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**The tug BAUGE seen with the HENRY T LADING at the Westerscheldt pilot station
Photo : Jamie Reurink (c)**

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EVENTS, INCIDENTS & OPERATIONS



The super **STAR VIRGO** seen moored at the Singapore cruise terminal – Photo : Piet Sinke (c)
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Severe box shortages unlikely to recur in 2011

The severe box shortage is not likely to be repeat next year, with Chinese box makers (who produce 90% of the world's total) pushing up production, according to one of the top container leasing companies, TAL. Containers were in short supply globally due to the combination of renewed trade growth in 2010, severely curtailed container production in 2009 and lingering container production constraints in 2010, said a company statement.

TAL's fleet utilisation has continued to push upwards, averaging 98.1% in the third quarter of 2010 and reaching 98.6% on October 27. It has also continued to capitalise on the favourable market conditions by placing large orders for new equipment – ordering over R6-billion worth of new containers. This included over 300 000 new dry containers and almost 25 000 refrigerated containers. TAL's aggressive investment this year has been supported by renewed trade growth as well as by reduced direct purchases by shipping line customers.



The **EVER SAFETY** seen approaching the port of Colombo (Sri Lanka) – **Photo : Piet Sinke (c)**

"They have generally reduced their direct buying of containers this year," its statement added, "and increasingly relied on leasing." "This as the lines manage capital carefully due to the difficult market conditions they faced last year - and their large ongoing vessel expansion programmes." **Source : ftwonline.co.za**



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Crippled tall ship captain blames 'freak gust'

The captain of a tall ship has blamed a "freak gust" of wind for crippling his vessel. The **Fryderyk Chopin** lost both its masts about 100 miles (160km) south west of the Isles of Scilly on Friday. The vessel, which had 36 14-year-olds on board, was towed into Falmouth Bay by a tug and moored to a buoy earlier. Captain Ziemowit Baranski said the ship was built to sail around the world and should have been able to withstand the gale-force winds. He said the Polish-registered ship, which had previously sailed around Cape Horn, was hit by a freak gust on Friday. The teenagers have been brought ashore and are expected to spend the next few nights in a hostel.



One of the adult crew members said the young people were all "in very good spirits" and wanted to continue the voyage once repairs had been made to the masts and rigging. Teenager Natalia Galda said only adults were allowed on deck after the first mast was damaged. "It wasn't so terrifying for us, because we didn't see what happened," she told BBC News. "For us under the deck, life went on normally." The Polish-registered ship got into trouble about 100 miles (160km) south west of the Isles of Scilly on Friday. It had left Holland last month on a

three-and-a-half-month cruise to the Caribbean. The ship is owned by the European School of Law and Administration, a private university based in Poland. **Source : bbc.co.uk**

Japanese fishing vessel in Fremantle Port

A BOAT which independent MP Adele Carles claims is linked to the Japanese whaling fleet, has docked in Fremantle Port near anti-whaling vessel the **Steve Irwin**. Ms Carles has called on the State Government to ban Japanese fisheries vessels from berthing in WA ports.



The **MIHAMA** seen moored in Fremantle – **Photo : Jan Gossen Roos (c)**

She claims the Japanese boat **Mihama** is part of the agency which slaughters whales under the guise of scientific research in Antarctica every year. "Just last month, the Government announced details of its proposed Camden Sound Marine Park in the Kimberley, which acknowledges that area as one of the world's biggest humpback whale nurseries and breeding areas," Ms Carles said.

"How can the Government reconcile that with allowing vessels involved in the Japanese whaling industry to have access to our Ports?" "We should not be complicit in the Japanese fishing industry in any way. "Their vessels continue to plunder the world's marine resources through whaling, longline bottom trawling, illegal fishing and overfishing."

A Fremantle Ports spokeswoman said the **Mihama** has Federal permission to dock in Perth until the end of this week.

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She said the boat is a Japanese patrol vessel policing tuna fisheries in the Southern Ocean. Meanwhile Sea Shepherd founder Captain Paul Watson is due to land in Perth this evening. The Sea Shepherd crew will set sail for their seventh anti-whaling campaign in the frigid waters of Antarctica this Saturday.



