

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 256



Number 256 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 13-09-2010**

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

stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>	
SHORECRANES UP TO 208 M / TONS			
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The PRIDE OF HULL seen moored in Rotterdam-Europoort
Photo : Henk Wadman ©

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The **FIRST TRADER** seen in Rio Grande – Photo : Marcelo Vieira ©

THANK YOU ALL !

The request for pictures of ship propellers has had an overwhelming response. Henk received a very large number of beautiful pictures and is now having the difficult task to make a selection. When the photos are published the source will be mentioned. The number of emails he received has been so large that it is difficult to thank everybody personally. Therefore, Henk would like to use the Shippingnewsclippings to thank everybody for his contribution and hope to see you once in the Sleepvaartmuseum (Tug museum) in Maasluis, the Netherlands.

Henk Hensen



The **MOL PARADISE** seen in Los Angeles harbor - **Bob Duckson** ©

Tanker chartering activity increases in all regions during August

In its latest monthly report for September, OPEC said that chartering activity grew during August in all regions, while total spot fixtures increased 9.4% m-o-m from July. Most of the increase was attributed to low freight rates during the month as well as high tonnage availability which pushed charterers to cover open positions before market conditions changed. "OPEC spot fixtures increased 9.8% m-o-m in August. Middle East eastbound spot fixtures increased 4.1% while Middle East westbound spot fixtures increased 26.5% reflecting the modest position on long-haul eastern routes. Outside the Middle East also showed a healthy increase by 12.8%. The increase was partially impacted by the clean tanker market which becomes active during refinery maintenance season. During this time, domestic refineries cut down production and products need to be transported longer distances.

Sailings from OPEC and Middle East experienced a decline of 1% and 1.1% m-o-m respectively in August. The experienced decline is part of the normal seasonal cut in sailings mostly attributed to the beginning of refining maintenance. A drop in eastern crude demand also impacted sailing activity. Despite the monthly decline, sailing levels continued at healthy levels compared with last year. On the arrivals side, North America arrivals showed a gain of 3.5% which was reflected in the increase of crude oil storage. Europe fell 3.2% reflecting the cut in refining activity. West Asia also showed a small decline of 2.6%. The crude oil tanker market continued with the weak trend seen in July, experiencing declining rates during August on all routes. VLCC spot freight rates fell 8.6%, Suezmax rates decreased 4.9% and Aframax freight rates fell by 8.1% in August over the previous month. The tanker market was impacted by a significant increase in tonnage due to the release of vessels that were previously tied up for floating storage.

The VLCC market continued to deteriorate during August with Middle East/East and Middle East/West routes remaining at around \$1.30/b and \$1.65/b respectively at the end of the month. Freight rates were below operational costs for West routes while hovering around operational expenses for the East routes. The decline was the result of high available tonnage, slow activity and the beginning of refining maintenance season. Vessel owners could not stop the monthly drop despite their efforts to stabilize the fundamentals of the market. VLCC rates from West Africa to East also declined by 6.7% due to the increase of available tonnage in the route. Suezmax rates in West Africa/US Gulf Coast continued to drop due to lack of activity and a buildup of available tonnage. Rates on the route averaged \$1.86/b or 4.9% lower than July. The low price also impacted VLCC rates in the Atlantic. Similarly, Suezmax rates for North West Europe/US East Coast and US Gulf Coast route declined 4.9%.

Aframax market rates in the Caribbean/US East Coast route fell 18.4%. Although the volume of new business in the Caribbean was healthy, a balanced tonnage list made it difficult for either side to influence rate levels. As Hurricane Danielle had a negligible impact on the market, it is likely that the decline is the consequence of the drop of rates in other Atlantic markets, with little prospects in the months ahead.

Aframax Indonesia Eastbound route was also impacted by global market trends falling 9% from July. Mediterranean/Mediterranean and Mediterranean/Northwest Europe routes remained at similar levels as in the previous month. Aframaxes in the Mediterranean region showed their volatility once again with a false expectation of recovery during the first half of the month, perhaps occasioned by thinner list positions due to recent norms.

The clean market spot freights decreased 15.1% m-o-m in August, but experienced mixed patterns. East of Suez spot rates increased 23.3% while West of Suez route rates declined 26%. Middle East eastbound route rates increased 28.6% and Singapore eastbound rates grew 17.9% m-o-m during August, reflecting healthy demand in Japan and Far East as well as the beginning of refinery maintenance in some eastern refineries. The Caribbean/US Gulf Coast and Northwest Europe/US East Coast and US Gulf Coast freight rates decreased throughout the month, reflecting the end of the driving season in the US as well as the beginning of the refining maintenance season in Europe. Though intermittent arbitrage opportunities have given some small spikes in the Atlantic market during the month; nevertheless, the trend has been weak following modest demand and low refining margins. The Mediterranean/Mediterranean and Mediterranean/Northwest Europe also experienced significant decreases of 28.9% and 27.7% respectively, reflecting the end of the summer driving season" the report concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



Crew Thwart Pirates By Hiding On Board Ship



Pirates trying to hijack a ship off the coast of Somalia were baffled when they clambered aboard to find it deserted and the engines dead. Wednesday, hoping to extract a hefty ransom for the sailors and cargo. But the 11 crew members had seen them coming, and had time to kill the engines and flee to a specially built safe room. Once there they were able to keep in touch with the ship's owners as the pirates wandered around the vessel, becoming increasingly

frustrated. Eventually the hijackers found an emergency communications channel that allowed them to speak directly to the shipping line's owners in Germany.

