



Number 299 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 26-10-2010**

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The brig "Pns. RAH NAWARD" (means : Swift Mover) of the Pakistan Navy, ex T.S.Y.T "Prince William" seen entering Grand Harbour, Malta, on her maiden voyage to Pakistan. – Photo : Getju Spiteri (c)

IN MEMORIAM



Keith Cowan

1944

2010

It is with profound sadness that we announce the passing of our friend and colleague **Keith Cowan**, following a short illness, we wish his wife and family strength in this difficult time.

Keith's professional marine engineer expertise was unrivalled in our industry and he started his seagoing life as a cadet with British India and progressed through the ranks to Chief Engineer. He subsequently left BI and moved to shore employment carrying out boiler and lift gear surveys in the Doncaster area and beyond. The call of the sea returned and he joined Offshore Marine as Chief Engineer serving on the Dogger Shore and Dee Shore. He relocated to St. Olaves, near Great Yarmouth and subsequently took a shore position as Superintendent then progressed to Technical Manager. Offshore Marine Services were taken over by Zapata Gulf Marine and Keith became involved in dry dockings around the world, notably West and South Africa, the Mediterranean and Far East. Zapata Gulf Marine were subsequently bought out by Tidewater.

Keith remained with Tidewater as Technical Manager until 1992 when he joined the safety standby company Boston Putford Offshore Services as Technical Manager then promoted Technical Director. Seacor Marine purchased Boston Putford in 2002 and Keith remained as Technical Director with Seacor until his retirement in July 2009. Throughout his service to the various companies and the knowledge and expertise he portrayed, Keith was also a great mentor, not just to his fellow engineers but to general and senior management and this was always valued as he told the frank truth however uncomfortable it may have been.

Outside work Keith was a loyal and supportive friend and having earned a long and happy retirement following unstinting loyalty to others it is very sad his life has been taken so soon.

Keith's passing is a great loss to the industry as a whole.

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

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THE GRACHT CAT!



Photo top : Theo Verhagen (c)

On a recent call to Fremantle, Australia the Spliethoff vessel **Diamantgracht** got a little more than on the manifest when after departure it was discovered that a cat had stowed away and has now taken over most of the ship having free reign of the vessel in most places, the Master is in agreement that the cat stays. Right seen Port Phillip Pilot Captain **David D'Souza**, holding **Ozzie**, (crew member number 14) after finding him in one of his favourite resting positions, on the Pilots jacket, while he was busy piloting **Diamantgracht** into Port Phillip on 22-9-2010.



Photo : Andrew Mackinnon (c)



Above seen the **SEP ORION** new-build Jack-Up loaded onboard Dockwise **TEAL**, before departure from BUSAN to Batam Indonesia to pick-up another cargo.

Photo : Sep Orion crew (c)

Merchant vessel YORK pirated in the Somali Basin

On the morning of 24 October, the MV **YORK**, a Singapore-flagged tanker, was confirmed pirated in the Somali Basin. The MV **YORK** had recently left Mombasa on route to the Seychelles. The vessel was attacked on 23 October by two skiffs, approximately 50 nautical miles East from Mombasa. The Turkish warship **GAZIANTEP**, operating under the Combined Maritime Forces (Task Force 151) launched her helicopter to investigate. The helicopter was able to observe pirates with weapons on board the vessel.

Initially the MV **YORK** was drifting but then began moving at 10 knots this morning. In a separate but seemingly linked incident the fishing vessel **GOLDEN WAVE**, pirated on 9 October 2010, was seen in the vicinity of the MV **YORK**. The MV **YORK**, deadweight 5,076 tons, has a crew of 17, of which one is German (Master), two are Ukrainians and 14 Filipinos. Including the MV **YORK**, Somali pirates are currently holding 19 vessels with 428 hostages. EU NAVFOR Somalia – Operation ATALANTA's main tasks are to escort merchant vessels carrying humanitarian aid of the World Food Program (WFP) and vessels of African Union Mission in Somalia (AMISOM). EU NAVFOR also protects vulnerable vessels in the Gulf of Aden and Indian Ocean, deters and disrupts piracy. EU NAVFOR finally monitors fishing activity off the coast of Somalia. Source: EUNavFor

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Dry bulk market still heavily dependent on China, posts small weekly loss of 1.27%

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 299

With every twitch and turn from China's metals industry, the dry bulk market is disproportionately affected, as evidenced by the course of the freight rate this week. According to the industry's benchmark, the Baltic Dry Index (BDI), the week ended with a small loss of 1.27% at 2727 points, with Friday being the only positive session after five straight losing ones. According to shipbrokers, this week could be a better one, with cold weather in China seen as the major contributing factor to a potential increase of coal demand. Meanwhile, the capesize segment of the market managed to stay ahead of the pack, with Chinese iron ore demand retaining freight rates to very firm levels (weekly gain of 0.64%), while average earnings are now at a healthy \$45,657 per day. According to Arctic Securities, a drawdown of iron ore inventories in China and high domestic prices were likely to lead to high iron ore imports the fourth quarter. In its weekly report, N.Cotzias Shipping Group mentioned that although this week's changes were minimal, high volatility is the key of all markets and the constant upswings followed by quick rapid downfalls that are mostly recovered within the month, have caused a greater degree of uncertainty to the market. "Deals are performed but the overall question of most shipping investors is that these shorter term volatility fluctuations don't really pose investment opportunities based on "proper timing". How can you time your investments when secondhand prices are considered to be on the "high" side remaining fairly stable and don't have the time to follow the ups and downs of the freight markets? In any case what can still be considered a blessing is that the dry bulk market daily earnings are well above any critical survival levels and only expensive ships acquired during the Feb 2007 - Jul 2008 period with a greater degree of leverage, can be considered as possible "sufferers" even at today's rates" the shipbroker said.



