

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 275



**Number 275 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 02-10-2010**

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**Above seen the new VOS PREMIER entering Valletta, Malta on Thursday 30th September 2010 with Capt. J Case, the third in a series of four UT755LN design PSVs being built by Cochin Yard in India for Vroon. She left on Friday 1st October bound to Rotterdam.**

**Photo : Darren Scicluna - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

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## EVENTS, INCIDENTS & OPERATIONS



### GLOBAL MARINE TRAVEL

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Above seen the **STENA TRADER** departing from Hoek van Holland September 30<sup>th</sup> for the last time.  
The ferry is at present enroute Bremerhaven for conversion prior departing for Canada.

Photo : Frans de Lijster ©

## Iranian-UAE spat over ship inspections

Tensions in the Persian Gulf over Iran's nuclear programme are escalating over the issue of ship inspections. In an open letter to the New York Times dated September 16, the UAE's ambassador to the US, Yousef Al Otaiba said the UAE had "interdicted dozens of ships and inspected hundreds of shipments of Iran-bound cargos suspected of violating sanctions, and [had] coordinated closely with American and international authorities to share intelligence and to stop and seize sensitive transshipments."

Iran's top naval commander Admiral Habibollah Sayyari reacted angrily earlier this week [Sunday] to the UAE ambassador's comments, saying "we will never allow such a country to inspect our ships," and calling al-Otaiba's words propaganda. "The naval force of Iranian army is prepared to defend the country's interests in all waters," Mehr News Agency quoted Sayyari as saying. Iran's Press TV said that recent "US-engineered" UN Security Council sanctions imposed on Tehran gave countries the authority to inspect cargo ships, heading to or from Iran, in their own territorial waters. It quoted Sayyari as warning that Iran was prepared to retaliate if its cargo ships come under inspection, and would do so whenever necessary. **Source: SeatradeAsia-Online**



The **IEVOLI BLACK** seen arriving in Ijmuiden – **Photo : Joop Marechal ©**

## Crude oil tankers facing more than challenges than their product tanker counterparts

Overall oil demand is back at pre-crisis levels, but the new composition of it has shifted the balance in the market. So, while demand for VLCCs going East with crude oil is showing signs of strong growth, big oil consumers in the West are still not as thirsty as they were prior to the crisis. The new balance means transport of oil over shorter distances, meaning fewer tonnes-miles. This has already impacted the tanker markets negatively. A latest research analysis from BIMCO's shipping analyst Peter Sand indicates that crude oil tankers are facing more challenges than product tankers, as today refineries are being built closer to the well. According to Peter Sand "the shift in oil demand is causing shorter sailing distances, so in order to maintain the fundamental balance with the present fleet in the tanker markets, the oil demand has to grow twice as much in the East as the oil demand shrinks in the West. After a decent first half of 2010 for the VLCC's with first quarter average earnings of USD 36,620 per day and second quarter earnings of USD 36,735 the beginning of September started the slide for VLCC freight rates. Now the third quarter is almost done at average time charter rate of USD 8,600 per day. Freight rates at these levels are hurting most owners as the daily running costs for a VLCC is around USD 8,000-10,000 per day. Only debt free vessels are able to break-even in these markets.

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Meanwhile owners with VLCC financed by a lot of debt are facing break-even rates to the tune of USD 30,000-40,000 per day to service debt on top of operational costs.

This is a rude awakening for owners, but it comes as the result of continued weak demand from the largest consumers in the western hemisphere. Economic growth and subsequently stronger oil demand in EU and the US hesitates to take off. This has resulted in a contraction in oil demand of more than 3 million barrels per day (mb/d) – a massive drop not seen since the oil crisis in the 70's and early 80's" said the analyst. A shift in the market's balance has also derived from the changing pattern of US oil imports. Seaborne imports account for 2/3 of total US crude oil imports. While the domestic production remains firm around 5.5 mb/day, seaborne imports fluctuates more as the residual source of supply. US crude oil imports increased during first half of 2010, which kept freight rates on that trade healthy. But during August and September US crude oil import have decreased by almost 1 mb/d, also impacting seaborne imports. US imports from AG amounted to 1.7 mb/day in June, 1.6 in July, 1.55 in August and on course for 1.5 in September. Demand has contracted by 12% to 1.5 mb/day over this short period of time. Demand at the 1.5 level has previously supported freight rates around USD 20,000 per day. But this time around it's different as Peter Sand explains: "In the world today, a decline in demand results in freight rates overshooting downwards. The combination of a global economy in limbo and the tightly balanced tanker market makes rates fluctuate more and the troughs get sharper and deeper". BIMCO forecast that freight rates for VLCC will firm as the winter season gets closer and forecast that the second half of the fourth quarter will bring rates back at USD 20,000-30,000 per day.

So, where are things headed for tanker owners? Well, BIMCO's analyst states that the "underlying trend is more challenging for crude oil tankers than product oil tankers, as the business is developing towards higher growth in oil products transports than crude oil transports, as refineries are being built closer to the oil well today than 20 years ago. While the US demand is forecast to grow slowly in 2010 and then drop slightly in 2011, demand from EU is set for a 4-year in a row contraction going into 2011. When Western demand growth eventually returns the tanker demand will look strong again as Eastern demand is unlikely to slow down any time soon. Whether the strong tanker demand will also give higher rates is also dependent on the fleet development" concludes the analysis.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **ZHEN HUA 24** seen loading 2 mobile containercranes at the PSA Antwerp Churchill Terminal, Belgium with destination PSA Turkey.

Photo : Paul Struyf ©



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## Idle containership fleet flatten at 1.6pc or 224,000 TEU in September

The world's idle containership fleet remained at 1.6 per cent, or 128 vessels totalling 224,000 TEU in late September, despite a slackening growth in demand in recent months, reported Alphaliner.