Operator Juergen Salamon said: "The pirates had entered a ship that they couldn't steer and there was no crew. "They asked us where the crew was. We told them: 'They're on leave'. "The pirates were angry and vandalised the ship

badly." Just before dawn the following day US commandos from the 15th Marine Expeditionary Unit's Maritime Raid Force launched their own raid on the ship. Dramatic video footage showed the Marines boarding the Magellan Star by dinghy before rounding up the pirates without a shot being fired. The armed gangsters gave up quickly when faced with large numbers of servicemen carrying heavier weaponry. However, getting to the crew barricaded behind three walls in a safe room proved to be a quite a challenge, and the Marines had to drill through steel walls to reach the suspicious sailors. Captain Alexander Martin said the crew was finally persuaded that they were being rescued when a Marine ripped the American flag patch from his uniform and stuffed it through a hole the rescuers had bored in the final steel door.

The operation was the first of its kind since a multinational task force was formed in January 2009 to patrol off the Horn of Africa. US warships are part of the 25-nation mission protecting merchant vessels from pirate attacks off the coast of Somalia and into the Gulf of Aden. More than 140 piracy-related incidents have been reported off Somalia's coast since January and more than 30 ships have been hijacked, according to UN and anti-piracy task force reports.

Source: Sky News HD



The **SMIT Mississippi** seen along side in Vancouver Harbour – Photo : Shane Pitts ©

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The future of trading: jumbo container ships

One should not wonder how our global economic future will look like when we continue to struggle through a tough economic crisis. All we need to look at are the jumbo container ships that are currently sailing through the Suez Canal from Asia to the US and vice versa. Savannah, Georgia residents and visitors got a first glimpse on Friday August 27

on what the economic future really will look like when the jumbo container ship **CMA-CGM "Figaro"** sailed up the Savannah River, dwarfing any building in its majestic shadow.

The **"Figaro"**, sailing under the French flag and originating from Marseille, measures 1,100 feet long and has a 140 foot beam. The ship can move 8,500 20 foot containers, or TEUs, and has a 49.5 feet drag when fully loaded. When the ship berthed at the Garden City Terminal, west of the Talmadge Bridge, it was a showcase of what the Georgia Port Authority had in mind when it started its plans to prepare for future growth of both imports and exports. Once the Panamax project is completed in 2014, ships like the **CMA-CGM "Figaro"** will become the norm rather than the exception.

The jumbo container ships that currently sail the international seas and transport goods across the globe may be few but they are a positive sign of how the shipping companies and the ports of the US view the future of international trade. The effectiveness of jumbo ships combined with the port's efficiency of loading and unloading cargo and containers will ultimately contribute to an increase in international trade and therefore economic activity. The added value certain ports on the US Eastern Seaboard offer is not just limited to the speed of unloading and loading, but their capability of storage, distribution and easy road and rail access are the key component of future success. Savannah, the second largest port on the east coast, has become a prime example of efficiency, logistics and service. The once small port is now a prime example of how goods can be transported inland by rail or truck because of its close proximity to I-95 and the railroad corridor. Plans to build a highway between Savannah and Augusta, the second largest metropolitan area in Georgia, will contribute to the expedition of goods and services within the South-East and will avoid any traffic jams in or around Atlanta. The deepening of the Savannah River and the development of the Jasper County port are crucial to the local and regional economy and will become the corner stone to a revival of our economic activity that will create jobs and prosperity yet again. **Source: Examiner.com**



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Latvian Shipping faces \$1.5 million lawsuit over sailor's death in Texas

The widow of a sailor wants the Latvian Shipping Co., owner of a Liberian-registered cargo ship, to pay at least USD 1.58 million for what she claims was the wrongful death of her husband two years ago while the vessel was docked at Corpus Christi, Texas. Lawyers for Larisa Gerasimenko of Riga last year filed suit in U.S. federal court arguing the defendants are liable for breach of contract, wrongful death, negligence and gross negligence. Her husband, 51-year-old Vasilijs Gerasimenko, died Aug. 27, 2008, from hyperthermia caused by working in the hot engine room of the ship, according to the civil complaint.

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Named as defendants in the lawsuit, filed in September 2009 in the U.S. District Court for the Southern District of New York, are the Latvian Shipping Co. (Latvijas Kuģniecība), LSC Shipmanagement Ltd., and the Cape Wind Trading Co. According to the lawsuit, Liberia-based Cape Wind is the registered owner of the oil and chemical tanker ship **M/T Indra**. LSC Shipmanagement is the manager of the vessel, while Latvian Shipping is the group owner of the Indra. Gerasimenko began working for Cape Wind in July 2007. Latvian Shipping, Cape Wind and LSC Shipmanagement want the court to dismiss the lawsuit. Their U.S.-based attorney, as well as the attorneys for Larisa Gerasimenko, did not respond to several requests for comment. Neither did Latvian Shipping. However, details of the case are revealed in court documents.

The **Indra** arrived at Corpus Christi on Aug. 25, 2008, and the crew began work on repairing the ship's engine. Gerasimenko, an engineer, was required to work in the engine room for nearly a day and a half with little rest, according to complaint. The temperature in the engine room was measured to be as high as 70 degrees Celsius (158 degrees Fahrenheit). On the morning of Aug. 27, less than two hours after finishing work, Gerasimenko told crewmembers he was not feeling well. An ambulance took him to a hospital, but 45 minutes later he was pronounced dead. An autopsy determined his death was caused by hyperthermia from working in the hot engine room, according to the complaint. The lawsuit claims Latvian Shipping and the other defendants were negligent, careless and willfully failed to provide safe working conditions for Gerasimenko. Further, Oyster Bay, N.Y.-based attorneys George M. Chalos and Kerri M. D'Ambrosia claim in the lawsuit, the defendants have not provided any compensation to Gerasimenko's family in Rīga—including paying for funeral expenses. If Gerasimenko had lived until retirement at age 62, he would have earned USD 976,800 under his contract with the shipping company, according to the complaint.