The Italian bulker **F.D.CHRIS DE ANGELIS** seen eastbound in the Singapore straits yesterday morning

Photo : Piet Sinke (c)

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

In terms of deals, Golden Destiny reported 31 sales in the secondhand and demolition market this past week. The highest activity has been witnessed in the newbuilding market with 25 orders reported in total. In the secondhand market, 20 vessels reported to have changed hands this week equalling a total amount of money invested around of \$367,250,000, with only 1 transaction reported on private terms. In terms of reported number of transactions, the S&P activity has been marked with a 35% negative w-o-w change while is standing at same levels of previous year's weekly S&P activity in terms on number of transactions. The bulkcarrier sector attracted most interest from the investors' side, with an investment capital of \$274,400,000, around 74% share of the total invested capital in the S&P secondhand market.

"In the demolition market, 11 vessels reported to have been headed to the scrap yards of total deadweight just 443,712, with the most of activity being concentrated on India. In terms of reported number of transactions, the Demolition activity has been marked with 57% positive w-o-w change whereas the demolition activity mostly concentrated on smaller size vessels. In terms of scrap rates, the highest scrap rate has been achieved this week in the dry sector by India for two Ro-Ro / passenger vessels at \$ 465/ldt. At a similar week in 2009, just 3 tanker vessels were reported for scrap equalling a total deadweight of around 172,278 tons, two of them headed Bangladesh and one

Pakistan, at a price around \$320-330/ldt The Greek presence has been noticed this week in the secondhand market with 5 transactions reported, three in the bulkcarrier sector, one in the tanker sector, however the company is US listed and one in the Gas tanker sector, equalling a total amount invested around US\$ 140,600,000, while in the newbuilding market just one order for four Post Panamax Containers was reported at private terms. In the newbuilding market, 25 vessels reported to have been ordered equalling a total deadweight of 2,975,300 tons, while at similar week in 2009 15 orders have been reported, 10 in the bulkcarrier and 5 in the Tanker sector. The total invested capital in the newbuilding business estimated to be around of US\$ 1,019,800,000, while 16 transactions reported on private terms. In terms of reported number of transactions, the newbuilding business has been marked with a 47% positive w-o-w change with Bulk carriers, Tankers and Containers being in the front line. This week the Greek presence was noticed in the Container sector, with an order for 4 8,500teu vessels, contracted at private terms, however the deal is rumoured to have some subjects attached" reported Golden Destiny.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Somali pirates hijack two ships over weekend

Somali pirates seized control of the German-owned merchant vessel **Beluga Fortune** in the Indian Ocean on Sunday, the second hijacking in the region in as many days, a regional maritime official said. "The **Beluga Fortune** was taken today in the Somali basin. We don't know yet exactly where she was hijacked or where she was heading to," Andrew Mwangura of the East African Seafarers' Assistance Programme told Reuters. The **Beluga Fortune** is owned by the Bremen-based Beluga Shipping. Mwangura said the vessel was likely flying a flag of convenience.

It was not immediately clear how many crew were aboard at the time the ship was commandeered by pirates, nor what it was carrying. Somalia has lacked an effective central government for almost two decades and is awash with weapons. The mayhem on land has allowed piracy to boom in the strategic waterways off its shores linking Europe to Asia and Africa.



File photo of the **BELUGA FORTUNE** seen arriving in Rotterdam 09-12-2009 – Photo : Frans de Lijster (c)

Earlier, it was reported sea-bandits from the lawless Horn of Africa nation had grabbed a Singapore-flagged liquefied petroleum gas (LPG) tanker 50miles (80km) off the coast of east Africa. Mwangura said the pirates seized the Greek-managed MV **York** off Kenya on Saturday afternoon, less than 12 hours after it sailed from the Kenyan port of Mombasa.

The European naval force, EU Navfor, said the vessel had a crew of 17, including a German master, two Ukrainians and 14 Filipinos, and was seized 50miles (80km) from Mombasa. "She was taken at 5.30pm local time. She was sailing empty after discharging her LPG cargo at the Shimanzi oil terminal in Mombasa," Mwangura told Reuters. A pirate who identified himself as Hassan told Reuters by telephone that the LPG tanker, which has a deadweight of 5,076 tonnes, was heading for Garad, a pirate base on the coast of central Somalia. Somali pirates are holding 20 vessels with more than 430 hostages, according to EU Navfor. Typically they earn a ransom for their release.



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The new **GMS Endurance** seen in Abu Dhabi Freeport, she was built at GMS' own yard in Musaffah, UAE. The identical **GMS Endeavour** is presently under construction at the same yard, this barge is equipped with a **300 Ton Huisman** heavy lift crane Both barges are built to a **GustoMSC NG2500-X design**

Photo : Bas de Blok ©

Doing without drydocks

Drydocking a ship periodically has been regarded as important, and an adequate network of drydocks and graving docks has been regarded as essential for both efficiency and safety. At the regular docking, the fouling over the ship's submerged body can be scrubbed off, new coatings applied while the important underwater elements, such as the stern tube and its seals which prevent water getting into the ship (and any oil getting out) can be inspected. The

propeller can be polished, and the various intakes such as the sea water suction, or the bow thrusters and its tunnel, can be inspected and overhauled. It is fair to suggest that shipowners regard drydocking as a necessary evil, with the ship out of service for this periodic inspection. Drydocks are expensive to hire, and with so many very large ships at sea, it is sometimes difficult to find one available, especially for an emergency. It is usually necessary to book many months, or even years, ahead of the drydocking date, while big owners of big ships often contract their dockings on a block booking system that they hope will give them preferential treatment for their vessels. Owners have tried to convince classification societies that the interval between dockings could be extended, on the grounds of more reliable and high performance hull coatings that keep growth at bay for longer, along with maintenance programmes that help to demonstrate the vessel's ongoing quality. But what is a real breakthrough is underwater maintenance and repair equipment and technology that will virtually do everything a drydock can do, but without needing that drydock. There are now underwater repair specialists that will undertake quite extensive repairs using "cofferdams" – chambers that can fit tightly to the underwater body of a ship and provide a dry refuge to the repair team. It is possible to scrub growth off the underwater shape, even to recoat with certain coatings, while propeller polishing is a job that can be done by divers as well as can be undertaken by people working in drydocks. It then becomes possible to extend the intervals between dockings, with savings in time and money, and without having to take the ship out of service. Much of this technology has emerged from the offshore industry, where maintenance regimes and specialist coatings have been developed that will enable floating platforms and storage vessels to stay on station for 20 years or more. Ships will still need drydocking, but not so often, and the huge expense of building docks capable of taking today's huge vessels might be mitigated. **Source: BIMCO Seascapes**