The **STEVE IRWIN** which is moored just a few hundred meter away from the **MIHAMA**

Photo : Jan Gossen Roos (c)

The group, which uses militant tactics to disrupt whaling efforts, made headlines early this year when their stealth vessel the **Ady Gil** was 'cut in half' by Japanese whalers. A new monohull fast vessel, which looks like something out of batman and is yet to be named, will replace the **Ady Gil** this year and will be unveiled at Fremantle Port on November 6.

"This expedition will be our seventh campaign to oppose the illegal activities of the Japanese whaling fleet in the Southern Ocean and we hope it will be our last season," Sea Shepherd's Australian director Jeff Hanson said. "During the past six campaigns, we have saved the lives of nearly 2,000 whales and exposed illegal Japanese whaling activities to the entire world." Source : perthnow.com.au



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Panamax market losing steam after week of gains, newbuilding orders going strong

The dry bulk market began this week on a negative tone, with all shipping segments on the red, with Panamax in particular dropping the most, thus limiting last week's gains. The Baltic Dry Index (BDI) was down yesterday at 2,648 points, a fall of 1.12 percent compared to Friday's closing. Meanwhile, according to the latest weekly report from shipbroker Golden Destiny last week proved yet another investment intensive with 32 sales reported in the secondhand and demolition market, with the highest activity though witnessed in the newbuilding market. In total 26 newbuilding were reportedly ordered last week, with an aggregate deadweight of 1,576,600 tons. Golden Destiny said that 'in terms of reported number of transactions, the newbuilding activity has posted a 53% positive annual change. The total invested capital in the newbuilding business is estimated to be around of \$ 1,101,940,000, while 6 transactions reported on private terms. The bulk carrier sector attracted investors' appetite with activity in all sizes from handysize to capesize vessels, while the activity holds at the same levels of previous week with Greek owners seem to have postponed their newbuilding plans as their position linger towards more to the secondhand market'. Meanwhile, in the second hand market, dry bulk carriers remain in the spotlight, with 21 vessels changing hands during the previous week for a total of \$469,000,000, while four more transactions weren't made public. 'In terms of reported number of transactions, the S&P activity has been marked with a 5% positive w-o-w change while has been marked with a positive change of 10.5% comparable with previous year's weekly S&P activity in terms of reported number of transactions. The bulkcarrier sector attracted most interest from the investors' side, with an investment capital of \$290,200,000, around 62% share of the total invested capital in the S&P secondhand market' said the report.

The presence of Hellenic ship owners was once again active, with four deals reported in the dry bulk sector equalling a total amount invested around \$74,800,000, while in the newbuilding market just one order for two Supramax vessels of 57,000 dwt by Enterprises Shipping & Trading for delivery within 2012 at \$36,000,000 each, according to Golden Destiny. As for the still lagging behind demolition activity, 11 vessels were reported to have been headed to the scrap yards of total deadweight just 347,777, with the most of activity being concentrated on India. In terms of reported number of transactions, demolition activity is on the low edge with no signs of positive movement since last week's activity, while tankers appear to be the most popular scrap candidates. In terms of scrap rates, the highest scrap rate has been achieved this week in the wet sector by India for an aframax tanker of 82,424dwt built 1986 for \$480/ldt. At a similar week in 2009, 26 vessels were reported for scrap equalling a total deadweight of around 839,643 tons, with Bangladesh being on the lead by offering \$340/ldt for wet cargo and India with Pakistan to follow. In terms of the freight market, N.Cotzias Shipping Group commented that volatility still persists and is a normal part of the daily and weekly behavioural pattern at least of the major sized indices. Panamax demand was much improved over last week, and this extra demand was pushed higher by the better expectations that the paper market of FFA's gave. Period fixtures were improved and we will also see a period fixture in the Cape size segment that sets a new standard and possibly the lowest expected figure the market can sustain? Overall the cape market is in for a correction and possibly a greater convergence between the Panamax daily earnings and Capes will occur during this week said the shipbroker.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Somali pirates are holding over 435 sailors hostage