In his answers to the lawsuit, New York attorney Patrick F. Lennon admits that Gerasimenko worked for Cape Wind, but not for Latvian Shipping or LSC Shipmanagement. While denying they were responsible for the sailor's death, the defendants also suggest Gerasimenko was himself negligent. The companies also question whether the U.S. federal district court has jurisdiction in the case. According to a scheduling order for the case, attorneys for both sides are working on interviewing witnesses and other non-experts, with a deadline of Sept. 10. Attorneys are then to tell the court whether they might settle the case or be referred to a mediation program. **Source: Latvians Online**



The **ABEILLE LIBERTE** and the **ABEILLE BOURBON** seen together in Brest - **Photo : Jacques Carney ©**

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KOTUG's **SD SEAL** seen assisting the **EVA-N** into the Rotterdam-Waalhaven - Photo : Wil Kik ©

Lifeboat crew dashed to help

TWO children had to be rescued after becoming cut off by the tide while playing on the beach at Portishead. The youngsters, aged 12, were forced to call for help after becoming marooned on a concrete platform on the rocks between the Royal Hotel beach and the Lake Grounds at about 9pm on Thursday. The boy managed to call his mum on his mobile phone and raised the alarm.

The youngsters, a boy and a girl who are understood to be Gordano School pupils, were on the concrete platform and had failed to notice the rapidly incoming tide. The coastguard contacted Portishead's voluntary lifeboat crew who

dashed to the aid of the stricken friends. Crew members rushed to the scene and managed to get the bow of the lifeboat up against the concrete platform.



Lifesaver Ian Lazenby then managed to climb onto the platform to reassure the pair before guiding them onto the boat. The children, who were shaken but unhurt, were then taken to the marina and reunited with their parents.

Thursday night saw one of the highest spring tides of the year and at its peak the water in the Bristol Channel can rise by half a metre every 10 minutes. Fortunately for

the youngsters, although the water had started to lap around the concrete platform, it had not gone any further.

Portishead and Bristol Lifeboat Trust spokesman Dave Herbert said: "These youngsters were very lucky. "It was dark and it was a high spring tide and if it had been a stormy night, the children could have been swept away. "If they had tried to swim back to shore it is likely that they would have been caught up in the currents.

"They did the sensible thing which was to stay put and call for help. "The whole situation could have been a lot worse, especially if the tide had been a little higher. "We do not want to stop young people enjoying themselves on the beach but they must do so safely and be aware of the incoming tides and how fast they can rise."

Portishead's lifeboat service was launched after Portishead Yacht and Sailing Club ended its rescue services in the channel in 1992. Following the closure, local people were concerned that Portishead's coastline had been left without a dedicated rescue service and lobbied the RNLI to set up a lifeboat station.

But the RNLI said opening a rescue base in Portishead was not viable, prompting local residents to set up the Portishead Lifeboat Trust. The trust, which is a registered charity, officially launched in 1996 and within 48 hours of opening, crews were sent on their first service call to a rescue in the channel.

Crews have launched the boat into the channel 277 times since the trust's formation 14 years ago and assisted 345 people. It costs around £40,000 a year to keep the lifeboat on the water and, as it receives no funding, all the cash has to be raised locally. Mr Herbert added: "This latest rescue shows how important it is for Portishead to have its own lifeboat. "Had the children had to wait to be rescued, it could have been a very different situation." Anyone who wants to know more about the trust or help its fundraising efforts can log on to www.portishead-lifeboat.org.uk

Source : This is Bristol

Okinawa court orders 10-day detention for Chinese captain

A local court in Japan's Okinawa Prefecture granted on Friday a request by prosecutors for a 10-day detention through Sept. 19 for the captain of a Chinese trawler which collided with Japanese patrol ships off Diaoyu Islands in the East China Sea on Tuesday, according to Kyodo News report.

Zhan Qixiong, the 41-year-old captain, was taken to a local police station on Ishigaki island in Okinawa at around 16:40 local time (0740 GMT) on Friday. Japan's Coast Guard arrested the captain for alleged "obstructing public duties" early Wednesday despite China's protest.

The other 14 Chinese crew members were not arrested, but were kept on boat off Ishigaki. Chinese Foreign Minister Yang Jiechi on Friday summoned Japanese Ambassador to China Uichiro Niwa, and lodged protest against Japan's illegal seizure of the Chinese fishing boat in waters off the Diaoyu Islands.

According to a press release from China's Ministry of Foreign Affairs, Yang told Uichiro Niwa that the Chinese government's determination to defend the sovereignty of the Diaoyu Islands and the interests of Chinese people was unswerving.

Yang said China demanded Japan immediately and unconditionally release the boat and all the crew, including the captain. On Tuesday, two patrol ships of Japanese Coast Guard and the Chinese fishing boat collided in waters off the Diaoyu Islands. No injuries were reported, but the fishing boat was then intercepted by Japanese patrol boats.

NAVY NEWS

India Builds Reactors to Power Nuclear Submarines

Share India is building nuclear steam reactors for its first nuclear-powered submarine, the Arihant, Atomic Energy Commission head Srikumar Banerjee has said. The submarine will be powered by a light water reactor (LWR) using enriched uranium, from the Mysore rare materials plant, as fuel, according to RIA Novosti.

Banerjee said the nuclear steam supply system was 100% ready.

"We are only waiting for other systems to become operational so that we can start the commissioning activity of the reactor. I really do not know when the harbour trials will be done," he added. **Source : Logistic Week**

PYOTR VELIKY RETURNED HOME



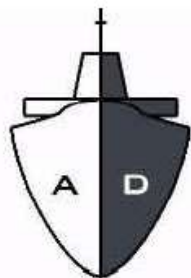
Russia's **Pyotr Veliky** nuclear-powered missile cruiser will return on Sunday to its home base in northern Russia after a tour-of-duty that lasted for almost six months, a Navy official said. The flagship of the Northern Fleet has covered about 28,000 nautical miles since the beginning of the mission on March 30 and accomplished a wide range of tasks in line with a comprehensive program of combat training.

The cruiser sailed through the Atlantic, the Mediterranean Sea, and the Indian Ocean to take part in the Vostok-2010 strategic drills in the Pacific in June-July. On the way back to its home base in Severomorsk, the **Pyotr Veliky** held joint PASSEX-type drills with the Indian frigate **INS Trishul** on August 11 and with the French frigate **FNS Latouche-Treville** on September 6.