Greenpeace's **RAINBOW WARRIOR** seen arriving in Singapore yesterday morning - **Photo : Piet Sinke ©**



Nato frustrated amid Somali piracy deluge

One year since UK couple Paul and Rachel Chandler were taken hostage by Somali pirates, the BBC's East Africa correspondent, Will Ross, looks at how the fight to end piracy is going "When we come across a boat with ladders on board, we can be sure they are pirates," says a senior member of Nato's anti-piracy task force. "After all, there are no known window-cleaning operations in the Indian Ocean." More often than not, when the international warships capture these pirates, they disarm them, leave them enough fuel to get back to Somalia and set them free. The pirates have even on occasion managed to get their engines overhauled courtesy of some naval expertise. "There is obviously massive frustration," said Lt Cdr Simon Ward aboard the Danish warship, [Esbern Snare](#). "We are out here to eradicate piracy. We are achieving that, in a way, but we are not sending people through the courts, which is what we would like to see more of. "But we are doing the best we can given the situation we've been given." Catching suspects in the act of piracy is extremely difficult, and possessing pirate paraphernalia is not enough to stand up in court. Few countries are willing to prosecute the pirates, and unless that changes, the deterrent is weak.

At any given time there are up to 30 warships operating in the Gulf of Aden and the Indian Ocean, but the navies are having only limited success. Without the warships, the picture would be far worse as they are managing to deter and disrupt piracy. The problem is one of scale. "When you look at the Somali basin, it is basically the size of Western Europe," says Commodore Christian Rune, commander of Nato's anti-piracy task force. "It's like patrolling Western Europe with a couple of police cars - there is no way you can respond to every robbery." The Nato task force has been urging the cargo vessels to do more to protect themselves, including travelling at high speed in the dangerous areas, and putting extra look-out crew - even dummies - on deck. Another possibility is building a strong room into which the crew can retreat before pirates get aboard. This buys time for a warship or helicopter to rescue the ship as the pirates cannot move the ship or get to the highly prized crew. Nato now says many of the successful hijacks are against ships which ignore the advice, known as Best Management Practice. Although figures vary, some reports say the pirates are currently holding 26 vessels along with 486 crew. From this they will receive tens of millions of dollars in ransom. The crew aboard the [Esbern Snare](#) even refers to the pirates having a "business plan". It might seem like a strange turn of phrase, but it is spot on. This is big business, which evolves as the circumstances change. As the international naval operations have become more co-ordinated and efficient, the pirates have expanded their area of operation. It is rare to get a glimpse of a pirate lair on the Somali coast, but Nato says it knows of at least nine locations. The task force has images of one lair, which it has called Great Pumpkin, where ladders for scaling the sides of vessels are on display alongside barrels of fuel and water. There is no shortage of the small boats known as skiffs at Great Pumpkin, and there are also larger whalers or mother ships which have become vital these days as the pirates head more than 1,000km (620 miles) out to sea. Behind the boats are the 4x4 vehicles - bought from the piracy proceeds.

The warships get within a mile of the Somali coast, and the crews can watch the pirates making preparations, but they have no mandate to take any action. In fact, no-one has a mandate. Even the Somali government has no control over these well-guarded bases, and as long as Somalia is engulfed in conflict, that situation is unlikely to change. Meanwhile, the impact of piracy is continuing to disrupt trading and commerce all around East Africa. In the Kenyan port of Mombasa a Chinese cargo ship is unloading mobile homes for a Chinese oil company. It is then heading to South Africa, where it will pick up coal and other minerals for China. "Normally the journey from China to East Africa takes 21 days. But because of the pirates, we had to go around the southern tip of Madagascar and it took five days longer," said Zhang Guosen, the captain of the 30,000-tonne [Le Yi](#). He has taken a few of the recommended measures in order to make it harder for pirates to get on board, including wrapping barbed wire around the side of the ship. But Mr Zhang looks exasperated when asked about the operation to stop the pirates. "When the warships catch the pirates, they send them back to Somalia. That's not a good idea. They go home, get more weapons and go back to sea to do more piracy," says Mr Zhang. "There is no risk for the pirates. We are too soft on them. They should be locked up for a very long time." The navies even end up catching the same pirates twice. Without more convictions, the status quo looks set to carry on for years. The question is whether the warships can afford to stay that long.

Source: BBC

International Tugmasters Association

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Who is the ITA for?

The ITA site is primarily intended for qualified Tugmasters, but much of the information provided will be of use to all tug crew members and tug companies.

Many sections are freely available to all visitors, although certain areas can only be accessed by members.

The forum can be viewed by all but only posts from Tugmasters are submitted. Also the shout box (live discussion), news letters and additional features can be accessed by members only.

This association is about tug people and what is best for them and their industry. ITA membership traverses personal likes or dislikes, competing companies or cultural differences.

What does ITA stand for?

The ITA constitution clearly states:

The International Tugmasters Association does not have and will not have any direct alliance with any political or industrial organisations, unions, companies or authorities.

The Association exists primarily for the protection and betterment of members' professional interests, the adoption of the objectives stated above and industry best practice, the enhancement of safety and the development of Tugmasters.

It is also important to state that it is the executive's absolute intention to establish good working relationships with all sectors of the towage industry by working together in a meaningful and respectful manner for the common good.

What is the cost to join ITA?

Membership fees per annum are:

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|-----------------------------|----------|
| a. ITA Fellow | USD \$40 |
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| c. ITA Associate Member | USD \$30 |
| d. ITA Retired Member | USD \$20 |
| e. Initial Registration Fee | USD \$20 |

After joining you will receive an ITA Certificate, welcome letter and free ITA gift.