Compared with the figures in mid-September, at 213,000 TEU or 1.5 per cent of the fleet, the Paris-based maritime research agency said the slight increase was mainly because of the arrests of three 5,100-TEU ships, owned by Islamic Republic of Iran Shipping Lines (IRISL) affiliates (operated by HDS Lines) in Singapore.

Most carriers were so uncertain whether trade in the winter season will perk up due to unexpectedly weak autumn demand, which has attributed to the recent continuous decrease in freight rates. So far, shipping companies are waiting to discover how the market is going to change, so no major services have yet closed, except for one peak season Asia-Australia service (AAUS-AAP) that ended in August. **Source: schednet**



The **Eurodam** at Bar Harbor, Maine while on her autumn schedule of New England and Canada.

**Photo : Iain McGeachy ©**

## French Fos-Lavera strike blocks 24 oil vessels-port

A French rolling port strike at the country's strategic Fos-Lavera oil hub near Marseille entered its fourth day on Thursday, blocking a total of 24 oil tankers, the port authority said. The strikers, who are protesting against a French pension bill and aim to secure job guarantees as part of a port reform, were blocking 9 crude oil tankers and 15 oil product vessels.

The French oil industry body (UFIP) said on Wednesday operations at seven European refineries were being "seriously threatened by the strike." Other blocked vessels included 8 gas tankers and four chemicals product cargoes.

The port, with annual oil traffic of 64.2 million tonnes, supplies crude to six French refineries and two refineries in Switzerland and Germany, with a total output capacity of 900,000 barrels per day, according to Reuters estimates.

But the Miro refinery in Germany has an alternative crude oil supply, according to the UFIP. The oil hub has been repeatedly hit by strikes in the past three years after the government decided to privatise unloading operations at the docks previously run by the state. A 12-day strike in Dec. 2008 threatened to shut several refineries dependent on France's biggest oil port. **Source: uk.reuters**



The **LEWEK CRUSADER** seen in Singapore waters  
**Photo : Charles-Dauphin Miller [www.tugboatphotos.com](http://www.tugboatphotos.com) ©**

## **Russian cruise ship detained in Canada**

A Russian cruise ship was detained in Canada because the ship's owner owed more than \$251,000 to the Canadian company that chartered it, officials said. The **MV Lyubov Orlova**, with 49 Russian and two Ukrainian crew members on board but no passengers, "was seized following a suit by a haulage contractor over a \$251,000 debt," Pyotr Osichansky of the International Transport Workers Federation told the Russian Information Agency Novosti Thursday.

Canadian officials placed the ship, used during the summer for adventure tourism trips to northern Labrador, under arrest when it arrived at St. John's, Newfoundland, and Labrador five days ago, the Canadian Broadcasting Corp. said.

Crew members told CBC News they hadn't been paid for five months. "I am a little angry because I have a credit on my house and most of the crew have credits on houses in our country," Russian Anton Fyederovski, the ship's third mate, told CBC News. "There will be a lot of trouble with banks at home, yes." Russian Ambassador to Canada Georgy Mamedov -- one of Russia's foremost authorities on Canada and the United States, known for smoothing over the

thorniest disputes -- is working to secure the crew members' release. "The fear is that if the debt is not paid off, the ship will be auctioned off," Russian Foreign Ministry spokesman Andrei Nesterenko told the Voice of Russia. The detained ship bears the name of a late Soviet movie star of the 1930s and 1940s. **Source: [upi.com](http://upi.com)**



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**TOS** 

## Week of action highlights ferries injustices

A fair ferries week of action has closed after highlighting the need for a new direction in European ferry policy and regulation. Dockers' and seafarers' trade unions joined in the Fair and Safe Ferries for All event, a week-long push for European Union intervention in the ferry sector which exposed unequal working and pay conditions in the sector and the use of seafarers to carry out work that should be done by trained dockers. Trade union members from Belgium, France, the Netherlands, the UK and Ireland targeted passenger and cargo ferry companies' vessels with a view to establishing what campaign coordinator Norrie McVicar described as "a threshold of decency" in terms of minimum wages for all seafarers; health and safety; and to protect dockers' work. Throughout the week the dockworker participants were able to speak to crews, passengers and vessel owners about the dangers involved in seafarers attempting cargo stowage and fastening.



The **STENA HOLLANDICA** seen arriving in Hoek van Holland – **Photo : Marijn van Hoorn ©**

On Monday the week began with a rally and demonstration outside Stena Ferries' offices in the Hook of Holland. Delegates from the UK and Ireland held meetings with crew and passengers on board the **Stena Britannica** to

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explain the campaign objectives with regard to stamping out 'social dumping' in Stena Ferries. Meanwhile members of the Unite union's dockers' section lobbied freight drivers at the Stena Ferries Killingholm terminal.

The Spanish-flagged **L'Audace** – a vessel known to Belgian unions ACV Transcom and BTB for crew lashing activities in European ports and at sea - arrived in Zeebrugge on Monday. On docking it was found that the crew had unlashed the cargo prior to arrival. Unions then met with the port authorities and took action, backed up three days later by Unite members in the port of Southampton, UK, when the vessel docked there. The company has now agreed to talks with unions to prevent the same situation recurring.

The week also saw the RMT union mount a vigorous defence against Stena's attitude to the employment of British and European seafarers, which were illustrated by comments by Stena manager Pim de Lang that British ratings are all 'fat and tattooed'. Norrie McVicar, ferry campaign coordinator, commented: "Thanks to this joint campaign and week of action, a number of mainstream ferry companies are entering into serious dialogue with ITF member unions to discuss a way forward. We welcome these developments and invite all the ferry industry's leaders to work with the ITF collectively and responsibly to resolve the issues and prevent a race to the bottom on pay and conditions in this sector."