The Kirov class cruiser has a displacement of between 24,000 and 26,000 tons, and a speed of up to 31 knots (almost 57 km/h). The ship is 251 meters in length and has a crew of more than 700 sailors.

The ship's main weapons include 20 SS-N-19 Shipwreck missiles, designed to engage large surface targets, and air defense is provided by 12 SA-NX-20 Gargoyle launchers with 96 missiles and 2 SA-N-4 Gecko with 44 missiles. **Source** : RIA Novosti

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Dutch submarine in Grand Harbour



The Royal Netherlands Navy submarine **HNLMS Zeeleeuw (S 803)** is in Grand Harbour on a short visit. The Walrus Class conventionally-powered vessel is berthed at Valletta Waterfront, dwarfed by cruise liners.

The Dutch Navy has four submarines of this class, of which one is deployed on anti-piracy operations off Somalia to track radio signals and follow pirates' boats. A contingent of Maltese soldiers earlier this year served on an anti-piracy operation off Somalia on the Dutch ship **Johan de Witt**. The **Zeeleeuw** was commissioned in 1990. - **Source** : Times of Malta

Photo right : Darren Scicluna - www.maltashipphotos.com



Russian team help repair HMS Belfast's masts 'as war thank you'

A team of Russian contractors has travelled to Britain to help repair the **HMS Belfast** to its former glory as part of a "thank you" for its services during the Second World War.



The Royal Navy light cruiser is the sole surviving ship from the Arctic convoys that supplied Russia during the war.

Photo: Piet Sinke ©

The 11 workers from St Petersburg are undertaking the £250,000 project to install two new masts on the warship in gratitude for her service to Russia in defeating the Nazis. Six of the contractors are sleeping on board the ship during the three-week project. It is the first time in almost 50 years the cabins have been used.

Fire broke out on nuclear submarine, MoD revealsThe Royal Navy light cruiser is the sole surviving ship from the Arctic convoys that supplied Russia during the war. It is now permanently moored as a museum piece on the River Thames, central London after it was retired in 1964 following a quarter of a century service. But in recent years her foremast and mainmast have become badly corroded and needed to be replaced. A project to repair the corrosion and replace the masts stalled due to cost.

But three Russian companies, OPK, Severstal and Sovcomflot, pledged money earlier this year. The announcement was made on the same day that Russian commemorative medals were awarded to 15 former sailors on **HMS Belfast**.

"It has been an honour for us to make our own contribution to the preservation of this wonderful ship," said one of the contractors, Elena Kirichek, a paint specialist who has been working on Russian ships since 1966. Andy Curran, conservation manager for the Imperial War Museum, said that had she remained in service, the ship would have needed be repaired in a dockyard due to the size of the operation.

Tower Bridge was raised on Thursday to allow a barge carrying the masts to pass through. "I would have loved to have taken her to St Petersburg and done it there," he told the London Evening Standard. "Then suddenly earlier this year, this firm came on the scene and said, 'we will make the new masts for you'. Without them we would have been waiting years." **Source : Telegraph.co.uk**

Navy fishes to add subs

Its “silent arm” in danger of going into deep slumber, the navy is asking major submarine-makers to participate in a competition to replenish its fleet. This week the Indian Navy sent requests for information (RFI) — the precursor to a global tender — for a “second-line” of six conventional attack submarines.

The submarine fleet of the navy that officially has 15 boats could be down to just half-a-dozen by the end of next year because they are being retired faster than the government can acquire new vessels and also because the procurement through a deal with France has fallen way behind schedule. The Indian Navy seeks to maintain a submarine fleet that is capable of operating in an environment where adversarial (Chinese and Pakistani) vessels often intrude into waters around the country, tracking its ships and picking up and recording their electronic “signatures”.

The RFI has asked manufacturers for details of contemporary submarines that are already in service or on sea trials and are capable of operating in “dense ASW (anti-submarine warfare) and EW (electronic warfare) environment”.

The manufacturers have been asked to give the information by the end of this month. The “first-line” of new submarines are the Scorpenes that are being bought from DCNS Armaris (a Franco-Spanish) venture.

Four of the six submarines under the 2005 contract are to be made through transfer of technology in Mazgaon Docks in Mumbai. But the \$3.6-billion deal is in rough waters with the delivery of components delayed, the assembly line construction tardy and with the French having asked for the cost to be escalated to upwards of \$6 billion.

The delivery of the Scorpenes was to begin from this year but now it looks unlikely before 2012. The contract for the Scorpenes had a provision for further orders. But the navy has decided against ordering from the same maker under the same contract because of the cost and time overruns.

Among the likely competitors are — the navy is expecting — Russia’s Rubin Design Bureau, Germany’s HDW (which was blacklisted in the past but is now cleared to compete), Sweden’s Kockums and DCNS Armaris. Along with transfer of technology, the cost of the second-line could be up to \$10 billion or more.

The navy is also expecting the Russian-build Nerpa nuclear submarine to join its fleet by January 2011. There is no official word on the nuclear submarine that is being taken on a 10-year lease, the second time since the navy had the INS Chakra (also on lease from Russia) in the mid-1980s.

India’s own nuclear submarine (the **INS Arihant**), unveiled last year, is due for sea trials next year. The current submarine fleet is officially stated to comprise 10 Russian Kilo-class and four German HDW. **Source : The Telegraph**

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Maersk under fire from Indian shippers

AP Møller-Maersk and local regulators are investigating allegations that the Danish conglomerate’s subsidiaries have been using their sizeable influence to force Indian shippers to use container facilities at Gujarat Pipavav Port (GPPL). Shippers claim AP Møller-Maersk’s container shipping divisions, Safmarine Container Lines and Maersk Line, have

agreed to only provide shipping services in Gujarat state via GPPL facilities operated and part-owned by APM Terminals, also part of the AP Møller-Maersk group.