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WWW.TUGMASTERS.ORG



Above seen the 31st edition of the 606-nautical mile **Rolex Middle Sea Race** that started yesterday Saturday 23rd October 2010 from Grand Harbour. Registration closed on Friday, 83 boats from 18 countries have been entered so far. Included in this number and back to defend, are 2009 Overall Winner, Andres Soriano on the 21-metre mini-maxi **Alegre** (GBR), and Line Honours winner, Mike Slade on the 30.5-metre **ICAP Leopard** (GBR). The race is organized and hosted by the **Royal Malta Yacht Club**, which moved into brand new quarters overlooking Marsamxett Harbour, just prior to last year's race. **Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©**

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An advertisement for Multiship Towage & Salvage. The top left features the company logo, which consists of a stylized blue and yellow 'M' followed by the text 'MULTISHIP TOWAGE & SALVAGE' in bold blue and yellow letters. Below the logo is a photograph of a white tugboat with yellow accents, moving through the water and creating a large white wake. The number '16' is visible on the side of the tugboat. At the bottom of the advertisement, the website 'www.multiship.com' and email 'info@multiship.com' are listed in blue text.

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The **Caribbean Express** was towed into the Port of Cape Town by the tug **Hako 18** and assisted by three harbour tugs on Friday afternoon. Earlier this week she dragged her anchor to 0.9 nm from the beach.

Photo : Glenn Kasner (c)

French unions call for more strikes

French labor unions called for two more days of nationwide strikes and street demonstrations to protest the government's controversial pension reform plans. The unions named Oct. 28 and Nov. 6 as the next days of action as the government accelerated passage of the reform bill that would increase the minimum retirement age to 62 from 60. As the Senate prepared to vote on the bill Friday night, splits appeared in union ranks over whether to continue the protests, which dockworkers joined Oct. 19. Two of the country's eight largest unions said they will call off a strike after the legislation passes into law, likely to happen early next week ahead of the next planned walkout. However, the militant CGT union, which has a large membership among dockworkers, is backing further strike action, meaning the nation's major ports, including Marseille and Le Havre, the largest box port, likely will shut down on Oct. 28. Riot police, acting under orders from President Sarkozy, broke up a blockade of an oil refinery near Paris Friday, Oct. 22, one of 12 facilities that have been shut for at least a week causing supplies to dry up at over 4,000 gas stations. The French truckers' organization warned its members would have to lay up their vehicles soon because of a lack of diesel. Meanwhile, a separate strike at the port of Marseille's Fos-Lavera oil terminal over plans to privatize stevedoring continued into its 26th day Friday stranding 69 ships offshore waiting to unload. The port authority said it will start ordering ships to leave soon because anchorages off the oil terminal and the neighboring general cargo, roll-on, roll-off and container port, are full. Source: joc.com

SHIPYARD NEWS

A photograph showing an offshore oil rig under construction in the ocean. The rig is a large, complex structure with many levels and cranes. A red and white tugboat is visible in the foreground, and another smaller vessel is further back. The water is blue and the sky is clear.

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Swift drilling's new platform seen at full height at Drydocks World in Batam (Indonesia)

ROUTE, PORTS & SERVICES

Thirteen container lines vow to use costly, eco-fuel in Hong Kong

THE Hong Kong Liner Shipping Association (HKLSA) has 13 members signed up to the Fair Winds Charter, an agreement to use low-sulphur fuel in Hong Kong harbour, which now includes APL, Evergreen, CMA CGM, Hamburg Sud, Alianca, Hapag-Lloyd, Hanjin, Hyundai, Maersk, MOL, NYK Line, OOCL, and Yang Ming.

HKLSA says the low-sulphur fuel is "very expensive" and will cost to each line between US\$1 million to \$2 million annually. Earlier, HKLSA secretary Roberto Giannetta told the Hong Kong Shipping Gazette that the cost would be borne by shippers - and locally by the 100,000 passengers who use the Hong Kong ferries every day if the cost fuel scheme is ever applied to them.

While the HKLSA wants low-sulphur fuel use imposed on Hong Kong ferries, it is first urging the Hong Kong government to press the Guangdong government to impose expensive fuel use in the Pearl River Delta to ensure mainland ports do not benefit from Hong Kong's extra environmental costs. This represents more than 80 per cent throughput of HKLSA in Hong Kong and would involve some 430 vessels of participating lines, amounting to more than 5,300 vessel calls per year. The charter proposes that participating member shipping lines will voluntarily switch to low-sulphur fuel while at berth in Hong Kong, between January 1, 2011 and December 31, 2012.

Participating vessels at berth will convert to low-sulphur fuel in auxiliary generators that power shipboard electrical systems. HKLSA has requested the Hong Kong SAR government to speed up discussion with the Guangdong government to introduce regulations consistent with international standards on ship emissions on both Hong Kong and Pearl River Delta by December 31, 2012.

The association also seeks to encourage container terminals to support this initiative by offering advantages to participating ships, as well as by addressing emissions from cargo handling equipment, and the trucks and local craft that service the terminals. HKLSA believes this will offer a more effective approach towards better air quality in Hong Kong and the Pearl River Delta (PRD), saving up to 80 per cent of emissions from sulphur dioxide and particles. It will also ensure a level playing field for the industry, and enhance the competitiveness of Hong Kong and PRD ports.

Source : Schednet



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ARNEBORG RENAMED IN SLOMAN SPRINTER



The Dutch registered 141m, **ARNEBORG** of Wagenborg seen at 10-12-2008 in Malta. The vessel was yesterday renamed in **SLOMAN SPRINTER** – Photo : Getju Spiteri (c)

