace said in a Tuesday statement that the activists had breached a 1,650-foot security perimeter around the **Stena Don** rig off western Greenland, triggering a shutdown. Danish police, however, say they are unaware of the incident. Last week a Greenpeace ship anchored near the rig as part of a campaign to protest deepwater oil drilling. Police have been monitoring the activists from a nearby naval ship. Scotland-based Cairn Energy PLC recently announced that it has discovered natural gas in the area. **Source : shiptalk**

Intertanko hails lengthy prison sentence for attempted piracy

Independent tanker owners' association Intertanko has applauded the result of a plea bargaining agreement in the US whereby a Somali national, who a few weeks ago escaped trial when a US federal judge threw out a case accusing him and 5 colleagues of piracy, has pleaded guilty to piracy-related acts and will receive a significant prison sentence. Jama Idle Ibrahim, who took part 10 April in an attack on a US Navy vessel, **USS Ashland**, in the Gulf of Aden after mistaking it for a merchant ship, has pleaded guilty to piracy-related acts including attacking to plunder a vessel, engaging in an act of violence against people on a vessel, and the use of a firearm during a crime of violence. The more serious charge of piracy was dismissed a few weeks ago by a federal judge because the group did not rob, board or take control of the **USS Ashland** but only attempted to do so. Under a plea bargaining agreement, the man is likely to receive a 30-year prison sentence, according to the US Attorney's Office. "This decision sends a clear warning to those involved in attacks on merchant ships in the Gulf of Aden, that such illegal behaviour will not be tolerated," states Intertanko. "It may also encourage naval vessels to arrest pirates caught red-handed rather than letting them go because of difficulties in obtaining prosecutions under national and state jurisdiction." **Source: Seatradeasia-Online**

Dual escort tugs are essential

The **Exxon Valdez** oil spill fouled 1,300 miles of Alaska's coastline, killed thousands of seabirds and marine mammals, closed fisheries — some of which have still not reopened — and inflicted social and economic devastation upon people of communities throughout Prince William Sound and adjoining waters. Many of the spill's effects linger 21 years later. The Exxon spill triggered policy changes in state and federal law to help make sure nothing like it could happen again — at least not in our state. That led to major changes in how crude oil is transported through the Sound. Two of the most important innovations were a requirement that each single-hulled oil-laden tanker in the Sound be accompanied by two escort vessels and a requirement that all oil tankers in U.S. waters employ double hulls by 2015. (The **Exxon Valdez** had only a single hull.)

Research and experience both show that the two-tug requirement for single-hulled tankers was a key and effective response to the Exxon spill. To now see that requirement applied to double-hulled tankers by law, to ensure that current practice continues, is vitally important to the people most affected by the 1989 oil spill. The escort tugs have been repeatedly called upon for help when tankers have run into trouble and have provided assurance to people of the region that another large oil spill is far less likely. Early this year, when a loaded ExxonMobil tanker lost power on its way out of the Sound while in the confined waters of Hinchinbrook Entrance, its two escort tugs promptly came to its aid and helped prevent a potential oil spill.

The people of the Gulf of Mexico have recently witnessed firsthand what can happen when penny-wise and pound-foolish safety shortcuts are allowed, when complacency is permitted to creep in, and when effective oversight is lacking. It is tragic that these lessons from the Exxon spill had to be relearned elsewhere. Legislation to require continuation of the current practice of dual escort tugs for all tankers in the Sound — including double-hulled tankers — is pending in Congress. It was sponsored by Senator Murkowski, Senator Begich and Congressman Young, and has been endorsed by the Anchorage Daily News and other newspapers, by the entire Alaska Legislature on a bipartisan basis, by the people of the region affected by the Exxon spill, by numerous cities and boroughs and by countless other individuals and organizations in Alaska. Double hulls certainly improve safety, but they're not panaceas. Dual escort vessels are as close to fail-safe mechanisms as we can devise and are imperative for keeping Alaska waters safe. They ensure that additional eyes, ears and minds are focused on keeping the tankers off the rocks and the oil in the cargo holds.