He added: "It doesn't stop here. Further campaign initiatives will continue to target Stena Ferries, and ITF affiliates are also waiting to hear from Northlink Ferries, Seatruck Ferries and Fastnet Line Ferries in connection with the same policy objectives. The ITF and ETF (European Transport Workers' Federation) once again call on the European Commission to reopen discussions on the Passenger Ferry Manning Directive which was withdrawn in 2004." Michel Claes, General Secretary for the maritime sector of ACV Transcom, added: "Seafarers, often from outside the European Union, are being asked to take over the jobs of dockers. This is social dumping. Unions are prepared and ready to stop this, and more rigorous inspections of vessels will take place in the future." A further ITF week of action in the Baltic finished yesterday. **Source : ITF**



The brand new (China built) **CREST ODYSSEY** seen anchored off Singapore yesterday morning

**Photo : Piet Sinke ©**

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## Kidnappers of sailors in Cameroon demand money

The kidnappers of a Croatian and a Filipino sailor two weeks ago at Cameroon's port city of Douala have demanded a large sum of money for their release, a Cameroonian source told AFP. The kidnappers first contacted port officials then the Belgian owner of the vessel the sailors worked on with their ransom demand.

"They said they wanted lots of money," the source close to Cameroonian investigators told AFP, without specifying the ransom amount. A group of men armed with rocket launchers kidnapped the two sailors from their vessel dredging the channel in the port of Cameroon's economic hub during the night of September 12-13.

The kidnappers said they were holding four other persons, but investigators do not know their nationality, added the source. A government official refused to comment on the kidnapping. "There is a total 'blackout' on the Douala hostages," said the official. **Source : AFP**



The **CHRISTINA** seen off Hoek van Holland – **Photo : Rik van Marle ©**

## Mideast VLCC oversupply worsens to 28%

The surplus of supertankers competing for cargoes of Middle East oil expanded, hurting owners' efforts to pull the market out of its longest run of losses for at least two years. There are 28 per cent more very large crude carriers, or VLCCs, for hire over the next 30 days than there are cargoes, according to the median estimate of seven owners and shipbrokers surveyed by Bloomberg News on Tuesday. The excess was 20 per cent a week ago.

Tuesday was the 25th straight session that rental income from the industry's benchmark Saudi Arabia-to-Japan route has been below what owners need to pay crew, insurance and repairs, according to data from the London-based Baltic Exchange and Drewry Shipping Consultants.

'Oversupply remains the fundamental issue,' Cantor Fitzgerald analysts Natasha Boyden and Noah Parquette wrote in a report. 'To see so little signs of life at this point in the year is worrisome.' Of the seven respondents, five said supply expanded compared with their previous estimates and two said it stayed the same. The surplus has averaged 21 per cent this quarter, compared with 11 per cent in the first half. Daily rental income from the benchmark voyage fell 5 per cent to US\$8,017 on Tuesday, according to the exchange. It's been below the US\$11,601 that Drewry estimates VLCCs

need to pay crew, insurance and repairs as of Aug 24. That's the longest period since the exchange began publishing daily rental income assessments for the route in July 2008.

Charter rates as measured in industry standard *Worldscale* points fell 0.4 per cent to 47.03 points, according to the exchange. *Worldscale* points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. The *Baltic Dirty Tanker Index*, a wider measure of crude oil transportation costs, was unchanged at 690 points, according to the exchange. **Source:** [business-times.com.sg](http://business-times.com.sg)

## DE RUYTER LUNCH IN SINGAPORE WEER EEN SUCCES



Gisteren was het weer de eerste vrijdag van de maand, dus wederom was er een lunch georganiseerd door **Club de Ruyter** voor de Nederlandse Maritieme gemeenschap, een ideale plek om te netwerken en elkaar te leren kennen

De lunch werd dit keer gesponsord door **SMIT Singapore**.

**Photo : Piet Sinke ©**

## CASUALTY REPORTING



### Three dead, nine missing after freighter sinks in China

Three people died and nine others were missing after a freighter sank in heavy weather off the coast of southeast China, state media said Friday. The freighter, which had 15 crew members on board -- three of whom were saved -- dropped anchor off the coast of Fujian province Wednesday evening when it hit strong gales, the official Xinhua news agency said.

But the boat, which was carrying more than 4,400 tonnes of clay, capsized around seven hours later, it added, quoting an unnamed spokesman for the provincial maritime rescue centre. Authorities dispatched a helicopter and around 20 boats to search for the missing crew but rescue efforts were hampered by raging storms, the report said.

## NAVY NEWS

### Presentation of United States Navy Unit Commendations to members of RAN Clearance Diving Team 3 for service in Vietnam

The Chief of Navy, Vice Admiral Russ Crane, was pleased to host the award ceremony in [HMAS Waterhen](#) for Royal Australian Navy Clearance Divers who served in Vietnam between 1968 and 1970. Clearance Diving Team 3 was awarded two United States Navy Unit Commendations today by the United States Navy's Chief of Naval Operations, Admiral Gary Roughead.

Forty-three members of Clearance Diving Team 3, one of whom was killed in Vietnam, are eligible for the commendations. The delay in publicly recognising the achievements of Clearance Diving Team 3 was due to the Government policy at the time that restricted the acceptance of foreign awards from the Vietnam War by Australia together with an administrative oversight by Navy.

"When the National President of the Royal Australian Navy Clearance Diving Association, Mr Larry Digney, contacted me earlier this year asking for assistance to investigate the validity and history of these awards, we discovered that

both Government policy at the time and latter administrative errors by Navy meant that these men had not been publicly recognised for their achievements." Vice Admiral Crane said.

The Vietnam veterans were delighted to have the commendations finally awarded to recognise their outstanding service in the Vietnam War alongside their American compatriots. They were equally pleased to receive the commendations in the presence of the current Chief of Navy, Vice Admiral Russ Crane, who is also the Navy's most senior serving Mine Warfare and Clearance Diving Officer.