IMC develops VLOC berth at Lianyungang

IMC Group has signed several agreements with its Chinese partners to develop a bulk terminal, a specially designed cargo delivery system and an inner river berth with stockpile facility. IMC Industrial Port Development & Management Pte Ltd has entered into a joint venture with Jiangsu Xinsugang Investment & Development Co Ltd and Jiangsu Shagang Group to invest and operate two 300,000-tonne vessel berths at Lianyungang known as XSG-IMC Port. When fully operational in 2011, the bulk terminal, costing RMB3 billion, will be the largest of its kind in Jiangsu Province with an annual handling capacity of 42 million tonnes. This will allow Lianyungang to be served by large sea-going vessels such as the Very Large Ore Carriers (VLOCs). The three partners are also investing in a specially designed cargo delivery system involving a 9km conveyor belt through a mountain tunnel which directly connects the sea port to the inner river berth and inland stockpile. IMC Lianyungang Logistics Pte Ltd will partner Jiangsu Xinsugang Investment & Development Co Ltd to develop the inner river berth and inland stockpile. The stockpile will enable blending and storage of bulk goods. From the inner river berth, bulk goods can be transferred onto 1,000-tonne barges and delivered by a canal system linked directly to the Yangtze River, thus facilitating the movement of bulk goods to the central parts of China. Bulk goods can also be transported by the Long Hai Railway linking eastern and western China. "This multi-modal transportation of iron ore and coal will accord greater efficiency and reduce costs, thus benefiting the steel mills and power plants in the inland parts of China," IMC said in a statement. Source : Seatrade asia



Above seen the **Dewi Sawitri** at Singapore Roads - Photo : Reinier Meuleman (c)

Port of Tallinn the fastest growing port in Eastern Baltic

Port of Tallinn was the fastest-growing port in Eastern Baltic by its nine-months cargo handling, according to figures reported by The Lithuania Tribune. In comparison of nine-month 2010 results with the nine months of 2009, Port of Tallinn increased its cargo turnover 16.8% from 23.3 million tons to 27.2 million tons. Second-fastest growth (16%) was posted by Ust-Luga in Russia that handled 8.3 million tons of cargo, up from 7.1 million tons a year earlier. Ust-Luga was followed by St. Petersburg that increased cargo handling 15% growth from 37 million tons to 42.5 million tons.

Fourth by growth was Klaipeda that gained 11.8% from 20.1 million tons to 22.5 million tons. Ljepaja in Latvia managed to grow 0.4% from 3.15 million tons to 3.16 million tons, while Riga was down 0.2% from 22.36 million tons to 22.32 million tons, Primorsk fell 2% from 58.7 million tons to 57.7 million tons, Ventspils fell 8.5% from 20.7 million tons to 18.9 million tons, Vyborg was down 6% from 0.8 million to 0.7 million tons. **Source: Baltic Business News**

Oman's oil output at nine-year high

Oman has boosted its oil production to a nine-year high of 875,000 barrels per day as the Gulf country is pushing ahead with an ambitious programme to develop its hydrocarbon sector, a senior Omani oil official has said. The country, which is not an Opec member, also pumped nearly 97 million cubic metres a day of natural gas in September, an increase of about seven per cent over the same period of last year, said Nassir bin Khamis Al Gashmi, Undersecretary of the Omani Ministry of Oil. "Oman's oil production stood at around 875,000 bpd in September, the highest level since 2001," he was quoted as saying by local newspapers on Sunday.

He said oil production in Oman is managed by seven companies, including the government-controlled Petroleum Development Oman, which controls the bulk of the country's hydrocarbon sector. The official said 22 local and foreign companies are also involved in exploration in the country. "As for gas, Oman's production reached around 97m cubic metres a day in September, a growth of seven per cent over September 2009," he said. Asked about oil prices, he said their current level is suitable as they cover production costs and allow Oman to pursue its costly enhanced recovery projects, which allow for the extraction of more crude. "The current price level also allows the companies to pursue the implementation of their development and exploration plans...if prices dip below this level, these companies might shelve some projects because of higher costs," he said. The surge in Oman's oil output is in line with its budget targets and is a result of a massive investment programme launched by the government to reverse a steady fall in its oil production in previous year due to lower field recovery rates. In 2007, Oman approved an ambitious \$10 billion programme to develop its oil and natural gas resources, which are officially estimated at around five billion barrels and 30 million cubic metres respectively. The plan is designed to develop gas deposits and push up oil production to previous levels. Production began recovering in 2008, when it grew by nearly 6.5 per cent to 756,000 bpd from 710,000 bpd in 2007. Official data showed Oman pumped around RO655.7 million (Dh6.2bn) in its oil sector and RO295.9m (Dh2.8bn) in the gas sector in 2009. The surge in oil production allied with a sharp rise in crude prices to boost Oman's oil export earnings by nearly 954 per cent to RO2.84bn (Dh27.3bn) in the first seven months of 2010 from about RO1.84bn (Dh17.6bn) in the first seven months of 2009, according to the Ministry of Economy. Gas revenues also swelled by nearly 21.7 per cent to RO445.7m (Dh4.27bn) from RO366.1m (Dh3.5bn). **Source: Emirates Business**

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Bahrain sailors charting new course

Bahrainis, historically known for their seafaring capabilities, are breaking new ground by becoming fully qualified marine pilots. The latest recruits are about to take up the role after completing a training stint at a major global port operating company. APM Terminals Bahrain operations department employees Maitham Mansoor Ahmed, 32 and Abdul Aziz Yaqoob Almahmeed, 35, are now on board United Arab Shipping Company (UASC) vessels MV Al Wajbah and MV Al Ihsaa for a year-long cadetship. 'As soon as they complete this stint, they will become fully-qualified pilots,' said APM Terminals Bahrain managing-director Steen Davidsen.

'They joined the company in 2006 and have been very enthusiastic workers ever since. It is good to see young Bahrainis doing such a challenging assignment,' Davidsen said. 'This is an example of opportunities that exist in this very challenging field,' he added. He said he hoped more youngsters would be attracted to this after the fine example the two had set. 'We also greatly support the contribution of UASC who have offered this highly complex training,' said Davidsen. 'This also furthers the succession plans in Bahrain of the AP Moller-Maersk Group,' he noted. Both APM Terminals and Svitzer Bahrain - the company that employs marine pilots and provides towage, salvage and other offshore support - are part of the AP Moller-Maersk Group. **Source: TradeArabia News**



Last Sunday (October 24th) the brand new IHC BEAVER **PRAKTIKAR-1**, build for Bangladesh, was loaded onboard the **Stellaprima** of Jumbo Shipping in the port of Rotterdam, the cutter dredger was loaded onboard the vessel by means of the sheerlegs Matador 3 (Bonn & Mees)


Photo : Bart Koole - IHC Beaver Dredgers B.V. (c)

Bangladesh agrees to give India access to Chittagong, Mongla ports

Bangladesh has agreed to give India access to its Chittagong and Mongla ports. This move will help in enhancing the economic engagement and trade between Bangladesh and the entire eastern and north-eastern India. "Bangladesh has responded positively to India's request for accessing these ports," the Commerce and Industry Minister, Mr Anand Sharma, told presspersons here after holding talks with his Bangladeshi counterpart, Mr Muhammad Faruk Khan. This will also increase investment and joint ventures between the east and North-East India and Bangladesh, Mr Sharma said.