Congressman Don Young put it this way a few years ago: "Why would anyone want to weaken the marine oil transport system we have in place now in Valdez, which is the safest in the world?" We, along with fellow citizens throughout the Exxon spill region, agree completely with that assessment and we call upon Congress to enact the dual escort provision by passing the Coast Guard authorization bill when the congressional recess ends in September. Congress could do nothing more effective to protect Alaska's waters, its fish and wildlife resources, and the lives and livelihoods of people living in the region from another major oil spill. **Source : Homer Tribune**

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The **WEC BRUEGHEL** seen passing Spijkenisse inward bound - **Photo : Lia Mets ©**

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The ferry **CIREMAI** seen departing from Tanjung Priok – Jakarta (Indonesia) - Photo : Piet Sinke (c)

CASUALTY REPORTING



Empty oil tanker and Chinese ship collide, 6 missing

An empty French oil tanker and a Chinese cargo vessel collided off the coast of China's eastern Zhejiang province on Tuesday, Xinhua News Agency reported. Six people were missing after falling overboard from the Chinese vessel but no oil spill was reported because the tanker, the **Flandre**, was not carrying oil when the accident occurred at 11:10 a.m., Xinhua said, citing the Zhejiang Maritime Safety Administration. The **Flandre** was sailing to the United Arab Emirates from Ningbo in China, it said. Source: reuters

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The Dutch LPD **JOHAN DE WITT** at Maaspilot station enroute Rotterdam to participate at the WERELDHAVENDAGEN 2010 collected the pilot from the **MARKAB** on an alternative way, the pilot **Sjoerd van der Wal** was collected by one of the LCA which are normally based in the well of the LPD as can be seen above and transferred to the **JOHAN DE WITT**

Photo : Rik van Marle (c)

Greek frigate HS ADRIAS joins the Task Force

On 1 September, **HS ADRIAS** and her crew joined the EU NAVFOR on the area of operation, EU NAVFOR press release said. **HS ADRIAS** is a type standard multiple role frigate that has been in the service of the Hellenic Navy since March 1994. She has a displacement of 3,630 tons and a crew of 192. EU NAVFOR Somalia – Operation ATALANTA's main tasks are to escort merchant vessels carrying humanitarian aid of the World Food Program (WFP) and vessels of African Union Mission in Somalia (AMISOM). EU NAVFOR also protects vulnerable vessels in the Gulf of Aden and Indian Ocean, deters and disrupts piracy. EU NAVFOR finally monitors fishing activity off the coast of Somalia. **Source : PortNews**

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Mighty Servant 3 in drydock in Freeport, Bahamas - **Photo : Ursa crew ©**

EC approves Abu Dhabi Mar takeover of ThyssenKrupp shipyards

The European Commission has given the go ahead for deal that will see some of the most iconic names in German shipbuilding come under the control of a company based in the United Arab Emirates. A proposed merger between Abu Dhabi Mar and ThyssenKrupp Marine System has been cleared by the Commission under the EU Merger Regulations. The Commission concluded that the transaction would not significantly impede effective competition in the areas of civil and naval shipbuilding and repair in the European Economic Area (EEA) or any substantial part of it.

Abu Dhabi Mar (ADM) builds and repairs ships in Abu Dhabi (United Arab Emirates) as well as in its Nobiskrug shipyard in Rendsburg (Germany). ThyssenKrupp Marine Systems (TKMS), a subsidiary of ThyssenKrupp AG, is also active in the construction, repair and reconstruction of both civil and naval ships. The operation involves two parts: First, ADM acquires TKMS' civil ship business, including the Blohm+Voss shipyard in Hamburg and the civil assets of the Howaldtswerke-Deutsche Werft shipyard in Kiel. Second, ADM and TKMS set up a jointly controlled joint venture in the naval surface ship business. The transaction does not include TKMS' submarine business.

The Commission says the concentration does not raise any competition concerns. It does not lead to any significant overlaps, the only relatively minor one being in the mega yacht market. In the markets for building naval ships, ADM is not active in Germany, Sweden and Greece, where TKMS traditionally has had strong positions. The Commission says its market investigation has also confirmed that, "on the vertically affected markets for ship components, there is no risk of input foreclosure by TKMS or by Atlas Elektronik, a JV which TKMS has control in." **Source : MarineLog**

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Three groups bid for Indonesia port project

Three company consortia are competing for the breakwater and dredging facility construction projects worth US\$110.98 million at Tanjung Priok port, according to Bisnis Indonesia. Suwandi Saputro, director of port and dredging at the Ministry of Transportation revealed each consortium consisted of Indonesian and Japanese companies.

The consortia are Rinkai-Waskita, Penta Ocean-Wijaya Karya, and Toyo-Adhi Karya. The project funds would come from the Japan International Cooperation Agency (JICA) loans. "The breakwater facility at Tanjung Priok port will be expanded to widen the boat entry gate size to 300m from the current 150m, enabling 50,000 dead weight ton (DWT) boats to enter," Suwandi said.