Figures gathered by the London-based International Chamber of Commerce's Commercial Crimes Services show that while the total number of attacks has declined, the numbers of crew kidnapped and ships hijacked has not. The pirates have had more success with less effort. On Saturday, pirates hijacked the Liberian-flagged **Polar** with a crew of 24 — one Romanian, three Greeks, four Montenegrins and 16 Filipinos. Another ship was attacked on Friday, and four on Thursday. Earlier this month, pirates took the Greek-flagged **York** and its 17 member crew, the Taiwanese fishing boat **Feng Guo** with 12 crew, and the Panamanian cargo ship **Asphalt Venture** with 15 crew. There have been 140 attempted hijackings reported this year, down from 217 in 2009, however, the number of ships successfully taken so far this year this year already stands at 40, against 47 in the whole year. The number of crew kidnapped so far this

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year stands at 790 and experts fear the figure will soon cross last year's number, 867. Some have been rescued, leaving the number still captive at just over 435.



File photo of the recently hijacked **POLAR**, above seen during August this year enroute Antwerp

Photo : P., M. & Ph. van Luik - www.shipsoffterneuzen.nl ©

Captain Mukundan, the ICC's director, said: "The multinational naval fleet has been doing a great job, but it simply can't be everywhere. It's a very big ocean". Each hijacked ship and its crew will bring the pirates holding it a ransom of anywhere between £1.5 and £3 million pounds. The 435 sailors now in Somalia are those for whom deals have not yet been negotiated, or work for owners who either cannot or will not pay the ransom. Peter Chalk, an analyst at the RAND Corporation, estimates Somali pirates made up to £ 93 million last year, with one case involving the Greek-owned Maran Centarus bringing in £ 4.3 million.

The US, UK, Europe, China, India and several other countries started joint naval operations in 2008, in a bid protect the 25,000 ships which transit through the Indian Ocean sea-lanes each year, carry much of the world's trade and energy supplies



File photo of the **IZUMI** which was hijacked on October 10th

Photo : P., M. & Ph. van Luik - www.shipsoffterneuzen.nl ©

The naval mission has had some successes. Last week, German and UK naval forces rescued the **Beluga Fortune** and its 16 crew. The Danish navy's **Esberne Snare** also destroyed a pirate mother-ship. But pirates have responded by

heading east and south into seas not patrolled by the anti-piracy force. Last week, an attack was reported 350 nautical miles west of the Indian port of Mangalore. Few shipping companies have been willing to invest in private security to protect their crew, which can cost as much as £ 15,000 per trip. The reason is simple: the global recession has hit the industry hard, and the piracy threat has already pushed up insurance costs. Both Somalia's fragile government and the jihadist groups it is battling see the pirate cartels as tactical allies, as well as source of cash. Eventually, an Indian naval officer involved in the counter-piracy mission told The Telegraph, a solution will have to involve dismantling the infrastructure of pirate gangs operating out of Somali ports—a fraught military enterprise no country wishes to become involved in. **Source: Telegraph.co.uk**

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'Dude, it's a whale', says boy who rode sea giant

An Australian teenager who climbed onto a whale and rode on its back has said he never intended to hurt the animal and had been acting instinctively when he put his arms around the massive sea creature. **[Sam Matheson, 14](#)**, said he was with a friend at Middleton Beach in Albany south of Perth when he saw the animal not far off the Western

Australian coast and decided to take a closer look. "I swam out to it and put my arms on it, sort of laid against it for about 20 or 30 seconds. I was out of the water from the waist up," the keen surfer told Perth's Sunday Times. "It was like a leather texture, like a really smooth leather, really soft. It wasn't even scary, it was like, 'Dude, it's a whale'." The teen said the whale, which he estimated to be about 14 metres (46 feet) long, did not even notice him until he laid on it. "Then it lifted up its tail, it went under and it pulled me down a bit, but I was fine and I swam back to the rocks," he said.