Mr Khan said: "This has been decided between the Governments that Bangladesh will give access. But once the discussions are over, this will be done, of course." Earlier since Bangladesh was not giving access, India was building an alternative multi-modal route from Mizoram to Myanmar through the river Kaladan. In this regard, India was helping Myanmar develop Sittwe port. The two sides also signed an MoU for establishing Haats along the Meghalaya-

Bangladesh border. In the power sector, India and Bangladesh have already signed the \$1-billion Line of Credit, the Bulk Power Transmission Agreement and an MoU between NTPC and Bangladesh Power Development Board. Mr Sharma said India was currently constructing seven Integrated Check Posts and eight Land Custom Stations under a \$125-million ASIDE scheme. The two sides are also in discussion to construct the bridge across the Feni to begin trade between Sabroom and Ramgarh. India and Bangladesh have also agreed to increase their bilateral trade from the present level of \$3 billion to \$5 billion in two years. Two agreements on procedures were signed to facilitate movement of trucks between the two countries and also for movement of trucks from Nepal to Bangladesh both up to Land Customs Stations, thus fulfilling important commitments made during the visit of the Bangladeshi Prime Minister, Ms Sheikh Hasina, an official statement said. **Source: thehindubusinessline**



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Three run over by lorry in port

Three loadmen who were asleep in a fertilizer godown inside the Chennai Port Trust were run over by a lorry early on Sunday. Another person escaped with minor injuries.

Sources with the Harbour police said the incident occurred around 4.45 a.m. at Berth no.3 of Jawahar Dock after the driver of the lorry reversed the vehicle to go out of the godown after loading fertilizers. "Since it was raining at the time, some loadmen were sleeping inside the godown after work. The driver reversed the lorry without noticing the men asleep on the floor and ran over them," said R. Gunavarman, Inspector, Harbour police station.

Loadmen Kannan (18), Desappan (26) and Manikandan (26), all from Tsunami Colony in VOC Nagar, New Washermenpet came under the lorry's rear wheels and died on the spot. Another loadman Suresh (25), also from the same area, suffered injuries on his legs in the incident. Co-workers took him to the Government Stanley hospital where he was given treatment and discharged on Sunday afternoon, police sources said.

Kumar (52) of Tondiarpet, driver of the lorry abandoned the vehicle and fled immediately after the accident. He was apprehended in the evening by a police team. Harbour police registered a case under Sections 304 A (Causing death by negligence), 279 (Rash driving) and 337 (Causing hurt by act endangering life or personal safety of others) of IPC against Kumar. He was remanded to custody and sent to Puzhal prison, sources added. **Source : The Hindu**

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PKA unveils guidelines to resolve issues in Port Klang

Port Klang Authority (PKA) has taken the initiative to resolve disputes pertaining to deposit collection by shipping lines, non-vessel operating common carrier (NVOCCs) and box operators in the port community. This is in line with its vision to develop Port Klang as a preferred logistics hub. According to a PKA statement last week, importers and forwarding agents had frequently raised the issue of deposit collection by shipping lines, NVOCCs and box operators to recover post-delivery charges for detention, container repair and washing.

Both importers and forwarding agents have held that deposit collection is considered an unhealthy practice and has frequently led to disputes between various parties. In view of this, PKA had recommended best practices/guidelines to create a level playing field for all the logistics players in Port Klang. PKA's best practices/ guidelines were also adopted during the port consultative committee meeting which was held on Oct 5. All parties were requested to extend their fullest cooperation in facilitating cargo transactions to minimise any inconvenience to parties involved, the port said. "Shipping lines are encouraged to carry out proper assessment of their customers to avoid deposit collection for deserving cases," it added.

Noting that there may be instances where shipping lines, box operators and NVOCCs may require assurance against anticipated losses, PKA's guidelines were recommended to resolve possible issues that may arise. In principle, shipping lines, box operators and NVOCCs may collect a deposit from the consignee if they have previously defaulted on a payment due or failed to settle due payments or the consignee has no prior transactions with them. The guidelines would also help industry players resolve disputes on container damages as they outlined the modus operandi for the container delivery system, PKA said. PKA said it believed that commitment from every party in the logistics chain was vital and essential to improve the efficiency of the delivery system. **Source : The Star**



The **POPLAR ARROW** seen leaving the port of Santos – **Photo : Gustavo Castro de Sousa (c)**

Nord Stream pipe-laying now under way in five Baltic Sea countries

Laying of the Nord Stream natural gas pipeline is now underway in the waters of all five countries through which it will pass. This milestone was passed on October 19, when the section of pipeline being laid by the **Castoro Sei** pipelay vessel reached Danish waters, approximately 50 kilometres south of Bornholm.

Castoro Sei had picked up the pipeline in German waters where the flat-bottomed **Castoro Dieci** had completed ahead of schedule the difficult shallow-water section at and near the German landfall. In the meantime at the other end of the 1,224 kilometre pipeline route the world's largest pipelay vessel, the 300 metre long **Solitaire**, has just reached the Finnish Exclusive Economic Zone (EEZ) having completed a key section in Russian waters. It had picked up the pipeline where **Castoro Sei** had completed the section at the Russian landfall. **Castoro Sei** had started laying the Nord Stream Pipeline in April 2010 in the Swedish EEZ off Gotland, laying pipe in an easterly direction into Finnish waters before laying down the pipeline and moving on to Russia.

Nord Stream has now completed over 500 kilometres of the 1,224 kilometre natural gas pipeline through the Baltic Sea and is on schedule to start transporting gas from Russia to customers in the European Union in late 2011.