The depth would also be increased to 14m from the current 12m. The tender winner will be announced on September 29. The projects were estimated to require two years to complete. The breakwater facility expansion had been urgent, but the construction had been stalled for five years.



The car carrier **SERASI III** seen arriving in Tanjung Priok (Jakarta) - **Photo : Piet Sinke (c)**

In Semarang, Deputy Minister of Transportation Bambang Susantono said congestion at Tanjung Priok port could be dealt with by rearranging container traffic at the port. According to him, in the next few years the government would still be able to develop Tanjung Priok port in accordance with the master plan. "Congestion can still be dealt with by arranging the goods flow management traffic," Semarang said. He explained that the port could be made more efficient by relocating empty containers to outside the port, making entry gate service more effective, and maximising the national single window (NSW) service. **Source: cargonewsasia**



The **MATADOR 2** seen last Tuesday installing a new loading/unloading arm at the VOPAK terminal in Rotterdam-Europoort 7th Petroleum harbour
Photo : Jan Oosterboer (c)

Swedish owner to convert tanker to LNG fuelled propulsion



Tarbit Shipping of Sweden is to convert a product tanker to LNG-fuelled propulsion. It has signed a turnkey contract that will see Wärtsilä convert the ship's two main engines and supply it with a Wärtsilä LNGPac system for the storage of LNG onboard. This is the first order for a Wärtsilä LNGPac system.

The 25,000 dwt product tanker **Bit Viking** is operated by Statoil along the Norwegian coastline, and the conversion will enable the vessel to qualify for lower NOX

emission taxes under the Norwegian government's NOX fund scheme

"By carrying out this large-scale conversion project, and equipping the vessel with the new Wärtsilä LNGPac system, the ship's emissions will be significantly reduced. This obviously is of tremendous benefit to the environment, and is in line with both the letter and the intent of the Norwegian government's NOX fund initiative," comments Torkel Hermansson, Managing Director of Tarbit Shipping.

The contract covers the conversion of the ship's two main engines to gas-fueled propulsion, all adjustments to the ship's systems necessitated by the conversion, the updating of the vessel's classification certificate, and the supply and installation of the Wärtsilä LNGPac system, including two 500 cu.m LNG storage tanks. Wärtsilä is responsible for carrying out everything involved in the contract, and the schedule calls for completion by June 2011.

Delivered in 2007 by China's Shanghai Edwards shipyard, Bit Viking has twin screw propulsion and is built with double engine rooms, propellers, steering gears, rudders and control systems. Each screw currently powered by a 6-cylinder in-line Wärtsilä 46 engine running on heavy fuel oil (HFO). The conversion involves changing these to 6-cylinder in-line Wärtsilä 50DF dual-fuel engines that will operate on LNG.

The Wärtsilä LNGPac is a total system developed by the company to enable the safe and convenient storage of the gas fuel onboard ship, and to facilitate bunkering operations.

"This conversion contract represents a big step for Wärtsilä", says Björn Ullbro, Managing Director at Wärtsilä Sweden in Göteborg, where the conversion work will be performed. "The '**Bit Viking**' will be fitted with the first ever Wärtsilä 50DF engine with mechanical drive and is, therefore, a breakthrough for both the company and for the industry as a whole. Furthermore, it shows Wärtsilä's commitment to adding value to its customers' operations throughout the lifecycle of their installations." **Source : MarineLog**

LNG tanker arrives at US Freeport terminal

A liquefied natural gas tanker arrived at the U.S. Freeport LNG terminal in Texas on Monday, according to AISLive ship tracker on Reuters. The 138,000 cubic-meter **Excalibur** tanker, from Excelerate Energy's fleet, was seen still docked at the terminal on Tuesday, the data showed.

It was not clear if the tanker was offloading or loading at Freeport, which can reexport previously imported cargoes as well as import LNG. Freeport LNG was not immediately available for comment.

The terminal received its first cargo in 11 months in July, and there has since been speculation of potential reexport deals being mulled. Reexport is an increasingly favorable option for customers at Freeport as U.S. gas prices languish way below prices in Europe and Asia. ConocoPhillips and Dow Chemical have import capacity at Freeport.