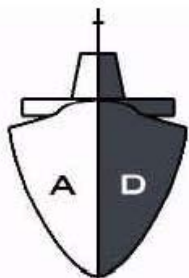
"I feel privileged to have been given the opportunity to correct the record for the Clearance Diving Association members to celebrate their 60th Anniversary in April 2011 under the banner of these prestigious awards." Vice Admiral Crane said. Vice Admiral Crane concluded, "These men have received a rare honour from the United States Navy for conducting their explosive ordnance disposal duties with exceptional professional competence, disregard for their own safety and an unwavering devotion to duty. This sets the standard for not only our current Navy Clearance Divers, but for all those serving in today's Royal Australian Navy." **Source : Garry Luxton**



The Dutch AOR **A 832 ZUIDERKRUIS** seen at Bonaire – **Photo : Henk Ram ©**

## **SHIPYARD NEWS**

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## **Odfjell SE: Odfjell terminates shipbuilding contracts in China**

January 2008 Odfjell entered into shipbuilding contracts with Chongqing Chuandong Shipbuilding Industry, China (CCSIC), for construction of six stainless steel chemical tankers of 9,000 dwt for delivery between 4 quarter 2010 and 1 quarter 2012. The parties have today agreed to terminate three of the contracts. Under the termination agreements Odfjell will receive USD 30 million, after repayment of bank loan associated with the three cancelled newbuildings. The remaining three vessels will be built at CCSIC, and estimated date of delivery is between December 2011 and April 2012. These tankers will replace smaller, owned vessels trading by Odfjell in the Asia Region. **Source: Odfjell**



The **NORMAN ARROW** seen in drydock in Brest – **Photo : Jacques Carney ©**

## **New welding technology for polar LNG carriers**

Hyundai Heavy Industries (HHI) of Korea recently announced that it plans to develop a specialised welding technology for polar LNG carrier tanks.

This is part of the company's long term strategy for the expected increase in demand for LNG carriers and LNG FPSOs to be used in the polar region as interest in natural gas development in that area has been growing. HHI expects to make inroads in the polar LNG carrier and LNG FPSO market ahead of gas development projects in the Arctic Ocean where it is estimated that 44 billion barrels of natural gas, or 30% of world natural gas reserves, are located.

The goal of this project is to make a special welding system that can work on the thick aluminum plates used for the LNG tanks. Highly developed welding skills are needed to build a polar LNG containment tank since the demands of safety in ultra-cold regions require plate thicknesses of 50mm to 70mm.

By developing new welding machines and welding carriages, HHI plans to increase welded metal amount from 35g to 60g per minute and expects to improve welding speed and increase welding capacity by more than 30%. After building its first LNG carrier in 1994, HHI has constructed a total of 37 LNG carriers. It also claims to be the only Korean company which can build two types of LNG containment tanks, i.e. spherical dome type and membrane type.

**Source : The Motorship**

## Keppel FELS secures new contracts worth US\$101 million

Keppel FELS Limited has secured new contracts worth about US\$101 million (S\$134 million) to complete and refurbish two semisubmersible drilling rigs respectively for Saipem S.p.A and Ensco plc. Mr Wong Kok Seng, Executive Director of Keppel FELS said, "Rig completions and refurbishments are highly complex projects by nature, because every vessel that comes into our yard is different. Very often, these rigs are in transit from various locations across the world and require further assessments and engineering solutions with quick turnaround times..

"Leveraging our internal competencies, we are able to size-up the project requirements and recommend the best course of action to get the jobs done safely, on time and within budget. Keppel FELS' in-house engineering expertise, on top of its proven project management and execution capabilities, further enables the company to add value in the completion, repair and refurbishment of all types of rigs. This unique proposition is something that our customers appreciate." The first contract was awarded by Saipem S.p.A for the commissioning of the technologically advanced Frigstad D90 semisubmersible rig, **Scarabeo 9**. A significant part of the workscope involves the commissioning of all marine and drilling sub-systems onboard.. Equipped with a Dynamic Positioning 3 system, this state-of-the-art rig will be able to operate at a water depth of 3600 metres. Scarabeo 9 is slated to depart from a Chinese yard and arrive in Keppel FELS towards the end of October 2010..

The second contract was awarded by a subsidiary of Ensco plc for the upgrade, repair and refurbishment of its proprietary **ENSOCO 7500** semisubmersible rig. The major work scopes include significant life extension work, renewing steel and pipes, operational enhancements, overhauling machinery and expanding and updating the living quarters. **ENSOCO 7500** has arrived at Keppel FELS, after fulfilling its drilling contract with Chevron in Perth, Western Australia.. "We would like to thank Saipem and Ensco for affirming us with the award of these two new contracts. We remain committed to work shoulder-to-shoulder with our valued customers in the coming months to deliver the projects to their highest satisfaction," added Mr Wong..

The above contracts are not expected to have material impact on the net tangible assets and earnings per share of Keppel Corporation Limited for the financial year ending 2010. Keppel FELS is a subsidiary of Keppel Offshore & Marine Ltd (Keppel O&M), a wholly-owned company of Keppel Corporation Limited. Keppel O&M is a leader in offshore rig design, repair and construction, ship repair and conversion and specialised shipbuilding. Its near market, near customer strategy is bolstered by a global network of 20 yards and offices in the Asia Pacific, Gulf of Mexico, Brazil, the Caspian Sea, Middle East and the North Sea regions. Integrating the experience and expertise of its yards worldwide, the group aims to be the provider of choice and partner for solutions for the offshore and marine industry. **Source: Keppel Corporation**

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The **HS SMETANA** seen in Rio Grande – Photo : Marcelo Vieira ©

## Regiogemeenten en provincie tekenen Intentieovereenkomst havenontwikkeling

Namens de provincie Noord-Holland heeft de Commissaris van de Koningin, de heer J. Remkes, vandaag een intentieovereenkomst over de havenontwikkeling getekend met vijf regiegemeenten in de Kop van Noord-Holland.

De betreffende gemeenten Wieringen, Zijpe, Texel, Anna Paulowna en Den Helder zijn zeer tevreden met deze stap waarin de partijen de intentie uitspreken gezamenlijk op te trekken in de havenontwikkeling. De verbonden partijen zijn allen betrokken bij het onderzoeken van de mogelijkheden voor havenontwikkeling en bij de lobby naar Den Haag om daar de mogelijkheden voor de regio voor het voetlicht te brengen.