The shippers claim the lines have signed up to a two year exclusivity deal, which will run until 31 March 2012. SRL Narasimhan, Secretary of the Western India Shippers Association, reports that the deal forced shippers to use the port even though it was more expensive than rival container facilities and left them at a competitive disadvantage. "Any type of exclusivity is anti-competitive in spirit and nature," he said. "It will compel exporters and importers to ship their cargo through Pipavav if they are carried on Maersk or Safmarine vessels, rather than through the cheapest port of their choice." Shippers are also claiming Maersk Line raised its terminal handling charge to shippers using Gujarat Pipavav Port on 1 September. Neither Safmarine nor Maersk would comment on the exclusivity deal or THCs. "We take all claims of anti-competitive behavior very seriously and will look into whether there is any substance to these accusations," the two shipping lines said.

CN Patel, Executive Engineer at Gujarat Maritime Board, which monitors private ports such as Pipavav, confirmed traders had filed a number of complaints about the port, and said such a shipping deal would amount to unfair practice. "It would be anti-competitive; they can't do that," he added. Container cargo accounts for around half of the revenue of GPPL with almost a third of revenue understood to be derived from vessel calls by Maersk and Safmarine.

Source: [vanguard](#)

Mikael Skov founds shipping company

Mikael Skov, former CEO of the Danish shipping company Torm, has announced that he will lead the process to create Tankers Inc., a shipping company focused on ownership and chartering of tonnage in the product tanker segment, headquartered in Denmark. The product tanker industry is looking very interesting because of our long-term view of positive developments in the global supply and demand environment. In light of the recent financial climate, the timing to invest in the segment is ideal and there are attractive opportunities for asset acquisition and time charters. I am very excited to be able to use my 25 years of experience in the industry to build a successful, global product tanker business", says Mikael Skov, CEO of Tankers Inc.

The management team led by Mikael Skov will include Jan Mechlenburg, former Executive Vice President at Torm. Tankers Inc. will primarily focus on time charters, new builds and secondhand vessels and will build its business with an ultimate investment capacity in excess of 400 million dollar. In addition, the team will evaluate opportunities to buy existing companies and fleets, and other strategic initiatives within its core segment which will deliver an appropriate return on capital for its shareholders. Tankers Inc. is backed with a 'line of equity' from Barclays Natural Resource Investments (www.bnri.com), a division of Barclays Capital, the investment banking division of Barclays Bank Plc as well as private investors and is finalising terms with industrial investors. Source: [Tankers Inc./maritimedanmark.dk](#)

Sh700m Mombasa dry port terminal set for completion

A dry port terminal being constructed by logistics company SDV Transami is set for completion next month, easing congestion at the Mombasa port and saving traders costs associated with delays. The Port of Mombasa is already under pressure from increased trade in Kenya and neighbours Uganda, Rwanda and Burundi. "With Kenya's growing economy, there is need for the Port of Mombasa to become more competitive by increasing its efficiency. The intention is to have the new terminal as a holding ground that will ease congestion there," said Mr Tony Stenning, the SDV Transami regional managing director.

Since 2000, container traffic at the port has grown eight per cent annually, according to the Kenya Ports Authority (KPA). In 2007, the port handled 585,000 Twenty Foot Equivalent Units (Teus) against an installed capacity of 250,000 Teus. Last year, the port handled over 620,000 Teus. News of the completion of the Sh700 million terminal comes just weeks after the Kenya Ports Authority invited bids for the extension of berths at Mombasa port to enable the gateway

handle larger vessels. Once the work is complete on berths 18 and 19, the port will simultaneously handle three ships measuring 760 metres, managing director Gichiri Ndua said. Shipping firms have in the recent past been introducing surcharge due to delays at the port, which end up increasing the cost of doing business in Kenya.



The **MAERSK CONSTELLATION** seen discharging in Dar es Salaam (Tanzania) – **Photo : Anton Klaasen ©**

It is estimated that delays and corruption at the port add up to 30 per cent on consumer prices for imports. As a result, Tanzania has been selling the its facility in Dar es Salaam as an alternative route. A new measure to establish a dry port in Tororo, Uganda could also help ease congestion at the Port of Mombasa. The inland port will quicken cargo clearance at the Mombasa for goods bound for Uganda and the Great Lakes region. "The port will significantly improve efficiency in cargo handling thereby reducing freight costs and demurrage occasioned by long delays," said Mr Mohamed Jaffer of Great Lakes Ports. **Source: Business Daily Africa.**

Bangladesh: Taking toxins out of ship-breaking

A Dutch engineering company is trying to make safer the dangerous job of dismantling old ships contaminated with chemicals - by building the world's first "green dock wharf" in Bangladesh. Bangladesh has long been a final destination for decommissioned ships from around the world. Their scrap metal is valuable, but little effort is made to dispose of hazardous waste, such as lead paint, arsenic and asbestos-packed sealants, posing severe health risks for thousands working in the multimillion-dollar industry. "There are so many international guidelines to dispose of these types of hazardous waste in an environmentally friendly way, but they [ship-breakers] have not been doing it," said Muhammed Ali Shahin, coordinator of local ship-breaking watchdog Young Power in Social Action. (YPSA)

The Dutch engineering firm GreenDock is trying to use new wharf technology to safely recycle toxins and dispose of ships. Work on the "green dock wharf", projected to cost US\$51 million to build, could begin as early as next year and be ready within another two years, with the company eyeing Vietnam, Cambodia and India for similar projects. "We could say we want to stop the industry, but then we affect hundreds of thousands of people directly and even more indirectly," said Doebren Mulder, co-founder and director of GreenDock. "If the waste is out of the vessel, you can

burn it into energy. Then the vessel goes into a dry dock and you cut the vessel. In 24 days, you can dismantle the ship.”