Source: reuters.com



The **MAJESTIC MAERSK** arrived in Rotterdam-Waalhaven - Photo : Michel Kodde (c)

Danaos posts net loss of \$14.7 million for Q2

Greek container shipping company Danaos Corp (DAC.N) posted lower-than-expected adjusted quarterly profit, hurt by higher administrative expenses. For the second quarter, the company posted a net loss of \$14.7 million, or 27 cents a share, compared with a net income of \$15.9 million, or 29 cents a share, in the year-ago quarter.

On an adjusted basis, the company earned 14 cents a share. Quarterly operating revenue increased 7 percent to \$84.9 million. Analysts on average had expected the company to earn 23 cents on revenue of \$85.58 million, according to Thomson Reuters I/B/E/S. General and administrative expenses were up 65 percent to \$5.7 million on higher legal and advisory spending.

The company, which raised \$200 million earlier this month through a private placement of 54 million shares, said there were no more uncertainties regarding its capital expenditure. Shares of the company, which have gained 10 percent in value in the past one year, closed at \$3.95 Tuesday on the New York Stock Exchange. Source: reuters.com

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NYK starts nine-day NY-Antwerp service

Nippon Yusen KK (NYK) will in mid-September begin offering a weekly non-stop container shipping shuttle linking New York and the Belgian city of Antwerp in nine days, according to Nihon Keizai Shimbun. Nippon Yusen's current transatlantic service connects multiple ports on the East Coast of the US and several European ports.

Because stopovers are made and ground shipping is required, a one-way trip takes about 15 days. But with customers increasingly calling for faster transit between the Big Apple and Antwerp, the Japanese marine shipper has decided to offer the shuttle service directly linking these two cities.

The new AES service will be offered jointly with German carriers Hapag-Lloyd and Hamburg Sud, as well as Hong Kong shipper Orient Overseas Container Line. Three small container vessels operated by Hapag-Lloyd will be used. NYK and the other partners will rent space on the ships.

Demand for shipping household goods from Europe to North America has already been solid. But further strength is now seen ahead of the Christmas shopping season to transport beverages, glass products and home electronics, according to NYK. Europe-bound shipments of wood, fruit and chemicals from North America are also steady.

Source: [cargonewsasia](#)



The research ship **JAMES CLARK ROSS** arrived in Portsmouth on 31st August from refit in Frederikshavn.

Photo : Chris Brooks - www.ShipFoto.co.uk (c)

CMA CGM posts net profit of \$864 million for H1 2010

French ocean carrier CMA CGM swung to a first half net profit of \$864 million from a year earlier loss of \$518 million on higher traffic volume and freight rates combined with lower costs. The Marseilles-based carrier boosted revenue by 41 percent to \$6.77 billion in the six months to June 30 from \$4.8 billion in the same period in 2009.

Cargo volume jumped nearly 22 percent to 4.4 million 20-foot equivalent units from 3.6 million TEUs a year ago.

"The recovery in business that began to emerge in late 2009, gained further momentum during the first six months of 2010," the world's third largest ocean carrier said. CMA CGM earned \$1.05 billion before interest, taxes, depreciation and amortization compared with a year-earlier loss of \$568 million. The carrier, which is negotiating a capital injection with several investors, said it expects its second quarter performance to continue through the third quarter and year-end trends remain positive. The carrier said its lower cost base resulted in one of the shipping industry's highest operating margins at 15.5 percent of revenue for the first half and 18.8 percent for the second quarter.

This compares with a negative margin of 11.9 percent in the first half of 2009. "These results reflect the group's strategic decisions to invest in large container ships and to deploy a cost-reduction plan," the carrier said in a statement. "Other contributing factors were the upturn in the global economy, which drove an increase in both volumes carried and freight rates, and the commitment of all the group's teams."

The company said it has kept pace with the growth in freight volume by continuing to expand its fleet. "Nevertheless, competition remains sustained in a still uneven global economy," it cautioned. CMA CGM said it will continue to reduce costs in the second half "in order to optimize its business model and consolidate its growth on reinforced financial bases." **Source: [joc.com](#)**

Lanka geared to handle global shipping industry

Port development projects have the highest level of private public partnerships in developing resources at national level. The other sectors need to take a cue from the shipping industry in developing different sectors to contribute to the overall growth, Ceylon Chamber of Commerce Chairman Dr. Anura Ekanayake said. He was speaking at a seminar on "Sri Lanka: Connecting to compete - Port of Colombo - What are the prospects/threats?" held yesterday in Colombo.

The private sector should match the facilities provided by the long-term infrastructure projects which benefit the public. These facilities could be made use to generate employment opportunities with the setting up of factories and workplaces to create economic activities, Ekanayake said.