De havenontwikkeling van Den Helder draagt bij aan een duurzame economische ontwikkeling van de kop van Noord Holland. Met de ontwikkeling van de haven kunnen Den Helder en de regio aansluiten bij de ambities van het rijk en de EU op gebied van duurzame energie en de potenties van de regio ten volle benutten.

De ondertekening vond plaats tijdens een bezoek van de Commissaris van de Koningin aan de regio. Tijdens dit bezoek zijn de verschillende ontwikkelingen in de regio doorgesproken, waaronder de havenontwikkeling in de Kop van Noord-Holland en zijn de resultaten van de marktanalyse 'havenontwikkeling' bekend gemaakt.

Marktanalyse: haven Den Helder belangrijk voor offshore energy markt Buck Consultants International heeft in opdracht van de gemeente Den Helder het marktperspectief onderzocht van de geambieerde havenontwikkeling. Uitgangspunt daarvan is een havenspecialisatie op met name offshore energy. Het onderzoek is verricht onder een aantal grote bedrijven rondom de offshore sector. Uit het onderzoek blijkt dat Den Helder zich toe zou moeten leggen op de volgende trends in de offshore energie industrie: levensduurverlenging van bestaande offshore platformen, winning van ondiepe gasvelden in de Noordzee, ontmanteling van uitgeproduceerde platformen, biomassa en op de sector offshore wind. Deze trends worden door zowel Europa als door Rijk, provincie, regiegemeenten en de markt als belangrijke toekomstige markt gezien. Het onderzoek geeft verder aan dat de markt de haven van Den Helder als potentiële speler ziet op deze markten.

Binnenkort is de ondertekende intentie te vinden op [www.denhelder.nl](http://www.denhelder.nl) , 'havenontwikkeling'.

## Boek "Spil van de Rotterdamse haven" t.g.v. het 80-jarig bestaan van de Rotterdamsche Waterklerken Vereeniging gepresenteerd



Donderdag middag, 30 september 2010, was het dan zover om 18.00 uur werd aangevangen met de presentatie van het nieuwe boek van de **Rotterdamsche Waterklerken Vereeniging** "Spil van de Rotterdamse haven" uitgegeven ter gelegenheid van het 80 jarig bestaan van de vereniging. Nadat **Ruud Meuldijk** (voorzitter RWV) alle aanwezige gasten van harte welkom heeft geheten en een korte inleiding gaf over het ontstaan van het boek was het dan de eer aan **Erik Hietbrink** (Voorzitter van het College van bestuur van het STC) om het eerste exemplaar te overhandigen aan **Andre Toet** (COO het Havenbedrijf Rotterdam BV). Beide heren hebben in hun toespraak de vele aspecten van de haven benaderd maar ook de schakel die de waterklerk daarin vervult. Na het officiële gedeelte was het de beurt aan de gasten om het boek te bewonderen

wat werd opgeluisterd door een show van **KRVE 58** de nieuwe tender van de KRVE en de nieuwe aanwinst van Smit de **Smit Cheetah** welke met het inwerking stellen van haar fifi-system het officiële gedeelte afsloot.

## STX Europe considers listing of its offshore and specialized vessels division

STX Europe says it is considering a listing of its offshore and specialized vessels (OSV) division on the Main Board of the Singapore Exchange Securities Trading Limited. Prior to the Listing, STX Europe will transfer ownership in the entities forming part of OSV division to a wholly-owned Singapore subsidiary - STX OSV Holdings Pte Ltd (to be renamed STX OSV Holdings Limited). STX OSV has received an "Eligibility to List" letter from the SGX-ST for the listing.

Source: oilpubs.com



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The Italian tanker "**ISOLA Magenta**" seen leaving Menqa basin, Grand Harbour, MALTA, assisted by the tugs "**LIENI**" & "**MARI**" on 25-09-2010

Photo : Gejtu Spiteri ©

## Mitsubishi quashes port pull-out rumours

Mitsubishi Corporation says recent press speculation claiming the Japanese conglomerate wants to pull out of building a new iron ore export port in Western Australia is "completely groundless". Murchison Metals and Mitsubishi are equal joint venture partners in Oakajee Port & Rail, which is developing a deepwater port north of Geraldton in the state's midwest to overcome congestion at Geraldton Port and unlock the value of several new iron ore mines in the region. The companies are also partners in Crosslands Resources, which is mining the bulk commodity at its Jack Hills project in the midwest.

"The recent rumours regarding Mitsubishi's withdrawal from its Western Australian mining and infrastructure joint ventures are completely groundless, and our involvement and commitment to these projects remains entirely unchanged," Mitsubishi said in a statement issued by Murchison on Thursday. "Through our joint ventures (Crosslands Resources and Oakajee Port & Rail), we continue to make every possible effort to drive forward the feasibility studies of these projects, with our target set at the first shipment of iron ore in 2014." Murchison executive chairman Paul Kopejtko said he was pleased to see the matter put to rest. "Murchison has a very good working relationship with

Mitsubishi and it has been frustrating for all of us to see Mitsubishi's commitment to our projects questioned," Mr Kopejtka said. "We look forward to now getting on with the development of these two world class projects." Shares in Murchison were up 8.5 cents, or 5.2 per cent, at \$1.72 at 1200 AEST. **Source: AAP**



The **SEABOURN SOJOURN** and the **ALEXANDER von HUMBOLDT** seen in Rouen  
Photo : [philippe.p.brebant@sfr.fr](mailto:philippe.p.brebant@sfr.fr) ©

## Investment plan for Murmansk hub to be discussed

The Russian government wants to develop Murmansk into a modern seaport hub with huge cargo turnover, says Deputy Prime Minister Sergei Ivanov. The governmental Sea Board meets in Murmansk this weekend. The government has initiated a development plan for Murmansk to become a key transportation hub, Ivanov told his superior Vladimir Putin at a presidium meeting in Moscow Thursday, reported at the government's web-portal.