Dangerous work

Some 700 commercial ships are decommissioned each year worldwide and need to be dismantled and recycled. Up to 95 percent of a ship can be reused, including iron for construction. Lower labour costs and lax environmental regulations in South Asia make it a primary destination for old ships, according to a 2008 University of Chittagong Institute of Marine Sciences and Fisheries study of 216 workers. The heart of the country's ship-breaking industry, which in 2009 dismantled one-third of the world's decommissioned ships, is near the port city of Chittagong and employs more than 20,000 people each day. Less than half of the workers interviewed for the study in Chittagong used gloves, and only one third wore goggles on the job. Eight out of 10 workers reported respiratory problems from asbestos dust, gas explosions or other toxins as well as muscle problems. Almost all workers had eye problems from fumes and fire; two out of 10 reported skin problems, including lesions, from exposure to toxins. Many of the hazardous materials that went into ships decades ago are now banned, including asbestos, polychlorinated biphenyls (PCBs), tributyltin (TBT) and toxic metals, but workers burning decades-old plastic are still exposed to hazardous and flammable chemicals. Over the past 20 years, more than 400 workers have been killed and 6,000 seriously injured on the job, according to YPSA.

Laws under pressure

Bangladesh's highest court in August ruled that ships coming into the country to be broken up must have paperwork declaring they have been decontaminated. But shipyard operators too often look the other way, according to the Bangladesh Environmental Lawyers' Association (BELA), which had filed a court petition in May before the court ruling. "We have managed to stop the import of those ships for now, but I fear they are now getting the government on their side. They're creating huge political pressure on the system," said BELA's chief executive, Syeda Rizwana Hasan. The state collects US\$130 million in revenue annually from the ship-breaking industry through taxes and duties, according to YPSA. **Source: Spero Forum**



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Equipment to tackle oil spill in port installed

In a bid to deal with accidental discharge of oil in Tuticorin Port waters oil pollution combating equipment have been installed. The Port has equipment such as rapid deployment boom of 500 metres, permanent boom of 100 metres, hydraulic skimmer, 10-tonne storage tank, oil spill dispersant, work boat, portable dispersant sprayer, hand pump for transfer of collected oil and oil absorbent pads. Whenever an oil tanker was berthed at an oil jetty, it was garlanded with an oil boom to contain spillage.

The port has handled 2.09 lakh tonnes of petroleum, oil ad lubricant (POL) products from April 2010 to August 2010, according to A. Subbiah, Chairman (in-charge). The Port had entered into a memorandum of understanding with the Indian Oil Corporation and Southern Petro Chemical Industries Corporation for oil spill combating facility in August 2006. The port was also taking steps to procure oil spill response facilities of Tier-I capability, Mr. Subbiah stated here on Thursday. **Source : The Hindu**



The **Siem Diamond** seen in Kristiansand, Norway departing from the Kleven Shipyard - Ulsteinvik, Norway for sea trials 11.09.2010.

Photo : Svetozar Catovic RRM ©

Petrolesport calls it a day from 4 to 25 October, to repair its Liebherr crane

Petrolesport (St. Petersburg, part of the Global Ports) is going to cease handling heavy equipment of over 90 tons at the terminal from October 4th to October 25th due to planned repair of a Liebherr crane of lifting capacity of 90 tons of the two operating at the port, the stevedoring company's statement said.

The company asks its clients to take into account this information when planning activities and not to ship any heavy cargo for handling during the period.

Petrolesport (PLP JSC), a stevedoring company operating at the Big Port of St. Petersburg, engaged in transshipment of various nomenclature of cargoes (reefer, Ro-Ro, lumber, general). PLP is a leading company in the Russian North-West region providing transshipment of containers and Ro-Ro cargo. Petrolesport OJSC is part of the Global Ports Group. **Source : PortNews**

NCL tipped for three new ships

Rumours are circulating that NCL has placed an order for two new ships, and a possible third, at German shipyard Meyer Werft. It is understood that the new ships would be different to the line's latest ship Epic, which was built by STX Europe in the French shipyard of Chantiers de l'Atlantique. Instead, the new vessels would be smaller and closer in style to the line's **Norwegian Gem**. NCL refused to comment on the rumours, but a shipyard source said during

Epic's inaugural that the line had confirmed it was already in talks with shipyards in Germany for potential new orders.

A spokesman for the shipyard said: "We are in contact with a lot of clients, and NCL is an old client of ours. We have built several ships for them but we cannot comment on any rumours." NCL cancelled an order for a sister ship to Epic two years ago, following a dispute over construction costs with the STX Europe shipyard. The original order had been for at least two, possibly three vessels, costing around \$1 billion each, which would have been delivered between 2009 and 2011.

NCL chief executive Kevin Sheehan confirmed during Epic's inaugural in October 2007 that any new ships would not be styled "exactly like" **Epic**. Meyer Werft, which is building Disney Dream, has already built seven ships for NCL, including Norwegian Jewel, which entered service in August 2005, and Norwegian Gem in October 2007.

Source : ttglive.com

Maritime board yet to come up

A maritime board is yet to be set up in the State, though the 590-km Kerala coast has been attracting much security interest. The board is expected to administer, control, regulate and manage minor ports, create port infrastructure and carry out maintenance.

Maritime activities are under the exclusive control of the maritime boards in almost all other coastal States, such as Tamil Nadu, Andhra Pradesh, Gujarat and Orissa. The delay in the State is due to the absence of legislation, official sources say. The Kerala Landing and Shipping Bill has been pending for six years. Sources say efforts are being made, on the initiative of Ports Minister V. Surendran Pillai, to get the Bill passed in the Assembly.

At present, the Department of Ports manages the ports. For port development and strategic activities, the department has to depend on various agencies, such as the departments of Irrigation, Inland Navigation, Fisheries and Harbour Engineering.

A two-phase formation has been proposed for the board. In the first phase, the Ports, the Hydrographic Survey and the Harbour Engineering departments will be merged. Other departments may send proposals through it for development and routine activities which have a bearing on maritime activities. At present, wharf development, deploying of buoys, inland transportation, dredging, bank protection, widening of waterways, control of fishing and so on are done by the Coastal and Inland Navigation Corporation and the departments of Irrigation and Fisheries. In the second phase, all such departments will be brought under the board.