Source : Offshore News Online



The **DANUBE HIGHWAY** seen passing the English Channel – Photo : Jan Plug (c)

DP World Q3 throughput up 14% to 13 million TEUs

Global marine terminal operator DP World on Monday announced it handled 13 million TEUs (twenty-foot equivalent container units) across its portfolio of 50 operating terminals in the third quarter of the year, an increase of 14 per cent against the same period last year and a 15 per cent increase for the first nine months of the year to 36.7m TEUs compared to 31.8m TEUs in the corresponding period of last year. "The strong Q3 results in our container operations will lead to a better second half than first half of the year; however, a slightly lower contribution from non-container operations is anticipated. Despite that, we remain on track to meet full year results in line with our expectations," said DP World CEO Mohammed Sharaf.

Volumes for DP World's consolidated terminals grew 8 per cent in the third quarter to 7.3m TEU and 7 per cent for the first nine months of the year to 20.5m TEU. "Like-for-like volume growth for our consolidated terminals for the third quarter was 9 per cent and for the first nine months of the year was 10 per cent," a company statement said. "Container volumes have remained strong during the third quarter of the year with DP World's container volumes back in line with 2008 peak levels and with many of our regions delivering double-digit growth over Q3 last year," Sharaf said. The UAE has continued to deliver improved volume growth in Q3, reporting an increase of 4 per cent to 3m TEU and taking the number of containers handled in the first nine months of the year to 8.6m TEU or 3 per cent more than the prior period.

"The performance in the UAE is particularly pleasing. Handling 3m TEU in the third quarter puts the region back in line with its busiest quarter ever at the end of 2008," Sharaf added. Non-container volumes in the UAE have also shown some improvement in the third quarter but year to date remain at lower levels than the same period last year.

"DP World continues to handle container volumes ahead of the levels reported in 2008 reflecting how resilient our portfolio was to the global declines in 2009," the company statement said. Volume growth in the third quarter was driven by strong growth in the Asia Pacific, Americas and Australia region as well as a continuation of returning volumes across Europe and a stabilisation of volume growth in the UAE, it added. DP World also added that its new developments in Vallarpadam, India and Karachi, Pakistan remain on scheduled to open later this year. The Nasdaq Dubai-listed port operator had a couple of weeks ago reiterated that it would seek a dual listing in the London Stock Exchange (LSE) soon after it publishes its financial results next March. "The balance sheet gets signed in March next

year for 2010, soon thereafter, we shall be filing,” CFO Yuvraj Narayan had said on the sidelines of a conference in Dubai. The company has delayed plans for a primary listing on the LSE earlier this year, as it awaited a link between a unified trading platform in Dubai and the LSE **Source: emirates247**

OSM Offshore signs crew management contract for Edda Fiedes

OSM Offshore has signed a crew management contract with Edda Accommodation in Norway for the offshore accommodation vessel **Edda Fiedes**. Edda Accommodation is part of the Østensjø Group in Haugesund at the west coast of Norway.



Model of the Edda accommodation unit as seen at the SMM 2008 in Hamburg – **Photo : Piet Sinke (c)**

The accommodation vessel **Edda Fiedes** is being built at the HJ Barreras shipyard in Vigo, Western Spain. OSM Offshore's agreement with the company will commence from 1 April 2011. **Edda Fiedes** is 130m long and will provide accommodation for 600 people and a flexible capacity for up to 1,000. The DP3 vessel will be equipped with a telescopic gangway and has a 1,400m² deck and a propulsion system that will use five Voith Schneider VSPs. **Source : Offshore News Online**

Turkmenistan takes delivery of Ceyhun tanker built at Krasnoye Sormovo

Krasnoye Sormovo shipyard (part of MNP Group) and representatives of the State Service of Maritime and River Transport of Turkmenistan signed the protocol of delivery and acceptance of the **Ceyhun** oil tanker, MNP's press service reports. The Caspian Sea-bound vessel is expected to call at the port of Turkmenbashi on Oct. 27, 2010.

The tanker **Ceyhun**, ordered by the State Service of Maritime and River Transport of Turkmenistan, was launched on 31 August 2010 at Krasnoye Sormovo shipyard. The lead ship of the new tanker project 19900 was developed by the MNP's Volga-Caspian Design Bureau.

The new river-sea-going ship has more storage capacity and is more suited for navigation in extreme marine environments. Krasnoye Sormovo shipyard won the bidding for the 7,100DWT tanker contract in April. The contract with Turkmenistan was signed in May this year. General Director of MNP Group Vadim Malov: "The tanker handing-over to the customer was timed to the Independence Day of Turkmenistan, which is celebrated on October 27. This is the first tanker of the new series and the third, built by our shipyard for the Turkmenistan's fleet. Just a year ago, the second ship Khazar built by our company, called at the port of Turkmenbashi on the Independence Day. Then and now this is our congratulations to the people of Turkmenistan on the occasion of the most important official holiday of the country. One of the priorities of state policy pursued by Turkmenistan's President Berdimuhamedov, is the development of the country's transport infrastructure and creation of a modern fleet. Our shipyard is building for Turkmenistan the vessels, in compliance with safety and ecological standards, equipped with the state-of-the-art facilities".

The ship was assigned to Eco Project as she was built to special requirements and environmental safety rules of the world's oil companies and to additional requirements to prevent emergency oil spills. These environmentally friendly vessels are in good demand among cargo owners, maritime administration, port authorities. The Russian Maritime Register of Shipping's Tanker Class - KM * Icel [1] R2 AUT1-ICS OMBO LI VCS Oil Tanker (ESP). Specifications: length - 141.4 m, beam - 16.84 m, hull height - 6.82 m, deadweight in salt water - about 7,100 tons at a draft of 4.60 meters, in fresh water - 4700 metric tons at a draft 3.60 m, the capacity of twelve cargo tanks and two slop tanks - 8,256 cub. m, main engine power rated at 2h1200 kW, operational speed - 10.5 knots. The main engines are two medium-speed diesel engines rated at 1200 kW, operating on heavy fuel oil of viscosity IFO380.