- Murmansk represents one of the country's most promising transportation hubs because its waters do not freeze in the winter and provide ships with direct access to the ocean, Ivanov told Putin.

The governmental Sea Board will meet in Murmansk on Saturday to consider an investment plan for Murmansk that includes the construction of a new seaport in Murmansk Bay. The board is chaired by Sergei Ivanov.

Interviewed by The Moscow Times transportation analyst with Troika Dialog, Mr. Mikahil Ganelin explained why Murmansk attracts such attention: - Murmansk has a number of advantages as a seaport. It's very close to Europe, while St. Petersburg is already overloaded. Russia needs more deep-water and non-freezing ports accessible to Europe, said Mikhail Ganelin.

So far, the governmental Sea Board has not provided an investment estimate for the project, but Ganelin said to The Moscow Times that it might run into the billions of dollars. Building additional needed infrastructure would likely increase the costs.

In his welcoming greetings at the Arctic International Economical Forum in Murmansk today, Sergey Ivanov said:

- I am very happy, that the strategic national mission of the Arctic exploration and development now has the continuous expert ground in Murmansk. The Arctic is one of the foundation stones of safety, sustainable technical and economic development of our state. Our common task is to formulate and implement all worth initiatives of the government, business and foreign colleagues in all the activities, connected with the Arctic, Ivanov said.

The plans to develop the Murmansk harbour into a transport hub includes a new coal harbour, container harbour, more oil-reloading terminals, cargo-terminal and new railroad lines on the west side of the Kola Bay. **Source :** [BarentsObserver](#)



The **MSC TAMPA** seen moored in Santos – **Photo : Gustavo Castro de Sousa ©**

## **ZIM starts new Vietnam-to-Israel/Europe service**

Israel's ZIM Integrated Shipping Service Services Ltd (ZIM) has inaugurated a new shipping service from Vietnam to Israel and Europe. ZIM's upgraded Asia–Mediterranean–Europe (AME) line will deploy a fleet of 12 times 3,800 TEU vessels calling at Shanghai, Da Chan Bay, the newly included Ho Chi Minh, Port Kalang, Nhava Sheva, Haifa, Ashdod, Felixstowe, Antwerp, Hamburg, Alexandria, Limassol, Haifa, Ashdod, and Colombo, returning to Shanghai, the Vietnam Shipper said.

Previously, Vietnamese shippers had to use third-country transshipment services to meet the growing inter-regional trade. While Vietnam's ports and infrastructure have attracted criticism for being outdated, the new Cai Mep service underlines the Asian nation's growing economic strength. APM Terminals also manages a facility at Cai Mep, Ho Chi Minh City. **Source:** [seatradeasia](#)

## **Nieuwe terminal moet verkeer ontlasten**

Vier schepen per dag, 150 tot 200 containers, elk gevuld met 24 ton aan spullen, voornamelijk bier voor export. Vanaf maandag varen tussen Alphen aan den Rijn, Antwerpen en Rotterdam binnenvaartschippers heen en weer voor met name bierbrouwerij Heineken vanuit de nieuwe overslagterminal Alpherium. Vrijdag is de feestelijk opening, zaterdag kan het publiek een kijkje nemen.

Door de ingebruikname van de containerhaven worden notoire verkeersknelpunten in Rotterdam en omgeving ontzien. De wegen in Nederland lopen vol en containerterminals als Alpherium zijn nodig om meer te kunnen transporteren in Nederland, aldus directeur Hans Smits van het Havenbedrijf Rotterdam.

Directeur Henk Bakker van terminalexploitant Van Uden, dat al jaren actief is in de transportbranche, is het daarmee eens. „We moeten onze vaarwegen maximaal gebruiken. Daar is ruimte genoeg voor vrachtvervoer.” De haven van

Rotterdam wordt via verschillende terminals in Nederland bediend. „Zo hebben we ook pendeldiensten in het Noord-Limburgse Wanssum en zijn we bezig om in Alblasserdam een containerterminal te krijgen", aldus Smits.

De bouw liet lang op zich wachten. Al in de jaren '90 werden de eerste plannen over een binnenvaartterminal bij Alphen aan den Rijn besproken. Onder meer protesten van buurtbewoners, milieutechnische problemen en winterweer vertraagden de bouw. „We moesten geduldig zijn", bevestigt Fred Holvast, directeur logistiek van Heineken Nederland. „Maar ik begrijp het ook wel: zonder een zogeheten launching customer begin je niet. Boeing bouwt ook geen nieuw vliegtuig als het geen luchtvaartmaatschappij als klant heeft om het toestel af te nemen."

De terminal heeft een overslagcapaciteit van bijna 120.000 containers. Daarmee behoort het Alpherium zeker tot de top 5 van de grootste binnenvaartterminals in Nederland. De kosten van de bouw van de terminal bedroegen ongeveer 15 miljoen euro. De aanleg en de aanpassing van de infrastructuur kostten ongeveer 40 miljoen euro, aldus de provincie Zuid-Holland. Verschillende overheden hebben daaraan bijgedragen.

Het eerste jaar verwacht Bakker 100.000 containers te kunnen overslaan. Van Uden heeft nog ruimte voor enkele exportklanten. Importklanten van Van Uden zijn onder meer Zeeman, Intertoys en Blokker, zodat de containers niet leeg terugkomen bij Alpherium.