The board is planned as a professional, state-of-the-art port and maritime infrastructure creator and provider of favourable and adaptable shipping and landing conditions. The board will provide facilities for the integrated development of the coastline by creating a business-friendly investment environment and port conservation through strategic policies.

It will have powers to create ports; modify existing ports, shipyards, ship-repair facilities and port-based industries; and provide services for cargo movement through inland waterways by developing infrastructure for freight corridors.

Other works it will take up are dredging, deploying of buoys in waterways and registration and survey of vessels. Greenfield ports, multipurpose terminals, captive jetties and shipyards can be built through public-private partnerships. Maritime tourism can be promoted. The board will build infrastructure for handling and shipping of cargo, bunkering facilities and godowns, maintain depths in the wharf area and basins for navigation, issue certificates of entry and offer pilotage services and communication facilities.

Rules will have to be framed for administration and operation of ports under the Indian Port Act, 1908. The port dues, landing and shipping fees, ground rent, warehouse rents and service charges and vehicle entry fees are now collected without any statutory support in ports in the southern districts. In those of Malabar, the landing and shipping charges

are collected based on rates prevalent when the region was part of the erstwhile Madras. Tamil Nadu has revised those rates.



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The **ERACLEA** arrived in Rotterdam with the **H-332** barge - Photo : Jan Oosterboer ©

Klaipeda port eyes hiking port dues

The Port Authority of Klaipeda (Lithuania) is considering the reviewing of the port dues, to raise them in proportion to the increasing traffic, Lithuania Courier reports citing the newspaper Verslo Zinios. The operators of port companies and ship owners have not yet commented on the possible port dues hike. However, they hope the decisions would be "reasonable" and will not affect the freight turnover growth at the port.

"We'll have to overhaul the port dues scheme, and to focus largely on the ship tonnage. We stake on larger vessels, although tonnage duty would make up only one third of the fees we receive", says the Economics and Finance Director

of Klaipeda Port Martynas Armonaitis. This year's charges per ton, compared with last year, declined by almost 0,5 litas, Mr. Armonaitis said, adding that the port has sufficient funds for investment. The Port Authority intends to undertake calculations to establish the most appropriate fees scheme, and if the changes are approved, they could become effective early next year.

In August, port dues in Klaipeda made up 10.2 million litas, which is slightly less than the amount the port received last year.

State-run Port of Klaipeda, the northernmost ice-free port on the East coast of the Baltic Sea, is the largest Lithuanian transport hub, connecting sea and inland traffic lanes. Currently, there are 17 stevedores, shipyards and other companies operating at the port, providing ranged forwarding and logistics services. According to an earlier PortNews' report, freight turnover of the Port of Klaipeda rose in August by 3.2% to 2.5 million tons of cargo. **Source : PortNews**

World's biggest Wave Hub installed off UK coast

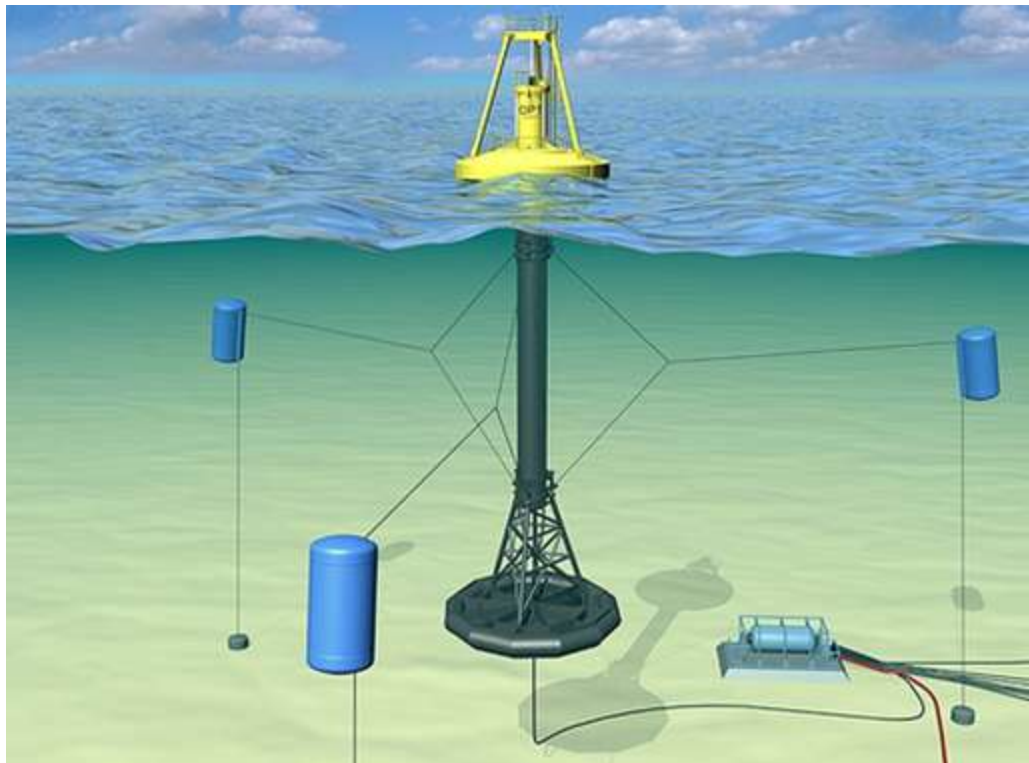
A wave energy generation test site called the "Wave Hub" is being set up off Cornwall's northern coast. The site is the first offshore wave energy site in the UK, and will allow four wave energy generator systems, with a total capacity of 20 MW, to be evaluated simultaneously.