A group of companies of Sea and Offshore Oil and Gas Projects (MNP Group) is the company who manages projects in the field of shipbuilding. The Group incorporates: Krasnoye Sormovo Shipyard (Nizhny Novgorod), Sormovskoye Engineering (Nizhny Novgorod) and the Volga-Caspian Design Bureau (Nizhniy Novgorod). **Source : PortNews**

Lezing KNVTS afdeling Rotterdam

Donderdag 28 oktober 2010

"Genomineerde schepen voor de 'SCHIP VAN HET JAAR' prijs"

Op 10 november a.s. zal op het jaarlijkse Maritime Awards Gala de winnaar van de 'Schip van het Jaar' prijs bekend worden gemaakt.

In aanloop naar deze bekendmaking zal op donderdagavond 28 oktober a.s. de drie genomineerde schepen worden gepresenteerd door vertegenwoordigers van de respectievelijke constructiewerven.

Het betreft:

- | | |
|-------------------|--|
| - de "Eemsborg" | gepresenteerd door Theo Klimp van Niestern Sander |
| - de "Vox Maxima" | gepresenteerd door André Kik van IHC Merwede |
| - de "Ethereal" | gepresenteerd door Jurjen van 't Verlaat van Royal Huisman |

De lezing zal worden gehouden in het Delta Hotel, Maasboulevard 15 te Vlaardingen; aanvang 19.45 uur. Vanaf 17.30 uur aperitief en maaltijd. Opgave maaltijd uiterlijk dinsdag voorafgaande aan de lezing om 12.00 uur, per e-mail aanmelden@knvts.nl of faxnr. 010-241 00 95 of per post. Voor alleen de lezing hoeft u zich niet aan te melden. U hoeft zich alleen op te geven indien u aan de maaltijd deelneemt! Kosten maaltijd: leden € 10,- niet-leden € 20,-

Neeltje Struijs vaart voor jacht in problemen

Zaterdag 23 oktober om 14.31 uur werd de schipper en bemanning van de **Neeltje Struijs** van KNRM station Stellendam door het Kustwacht Centrum gealarmeerd voor een jacht in problemen op het Haringvliet. Er werd uitgevaren richting de boei A 2 (Aardappelengat) waar het jacht **Zeeleeuw** met 6 personen aan boord problemen zou hebben. Het jacht was door de harde wind in problemen gekomen omdat de motor niet sterk genoeg was om tegen de

wind in te komen. Uiteindelijk lukte het om de haven van Hellevoetsluis binnen te lopen. Toen de reddingboot bij de A2 aan kwam was er niets te zien. Na informatie opgevraagd te hebben kwam men er achter dat het jacht al in Hellevoetsluis lag. Er werd daarheen gevaren om te kijken of alles in orde was. Dit bleek het geval te zijn waarna de [Neeltje Struijs](#) weer terug keerde naar station.



Sima Charters latest fleet addition is the [SC LYNX](#) seen above during some tests at the Waterweg

[Photo : Jan Oosterboer \(c\)](#)

Firm Picked for Mombasa Port Expansion Project

A Dutch company has won the tender to dredge the Mombasa port channel, which maritime experts say will boost the port's strategic position as a regional trans-shipment hub. The company, Van Oord Dredging and Marine Contractors, emerged the best in the evaluations, beating three other firms who submitted bids in April this year.

The Kenya Ports Authority (KPA) postponed the dredging (deepen, or widen a waterway, especially one intended for shipping) last year until the planned construction of a second container terminal commenced. The construction of the second container terminal and dredging of the channel, should begin simultaneously because the material that will be scooped from the sea will be used to reclaim part of the land for the second terminal.

"We are in the process of preparing the contract documents to be signed soon so that the dredging can start by next month or in latest in January next year," KPA Procurement Manager Mr Yobesh Oyaro said. "Since it is now over 14 days since the tender was awarded, we do not anticipate any hurdles and the dredging will go on as planned," Oyaro said.

The Mombasa port has lost the trans-shipment business at the Dar-es-Salaam port in the last two years due to the container terminal constraints. The shipping lines calling at Dar-es-Salaam port have sought alternative ports due to long vessel delays, the port operations manager Eng Joseph Atonga told the Saturday Nation in an interview.

"Mombasa is the most ideal alternative. We can only tap into this business once we construct the second container terminal and dredge the channel," Mr Atonga said. An expanded channel will enable the port to accommodate larger vessels that shipping lines prefer. The Mombasa Port channel has a limited water depth and port capacity.

Maritime experts emphasise the need to fast track the dredging of the port and construction of the second terminal to tap trans-shipment business already under threat from other regional ports. Once the a large capacity is created, the port will target trans-shipment business from Seychelles, Mauritius, Tanga, Zanzibar and Maputo. **Source : AIIAfrica**

OLDIE – FROM THE SHOEBOX



SS CONSTITUTION seen in Honolulu during 1986 berthed below the Aloha Tower (on her left) while her sister ship **SS INDEPENDENCE** can be seen on her stern. Constructed in 1951 for American Export Line, both liners were engaged on transatlantic services to the Med in direct competition with Italian Line also introduced at the same period **AUGUSTUS** and **GULIO CESARE**. Sold by the end of the 70 to Hong Kong based CY Tung and renamed **OCEANIC CONSTITUTION** and **OCEANIC INDEPENDENCE**, they were never reactivated for cruising role before to emerge in the Hawaiian archipelago for American Hawaii cruises reverting their original named in the 80'ties. **CONSTITUTION** was the first to go, being sold for scrap, she sank while under tow to Indian breakers in November 1997.

INDEPENDENCE remained in service some further years, before being withdrawn, laid up and sold to NCL America who intended to rebuilt her....Renamed **OCEANIC** and later **PLATINIUM II** she reached Alang breakers early this year. Before being beached she broke in two, ending the history of fine and graceful twins.

Photo : philippe.p.brebant@sfr.fr (c)

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.... PHOTO OF THE DAY



Dockwise **Black Marlin** seen at Samsung Yard Geoje Island South Korea, showing the Skidding out of Gazflot II part of the Gazprom program, 2 semisubmersibles for the Shtokman gas-condensate field, Barents Sea

Photo : Ken Taylor (c)