In today's knowledge economy information is the key. The most important aspect of information is it should be timely, accurate and reliable. These factors are necessary for the money making proposition, Dr. Ekanayake said. Sri Lanka Port Authority Managing Director Capt. Nihal Keppetipola said there will be tremendous growth opportunity for the shipping industry due to port development projects. The global shipping industry will progress providing growth opportunity for strategically located ports. In this context, Sri Lanka will be geared to handle high volumes in terms of containers and cargo with modern and well equipped ports. There is growth in this region, especially in India, Pakistan and the sub continent.

"We need to work together in collective effort to derive benefits of development. The regional shipping industry could dominate by entering into agreements. However, we need to change the mindset and attitude to focus on developing the country," he said. **Source: [Sri Lanka's Daily News](#)**

TBS International plc Takes Delivery of Its Third Newbuild Roymar Class Multipurpose Tweendecker

TBS International plc announced that it has taken delivery of the newly-constructed vessel M/V **Montauk Maiden** from Nantong Yahua Shipbuilding Group Co., Ltd.

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The M/V Montauk Maiden is the third in a series of six "Roymar Class" 34,000 dwt multipurpose tweendecker vessels that the Company has ordered with China Communications Construction Company Ltd./ Nantong Yahua Shipbuilding Group Co., Ltd. for a purchase price of \$35.4 million per vessel. This vessel, like its sister ships, has box-shaped holds, open hatches and fully retractable hydraulic tweendecks, is geared with 35 and 40 ton cranes combinable up to 80 tons, and has a modern fuel-efficient engine enabling the vessel to operate effectively at 15 knots.

Of the remaining three vessels, the Company expects to take delivery of one vessel at the end of 2010 and two in 2011 and TBS has in place the requisite bank financing for these. With the delivery of this vessel, TBS' current fleet expands to 49 vessels with an aggregate of 1.48 million dwt, consisting of 27 tweendeckers and 22 handymax/handysize bulk carriers.

Joseph E. Royce, Chairman, Chief Executive Officer and President, commented: "We are pleased to have taken delivery of our third newbuilding Roymar Class Tweendecker, the M/V **Montauk Maiden**, expanding our operational fleet to a total of 49 vessels. The addition of this vessel to our fleet enhances our operational efficiency and versatility."

Forward-Looking Statements "Safe Harbor" Statement under the Private Securities Litigation Reform Act of 1995

This press release contains forward-looking statements made pursuant to the safe harbor provisions of the Private Securities Litigation Reform Act of 1995. These forward-looking statements are based on management's current expectations and observations.

Included among the factors that, in the company's view, could cause actual results to differ materially from the forward-looking statements contained in this press release are the following:

- changes in demand for the company's services, which are increasingly difficult to predict due to economic conditions and uncertainty;
- the effect of a decline in vessel valuations;
- the company's ability to maintain financial ratios and satisfy financial covenants required by its credit facilities, as amended;
- the company's ability to finance its operations and raise additional capital on commercially reasonable terms or at all;
- changes in rules and regulations applicable to the shipping industry, including legislation adopted by international organizations such as the International Maritime Organization and the European Union or by individual countries;
- actions taken by regulatory authorities;
- changes in trading patterns, which may significantly affect overall vessel tonnage requirements;
- changes in the typical seasonal variations in charter rates;
- volatility in costs, including changes in production of or demand for oil and petroleum products, crew wages, insurance, provisions, repairs and maintenance, generally or in particular regions;
- default by financial counterparties;
- a material decline or weakness in shipping rates, which may occur if the economic recovery is not sustainable;
- changes in general domestic and international political conditions;
- changes in the condition of the company's vessels or applicable maintenance or regulatory standards which may affect, among other things, the Company's anticipated drydocking or maintenance and repair costs;
- increases in the cost of the company's drydocking program or delays in its anticipated drydocking schedule;
- China Communications Construction Company Ltd./Nantong Yahua Shipbuilding Group Co., Ltd.'s ability to complete and deliver the remaining multipurpose tweendeckers on the anticipated schedule and the ability of the parties to satisfy the conditions in the shipbuilding agreements;
- the possible effects of pending and future legislation in the United States that may limit or eliminate potential U.S. tax benefits resulting from the Company's jurisdiction of incorporation;
- Irish corporate governance and regulatory requirements which could prove different or more challenging than currently expected; and
- other factors that are described in the "Risk Factors" sections of reports filed with the Securities and Exchange Commission. **Source : TBS International plc**

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The Great Lakes Freighter **Robert S. Pierson** takes on a load of grain at Owen Sound Harbour, Owen Sound ON Canada.