The **EILBEK** seen moored in Teesport  
Photo : Ruud Kempe - [www.andrekempe.nl](http://www.andrekempe.nl) ©

## DONJON MARINE CO., INC. WELCOMES STEPHEN N. KONZEL AS VICE PRESIDENT,

Donjon Marine, Co., Inc., a global marine services provider based in New Jersey, has hired **Stephen N. Konzel** as Vice President of Operations & Engineering. Previously serving as Vice President and General Manager of NETSCo Naval Architecture & Marine Engineering since 2007, Konzel brings a broad array of experience and skills to his new position with Donjon including strategic business planning, staff supervision and development, financial reporting, analysis and contract administration, marketing/client development, safety management, project management and

planning, labor relations/negotiations, estimating/negotiation process improvement, and Lean & 6-Sigma practices. Prior to his work with NETSCo, he was General Manager of Cleveland Shiprepair Co. Before that he served as Engineering Manager & Production Manager for Toledo Shiprepair Co., and prior to that, as Project Manager, Todd Pacific Shipyards in Seattle.

Konzel received his Masters of Business Administration in Executive Management degree from Baldwin-Wallace College in Cleveland, Ohio, and earned a Bachelor of Science degree in Marine Engineering from the United States Merchant Marine Academy at Kings Point, New York. "Donjon is very pleased to welcome Stephen as its new Vice President of Marine Operations and Engineering. His vast skill set and broad range of experience will greatly benefit Donjon's array of marine projects here and around the globe," said John A. Witte, Jr., Donjon's Executive Vice President.



## **SUBSEA 7 ANNOUNCES MAJOR \$250M PIPELAY CONTRACT FOR TOTAL IN THE NORTH SEA**

Subsea 7 Inc, one of the world's leading subsea engineering and construction companies, announced today that it has been awarded a major engineering, procurement, installation and commissioning (EPIC) contract by Total E&P UK Limited for the Laggan Tormore deepwater gas field development, West of Shetland in the North Sea. The contract is valued in excess of US \$250 million.

Subsea 7's principal scope of work comprises the engineering, fabrication and installation of 141km of 8-inch and 2-inch piggy-backed service pipelines and the engineering, supply and installation of 1 x 124km and 1 x 17km control umbilicals and associated subsea structures and tie-ins.

Steph McNeill, Subsea 7's Vice President – UK, commented:

"I am delighted that Subsea 7 has been awarded this significant pipelay contract for Total's Laggan Tormore gas field development. The award reflects upon our engineering, project management, procurement, fabrication and offshore execution capabilities and expertise, especially our proven track record of working with Total on major pipelay projects in the North Sea and in the challenging deepwater West of Shetland area. I look forward to playing our part in the safe and timely delivery of this major subsea project over the next few years."

Project management and engineering work has commenced at Subsea 7's office in Aberdeen. Phase 1 offshore operations, encompassing pipelines and umbilicals installation and pre-commissioning activities, are scheduled to commence in Q2 2012. Phase 2 offshore operations, encompassing tie-in and commissioning activities, are scheduled to commence in Q2 2013. Offshore operations will be carried out by a number of Subsea 7 vessels. The Laggan and Tormore gas fields lie around 125km West of Shetland, in the United Kingdom's continental shelf in water depths of up to 600m.

## **Vasan woos Singapore firms for investment in Indian ports**

India Tuesday invited Singaporean companies to participate in its port and shipping development programme as active partners. 'As the Indian maritime sector is poised for a healthy growth complimenting the growth of the Indian economy, I urge you to participate closely in India's port and shipping development programme as active partners,' said Shipping Minister G.K. Vasan.

'I am aware that several companies have invested in India's ports, maritime and logistics sector and Singapore companies have also entered into joint ventures with Indian companies,' said the minister, currently leading a 20-member delegation of officials and business leaders to Singapore. 'I can assure you of all support from my government,' he said, addressing a seminar on 'Port and Maritime Industry in India' in Singapore, organised jointly by the Confederation of Indian Industries (CII) and the High Commission of India in Singapore.

The Indian shipbuilding industry currently accounts for about one percent of the global shipbuilding market and is targeting a world share of five per cent by 2017. 'The Indian shipbuilding industry is present in the medium and small vessel segments but the planned investments are targeting construction of larger and complex vessels.'

'An investment of about \$4 billion is envisaged in Indian shipyards in near future,' he said. Vasan also sought investment in dredging of ports. 'The requirement for dredging in India is huge whereas the current available capacity is limited.' 'I firmly believe that India and Singapore have tremendous scope for partnership in this sector including collaboration in the areas such as port development, cruise shipping, bunkering and ship building, ship repair etc,' said Vasan. **Source : Sify**



The **GREATSHIP MANISHA** seen in Singapore – **Photo : Bart Klos ©**

## Scana Contract with STX in Brasil

Scana Industrier ASA has through its subsidiary Scana Volda AS signed contract with STX Europe for delivery of remote controlled propulsion system for two anchor handling vessels (STX AH11) which will be built in Brazil. Delivery is 4thquarter 2011 and 2nd quarter 2012.

The vessels will be operated by Norskan which represents DOF ASA in Brazil. Scana has delivered equipment to a number of vessels built by STX and Norskan in Brazil. Scana has also signed contracts for remote controlled propulsion systems to two fishing vessels and four standby vessels. Total value of the contracts is 68 MNOK. The new contracts are important for Scana Volda's activity level ahead.

A low number of contracts globally in 2009 have reduced Scana's activity in the marine segment. This includes the marine companies Scana Volda, Scana Mar-El, Scana Skarpenord and Scana Zamech. Also the steel companies in Norway and Sweden have been hit by the reduced activity in the marine market segments that is important to optimize product mix in production and profitability.

The number of contracts globally in the marine segment has increased over the last months. In turn, this will increase Scana's order intake and contribute to a better product mix in 2011 for the steel companies.