The \$64 million project consists of a sub-station at Hayle in Cornwall, from which a cable has now been laid under the sand dunes and across the sea bed to the wave generation area 16 km offshore, where the energy generators will be moored. The area covers eight square kilometers, and is marked by navigational markers. The subsea cable, socket, and four 300 meter "tails" of the Wave Hub have been lowered into position on the sea bed 55 meters below the surface, and work has begun on laying 80,000 tonnes of rock on top of the cable to keep it in place. Each of the four

tail cable "berths" can be connected to up to a different wave energy conversion device.

The first wave generator developer to be signed up for the scheme is US company Ocean Power Technologies Limited (OPT), which will connect its PowerBuoy wave energy converter to one of the tail berths early next year.

Other companies expected to become involved are WestWave, Fred Olsen Limited and Oceanlinx. Each developer will lease a two square kilometer area of sea bed for a period of about five years, and will be able to generate a maximum of 4-5 MW of power, which will be



sold and transmitted to the electricity distribution grid as the Wave Hub evaluates the efficiency of each device.

Executive director Stephen Peacock of the South West RDA said the project had been over seven years in the making, and will “catapult south-west England and the UK to the forefront of wave energy development.” The project is also expected to create hundreds of “quality” jobs in the region. Guy Lavender, the Wave Hub general manager at RDA said the fact the project was designed and built in the UK was testimony to the skills already present in the UK in the field of marine renewable energy.

The UK's south west is an ideal location for the Wave Hub, according to Lord Hunt, minister for energy and climate change, because it is the first low-carbon economic area in the UK and there is a great deal of expertise in the region in marine technologies. Science minister David Willetts said the UK is already an industry leader, with 25 percent of global wave and tidal technologies being developed there, and the Wave Hub scheme could create thousands of jobs over the next few decades.

The Wave Hub was funded by the UK government, the South West Regional Development Agency (RDA) and the Convergence Programme, run by the European Regional Development Fund (ERDF).

Enlarge

Positive response to Pipavav Port IPO

Indian port operator Gujarat Pipavav Port has seen a strong response to its debut on the Bombay Stock exchange, raising about Rs 5bn (\$108.2m) from the IPO that was subscribed 19.5 times. The port, which is an APM Terminal facility, plans to use about 60% of the proceeds to reduce its debt of Rs1,075 crore, while another 150 crore will be for expansion projects, managing director Prakash Tulsiani told Reuters.

Gujarat Pipavav also plans to set up port infrastructure on 1,000 acres (405 hectares) of land leased from the state government, writes the newswire quoting its chief financial officer Hariharan Iyer. **Source : Seatrade Asia**



The **PALATINE** seen departing from Rotterdam-Benelux haven – **Photo : Rob de Visser ©**



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Sri Lanka: Hambantota Port to Start Receiving Ships From November

Sri Lanka's new Port of Hambantota on the southern coast, that is estimated to cost \$ 1.5 billion to build, is expected to start receiving ships from November, according to officials. The port has been constructed with a Chinese loan as part of a \$ 6-billion drive to rebuild the island nation's infrastructure after a quarter century of civil war. "This is part of making this country an emerging wonder of Asia," the Sri Lankan President, Mr Mahinda Rajapaksa, was quoted as saying after launching the port.

Hambantota is one of four ports being built or upgraded under President Rajapaksa's plan to renew the country's \$ 42-billion economy by returning it to its old and lucrative role as a trading hub. Built to handle 2,500 ships annually in the first stage, the new port is located along the East-West shipping lane and is ultimately meant to challenge Singapore's status as a regional shipping hub, the report said. Sri Lanka now handles around 6,000 ships annually at its only port in Colombo on the western coast, which requires ships plying the East-West shipping lane to divert course. Beijing has loaned over \$ 425 million for the first phase of the Hambantota port project including the bunkering facility. Colombo is negotiating for a further \$ 800 million loan for the second phase. In addition to cargo handling, Hambantota will have a bunkering facility and a tank farm project. **Source: DredgingToday**

RSF, Maritime Bank ink cooperation agreement

Russian Sailing Federation (RSF) and JSC Maritime Bank have signed an agreement on cooperation for the development of teenage sailing in Russia, creating optimum conditions for the training of members of Russian sailing national teams to promote their success at international competitions. The agreement was signed by Maritime Bank Board's Chairman Igor Dergunov and RSF Acting President George Shaiduko, the MB's press release said.

Under the three-year agreement, the bank will be funded the purchase of equipment for teenage and professional sailing schools based in the regions where the sailing is rapidly developing: Novorossiysk, Volgograd, St. Petersburg, Vladivostok (the Maritime Bank's regional offices are located in these cities, as well as in Murmansk, Nakhodka and Kaliningrad). The bank also supported the development of cooperation of MB and the Federation in the regions, as well as opening an account, of RSF at the Marine Bank.

The agreement was reportedly signed during the second meeting of the Supervisory Board of RSF. The meeting was focused on a number of issues, concerning the draft Federal Law "On Amendments to Article 23rd of the Code of

inland waterway transport of the Russian Federation", the reduction of import duties for sailing ships, as well as the upcoming all-Russian competition "Sails of Russia."

Maritime Bank OJSC, one of the top 200 largest Russian banks, is the financial center providing services for companies of sea and river transport. Maritime Bank's offices are based in St. - Petersburg, Novorossiysk, Vladivostok, Kaliningrad, Murmansk, Volgograd and Nakhodka.

Russian Sailing Federation is engaged in the development of sailing in Russia (including sailing for kids and teens). Organizes and conduct sailing regattas in Russia and abroad. **Source : PortNews**

OLDIE – FROM THE SHOEBOX



Above seen the **BEL AIR** (homeport : Port Louis), the **Prinasa 121 design** vessel was built in 1982 as the **FROTASINGAPORE** in Niteroi (Brazil) renamed in **BEL AIR** during 1997, renamed during 2000 in **ORIENTAL HONOUR**, followed by **GREEN** in 2001, **JAT NA MU** in 2002 and she is still sailing under the name **MAN PUNG** and is owned and operated by Manpung shipping in North Korea.

Photo : Harry Stott ©

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