Photo : Lee Heard (c)

Melbourne dredging comes in under budget

Port Strategy reports that the Port of Melbourne has completed its dredging project nearly a quarter of a billion Australian dollars under budget.

Victorian premier John Brumby announced the Port Phillip Bay channel deepening project was done A\$248 million (US\$222 million) below the estimated target cost, which includes environmental monitoring costs to 2012.

The deepening project is vital to allow bigger vessels into the port. Budget savings were the result of several factors including good weather, better dredging productivity, use of an extra dredging vessel and careful project management.

Source : Dredging News Online

Riga Port launches dredging project

The Free Port of Riga started elaboration of the draft design for the ship access channel reconstruction. The dredging project aims at deepening and widening of the Port of Riga harbor access channels to provide secure services to vessels with maximum length of 260 meters, beam up to 48 meters, and draft up to 15 meters, Baltic Course reports.

"The deepening of the harborage and berths has been going on for several years. However, with the implementation of this project we want to provide conditions that every ship with the draft corresponding to the depth of the Baltic Sea could enter the Port of Riga. I want to remind that the depth of the Danish Straits is 17 meters only; therefore, only the vessels with draft up to 15 meters can enter the Baltic Sea. The Port of Riga is going to comply with these standards," the BC correspondent quotes Ainārs Šlesers, the Freeport of Riga Board's Chairman as saying.

Source: [baltic-course](#)

GAC completes acquisition of Finnish ship agency

GAC has strengthened its Baltic Sea region coverage with the acquisition of Finnish ship agent, John Nurminen Navis Oy (JNN). A subsidiary of the John Nurminen Group, JNN handles around 3000 ship calls a year at major Finnish commercial seaports, with offices in Helsinki, Porvoo, Kotka, Turku, Naantali and Rauma, in addition to a network of sub-agencies. Under the agreement - which was signed by Lars Safverstrom, GAC Group president and Jan Lonnblad, managing director of John Nurminen Oy - the company is now rebranded as GAC-Nurminen Navis Oy. "GAC and JNN have much in common, making this new partnership a great match. That compatibility will be vital in facilitating the smooth integration of this icon of the Finnish shipping community into the GAC global network - to the benefit of all our customers," said Safverstrom.

Erland Ebbersten, GAC Group Vice President – Europe, Mediterranean, Black and Caspian Sea, and Africa, said JNN's standing in the local market and strong client-base of major international and domestic shipping and chartering principals made it an ideal candidate for acquisition to help drive GAC's development strategy in the Baltic Sea region. "JNN is strongly represented in key sectors such as oil tankers, chemical carriers, dry bulk, and cruise ships," he added. "These are all areas where GAC is strong globally, so this acquisition makes perfect sense to help us continue to thrive in the long term." Source: [arabiansupplychain](#)

Government Opens Dar Es Salaam Port to Investors

Months after the government removed a monopoly by Tanzania International Container Terminal Services (TICTS) at Dar es Salaam Port, Infrastructure Development Minister Shukuru Kawambwa has ordered the Tanzania Ports Authority (TPA) to ensure it obtains a competent investor. The move is aimed at challenging TICTS in providing quality services at the port, and hence attract imports that might have stopped relying on the country's port. TICTS has for a long time been blamed for inefficiency to an extent that at several points, the Parliament had been questioning the possibility of terminating TICTS contract and replace it with a competent investor.

Among other complaints, ships were taking up to 26 days after landing to offload. Other problems were that of congestion as a result of TICTS inefficiency and delays by Tanzania Revenue Authority in customs paying procedures.

But the congestion is reported to have reduced. Kawambwa has instructed the authority to ensure that all foreign ships entering the country do not dock at the port for more than two days. At present foreign ships are allowed to anchor at the port for three days, an improvement from 26 days as of January this year.

Speaking after launching the TPA Board of Directors under the chairmanship of Mr Raphael Mollel, Kawambwa said after obtaining a reliable investor, he would wish to oversee TPA in order to prevent it from falling into complaints as it used to be when Ticts was given the total monopoly to manage the TPA operations.

"I have information that the management has started the process of involving the investor for the construction of two other jetties for container services ... the Board has to be careful about entering into an operations contract in order to protect the national interests and avoid being at risk of entering into dubious contracts.