Scana maintains the information given through the report for 1st half 2010 and recent investor presentations whereby the weak market combined with summer-closure at steel companies yield a negative operating result for third quarter. Increase in order intake combined with Scana's position will improve profitability thereafter. **Source : Scana**



The **DEPENDENT** seen departing from Rotterdam – **Photo : Rob Smith ©**

## Star Bulk Takes Delivery of the Newly Acquired Capesize Vessel Star Aurora

Star Bulk Carriers Corp. announced that it has taken delivery of the **Star Aurora**, a 2000-built, 171,199 dwt Capesize vessel. The vessel has been delivered to its charterer, Rio Tinto, for a 3-year time-charter employment at a gross daily rate of \$27,500. The vessel's \$42.5 million acquisition price was funded by a combination of Company cash and \$26 million loan from a major European bank at favourable terms. Akis Tsirigakis, President and CEO of Star Bulk, commented: "We are pleased to take delivery of the **Star Aurora** and employ her with a first class charterer. We remain committed on making prudent and accretive acquisitions on both Net Asset Value and Earnings Per Share basis, as is the case with the **Star Aurora**. We focus on increasing shareholder value, and we are one of the few operators in the dry bulk industry that has been able to grow our fleet organically, to date, without having diluted our shareholders while at the same time maintaining a sustainable and meaningful dividend distribution."

Star Bulk is a global shipping company providing worldwide seaborne transportation solutions in the dry bulk sector. Star Bulk's vessels transport major bulks, which include iron ore, coal and grain and minor bulks such as bauxite, fertilizers and steel products. Star Bulk was incorporated in the Marshall Islands on December 13, 2006 and maintains executive offices in Athens, Greece. Its common stock trades on the Nasdaq Global Market under the symbol "SBLK." Currently, Star Bulk has an operating fleet of eleven dry bulk carriers with definitive agreements to build two Capesize

vessels. The total fleet consists of five Capesize and eight Supramax dry bulk vessels with a combined cargo carrying capacity of 1,287,685 deadweight tons. The average age of our current operating fleet is 10 years.

Source: Star Bulk Carriers Corp.

## Another ship successfully through Northeast Passage

The ferry **"Georg Ots"** has successfully made it through the Northeast Passage, Russian maritime authorities confirm. The **"Georg Ots"** left Sankt Petersburg on 28 August with Vladivostok as its destination. On 26 September the vessel arrived in the port of Anadyr in Chukotka. It proceeded on 30 September and is expected to arrive in Vladivostok on October 10, MBnews.ru reports. The ship is expected also to make a stop in Petropavlovsk at Kamchatka.

The ship was accompanied through the Northern Sea Route by nuclear-powered icebreakers, the Russian Sea and Port Agency (Rosmorport) informs.

**"Georg Ots"** has been operating in the Baltic Sea ever since it was built in Poland in 1980, the last years on the route Baltiisk-Sankt Petersburg. The ferry will now start a new life in Vladivostok. In addition to regular sailing in the area, the ship will also be used in connection with the summit of the Asian-Pacific Cooperation in 2012. Source : BarentsObserver



**Pride of Bilbao** departs Portsmouth for the very last time on 30 September, destination Falmouth.

Photo : Gary Davies- [www.maritimephotographic.co.uk](http://www.maritimephotographic.co.uk) ©

## Ennore Port to approach Shipping Ministry for IPO approval

The Ennore Port will approach the by the end of this month for approval of a plan to raise funds for business expansion through an IPO, a top government official said. "Ennore Port may go for an IPO... they were asked to raise finances through this route, they would approach us... maybe in a month's time," a Shipping Ministry official said.

However, the percentage of disinvestment by the government and the amount of fresh equity to be raised through the IPO is yet to be decided. The decision was taken at an Ennore Port board meeting last month. The Centre holds a stake of about 68 per cent in the Ennore Port and the remaining 32 per cent is held by the .

The (DoD) had asked the Shipping Ministry to opt for an initial public offer rather than raise funds through private placement and the ministry informed the Ennore Port regarding the same. The Ennore Port is the only corporatised major port and is registered as a company. The port has been able to attract an investment of Rs 2,600 crore by private entrepreneurs on various terminals and harbour craft.

Construction of a car export terminal at the Ennore Port is in progress, which Japanese car-maker will use to export 1,80,000 cars per year once fully executed, though exports are expected to commence this month. Construction of the terminal will cost Rs 110 crore and the facilities will include a berth, a 12-metre draft after dredging of the basin and a parking yard of 1,75,000 square metres. A coal terminal and iron ore terminal are also being developed at a total investment of Rs 880 crore. **Source : Indiatimes**

## NZ 'not ready' for cruise boom

Cruise industry passenger numbers are forecast to grow dramatically in the next two years and pump hundreds of million of dollars into the economy, according to a new study. Passenger numbers are predicted to be about 199,900 in the 2011/12 season, compared with about 138,200 and 109,951 in the 2010/11 and 2009/10 seasons respectively.

Cruise New Zealand chairman Craig Harris said bigger ships and more visits were the reason for the growth in numbers. The industry was expected to inject \$346 million into the economy during the 2011/12 season, including 5606 jobs.

"Our ongoing forecasts show cruise is on track to become New Zealand's third-largest inbound tourism market by the end of the 2011/2012 season. "However, without guaranteed investment in cruise infrastructure, particularly in Auckland, the potential for increased growth to continue [is] minimal," Harris said.

Sydney and Auckland were the two established South Pacific hubs because airline capacity and hotels allowed people to embark and disembark from ships. Auckland's Princes Wharf was no longer adequate, Harris said. "Because we've got a large number of people and they're quite high value we need to start treating them the same as we treat people at an airport when they enter or leave the country.

"At the moment we're just putting them through very substandard and not-fit-for-purpose facilities." ARC chairman Mike Lee said that in a tough economic climate "there was substantial opportunity for Auckland to benefit from the cruise ship industry". "Auckland clearly needs a new, attractive, fit-for-purpose international cruise ship terminal," he said. "Auckland has to take this opportunity seriously."

Using an upgraded Shed 10 on Queens Wharf as the basis for a new cruise ship terminal could cost about \$15 million, which had already been budgeted for, he said. "There has been some misinformation put around town, probably as part of the election silly season, that having people and cruise ships together is somehow incompatible. We couldn't disagree more strongly." **Source : NZHerald**

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



The **OLEG STRASHNOV** seen fitting out at the TOR line premises in Rotterdam-Europa harbour

Photo : Rik van Marle ©