Kawambwa also said strategies should be laid down to stamp out the problem of the loss of cargo at the port, petty thefts of customers' properties and bureaucracies on cargo clearing as this was one of the reasons that made many users of the port find other places for their cargo clearing and forwarding.

He suggested that cargo duration at the port should not be less than 10 days and they should consider the possibility of a ship to off-load cargo outside the port to ease congestion. He did not say how this would be done. The minister called upon the Authority to learn from any other successful ports around the globe in terms of service provision and create policies and to perform better.

He named some of the achievements made by TPA in reducing cargo congestions as to include the establishments of 10 container terminals, each with a capacity of preserving 9,000 containers and time reduction for cargo to stay at the port from 20 days in January last year to 13 days at present.

Members on the board are Mr Dustan Mrutu, Mr Mwantumu Malale, Ms Maria Kejo, Dr William Nshana, Mr Walid Juma, Mr Mtutura Mtutura, Mr George Alliy and Mr Emmanuel Mallyha. **Source: allAfrica.com**

MARYLAND PORT ADMINISTRATION CONTRACTS TEAM TO DELIVER AN INNOVATIVE PASSENGER BOARDING BRIDGE



TEAM contracted to design, manufacture and deliver in early 2011 a safe, comfortable and innovative Passenger Boarding Bridge at the South Locust Point Cruise Terminal in Baltimore

TEAM, the world leading designer and manufacturer of sophisticated Passenger Boarding Bridges (PBBs) for cruise and ferry terminals, has recently been awarded a contract by Maryland Port Administration to design and manufacture a Passenger Boarding Bridge for the South Locust Point Cruise Terminal in the Port of Baltimore, Maryland, USA. TEAM was selected as the preferred provider of a safe, comfortable and innovative PBB system after Maryland Port Administration conducted a competitive RFP process. TEAM is to deliver the PBB in early 2011.

Baltimore is the sixth busiest cruise port in terms of passengers on the East Coast of the USA, behind four ports in Florida and one port in New York. This year the Port of Baltimore will have a record 91 homeport cruises onboard Carnival, Royal Caribbean and Celebrity and for 2011 the Port of Baltimore is scheduled to have 113 homeport cruises.

The state-of-the-art PBB currently in design will help improve safety and comfort for cruise operations in Baltimore. The PBB is innovative as the system will be the first of its kind. It consists of an enclosed air-conditioned mobile walkway structure with four fixed tunnel sections leading from quay level up to a height of 7 meters. At this highest point an integrated rotunda connects the walkway module with a 3-tunnel telescopic boarding bridge, defined as a KRONUS. The KRONUS is also air-conditioned and features next to an electro-mechanical driving system an electro-mechanical lifting system to reach the required highest and lowest elevations and match up with ship shell doors on various cruise ships.

Michael Bozman, P.E., Manager of Permits and Special Projects at Maryland Port Administration said: "We look forward to working with TEAM on a new Passenger Boarding Bridge for our cruise terminal. The Port of Baltimore's cruise business has been a remarkable success story in the last few years, even in the face of a very difficult economy. Our cruise terminal's easy access from major interstate highways, convenient onsite parking, and friendly port staff are all integral reasons for that success. With an air-conditioned and mobile Passenger Boarding Bridge, our customers will enjoy another comfortable amenity as they embark and debark from a memorable cruise vacation."

TEAM's Passenger Boarding Bridge is completely mobile, has the capability to drive along the whole quay and is able to connect with cruise ship entry doors at various levels. The whole steel structure consists of glass mounted tunnel sections and the cabin of the PBB is equipped with a uniquely integrated telescopic docking ramp that, when attached to the side of a cruise ship automatically follows the vessel's movements and will safely undock in the event of an emergency. The clearance under the PBB allow for continuous truck, equipment and supplies traffic on the quay. The PBB is compliant with the Americans with Disabilities Act (ADA) and meets all other current laws, regulations, codes and standards and satisfies operating requirements.

When in 2011 this PBB is in operation in Baltimore, TEAM will have installed a total of 13 PBBs at cruise terminals in the USA including Miami, New York, Mobile, Norfolk, San Juan and San Diego.

Bulgaria's Danube Shipping Collapses in 2010 H1

Bulgaria's Danube trade has collapsed as Bulgarian River Shipping Jsc has seen a 49% drop of its revenues in the first half of 2010. Company data shows that the revenues of the major Bulgarian Danube freight carrier declined to BGN 17.2 M in January-June 2010 year-on-year. In the same period, the net profit of Bulgarian River Shipping Jsc collapsed by three-quarters, down to BGN 960 000. The major factor for the poor results of the company is said to be the reduced volume of transport of various materials on the Danube River. The expensive US dollar is seen as a secondary factor.

The financial data of the company shows that in the first half of 2010, Bulgarian River Shipping transported less grain and less ore. There was a slight increase in the volume of metals and metal products that it transported from Bulgaria and Romania to Austria and Germany. The formerly state-owned Bulgarian River Shipping Jsc, which controlled Bulgaria's entire Danube trade, was privatized in 2006. A majority share, 77%, of it is owned by the Bulgarian Shipping Company, a subsidiary of the Varna-based group Chimimport. In March 2010, Bulgarian River Shipping won the tender for operating the Vidin-Kalafat ferry boat connecting Bulgaria and Romania for 3 years before the completion of the Danube Bridge 2 as well as a 30-year concession of port Vidin-North and Ferry Boat Complex. **Source: Novinite.com**

Hallin Installs World's Largest Subsea Tidal Turbine

Hallin Marine Subsea International Ltd, a Superior Energy Services company, has successfully completed the installation of the world's largest rotor diameter subsea tidal turbine, the AK-1000. The 1 megawatt subsea tidal power turbine has been installed at the European Marine Energy Centre (EMEC) in the Orkney Islands, Scotland.



Hallin was contracted by Atlantis Resources Corporation (ARC), one of the world's leading developers of tidal power technology, to provide specialist services as an experienced subsea contractor to plan, help design and install the huge, cutting edge turbine.

The AK-1000 turbine and supporting structure weighs 1,300 tonnes and was deployed in the harsh open ocean environment of the North Sea around the Orkney Islands. The twin rotor turbine has a rotor diameter of 18m, each blade being 7.8m in length,

with a cone diameter of 2.4m. Overall the full structure is in excess of 25m height and was installed in depths of 35m.

By its nature, the site chosen for the generator has strong currents that are required to operate the rotor. This obviously caused major installation concerns when developing the work programme.

The tidal regime and vessel selection were the critical factors for the planning with a need to optimise the time available during slack water periods for the installation.

Hallin's project team's careful management of the construction planning took into account the tidal regimes and, in close cooperation with the design team, optimised the size of component parts, at the manufacturing stage, to ensure that the build assembly during installation was compatible with the time allowance during each period of slack water.

Tim Cornelius the Chief Executive Officer of ARC said: 'I am very pleased with the successful installation of the AK 1000 in the EMEC test site.

'The partnership approach and support that Hallin has provided to ARC during the early development and planning stages of the project have resulted in yet another world first for the company. 'Hallin and its engineering division, led by Prospect, has been cornerstone contractors and has provided a reliable and professional service to us whilst working within the financial constraints typical for this stage of technology development.

'It is this combined approach that has given ARC the position of a leading developer in tidal technology.'

Hallin's offshore installation manager Steve Offler said: 'This has been a challenging installation project that started nearly 6 months ago at the planning stages. We worked inside the ARC project team to develop an installation plan to install over 1,300 tonnes of gravity base and subsea turbine in the harsh tidal environments of the EMEC test fields.

'The installation had its usual challenges and the ups and downs that go with installing any new technology but it would seem that we are one of the very few contractors to have installed the system successfully and within budget'.

Hallin's Group Business Development Director, John Payne, said: 'This is a very satisfying end to what has been over a year's engineering and planning work. Our project started when ARC awarded our engineering team, Prospect Asia, a small CFD project to evaluate the turbine blade test results.

'This was followed by the design contract and a blade efficiency development programme using Prospects mechanical, structural and design experience. 'This significant piece of work led to Hallin providing engineering and installation support by working within the ARC project team to plan and install the full tidal turbine.

'I am pleased to say that this has been a resounding success and we are pleased to have achieved our aim of delivering a world first as a partner to our client. This type of project is the very reason why Hallin acquired Prospect and demonstrates the Company's capabilities as an integrated subsea contractor.' **Source : Hallin**

OLDIE – FROM THE SHOEBOX



ROTTERDAM view, the Greek mv **MASTER DASKALOS** sailed in 1977 from the old harbours in the town to sea, just passing the former Lloyd Quay and the Euromast on the background.

Photo : Capt. Frank Haalmeijer (c)

.... PHOTO OF THE DAY



The **EURODAM** seen in St Johns - Newfoundland - **Photo : Meghan Monhollen (c)**

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