Matheson said he did not realise that it was illegal or dangerous to swim within 30 metres of a whale and that he now regretted his actions. "If I had known it was illegal I wouldn't have done it," he told the paper. The story of the teen whale rider made headlines after a witness photographed the boy clambering on the southern right whale, prompting officials to warn the public that doing so was illegal and potentially fatal.

They said the teenager was lucky to have escaped injury and the incident could easily have ended tragically had he been in the way of a tail slap or breaching action. Matheson was let off with a warning but harassing protected species carries a maximum fine of 10,000 dollars (9,890 US dollars) under environmental laws. **Source : google.com**



The **CSD Ursa** and **BKM 104** preparing for a new project in Freeport, Bahamas - **Photo : Ursa crew ©**

Cargo ship that ran aground in Moreton Bay likely holds hazardous materials, say authorities

A CARGO ship that ran aground near Brisbane Monday was likely to be carrying hazardous materials, maritime safety authorities said. Divers have inspected the hull of the **MSC Basel** for damage as officials try to determine if it was carrying chemicals, fertiliser or radioactive medical isotopes, Maritime Safety Queensland general manager Patrick Quirk said.

None of the containers were lost and it is not believed to have spilled any oil, the Courier-Mail reported. The incident comes 20 months after the **Pacific Adventurer** lost 62 tonnes of fertiliser into Moreton Bay when 31 containers fell from its decks during Cyclone Hamish. In April carrier **Shen Neng** hit the Great Barrier Reef off Gladstone.

A steering failure forced the Liberian cargo ship to run aground in only 3m of water off Moreton Island's northern tip at about 9.30am Monday morning. The 18-year-old ship, owned by a German transportation company, was last night safely anchored off the island's western side after freeing itself from the bank with the rising tide.



File photo of the **MSC BASEL** – Photo : Andrew Mackinnon - www.aquamanships.com ©

The incident will also be the subject to a detailed investigation by both state and federal maritime authorities. Mr Quirk said mechanical failure would be the focus of an investigation into the ship's grounding. "Moreton Bay has a degree of complexity in navigation, but there are no issues here in terms of navigation aids, we are focusing on a mechanical fault on the ship," he said.

He said a full safety inspection is needed before the vessel is cleared to leave, meaning the ship is likely to stay in the area for at least the next two days. Capt Quirk said a marine pilot was onboard at the time of the incident, but was left powerless to stop the huge vessel from ploughing into the sandbank after the ship's steering failed. "There was a port pilot onboard this ship as there are with all ships in Moreton Bay, commercial ships, and the pilot handled the situation in an emergency mode, but unfortunately when the steering failure happened he was unable to stop the ship and she ran aground," he said.

Moreton Regional Council mayor Allan Sutherland said he was immediately notified of the incident. "I think we are all very mindful of how environmentally devastating these things have the potential to be," he said. He said dredging had recently been undertaken as part of ongoing work but Mr Quirk said dredging did not contribute to the grounding.

Source : The Daily Telegraph

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'Panic rooms' urged for ships using Pirate Alley off Somalia

THE Trade Union Congress of the Philippines (TUCP) has urged the International Maritime Organization (IMO) to compel ships using the "Pirate Alley" off Somalia to build fortified rooms in their vessels where crew members can hide in the event of an attack. TUCP secretary-general Ernesto Herrera said the installation of "panic rooms" should be among the additional defensive measures taken by merchant ships to thwart pirates prowling the Gulf of Aden. Apart from communications equipment, Herrera said the secure rooms should have adequate food, water and ventilation provisions to enable crew members to survive until they are rescued.

TUCP is a national labor center whose member-organizations include the Philippine Seafarers Union, an affiliate of the London-based International Transport Workers' Federation. Herrera cited the rescue by British and German forces of 16 crew members aboard the German freighter **MV Beluga Fortune** which was seized by Somali pirates last Oct. 24. The sailors were rescued unharmed after they sent out a distress call, cut off the ship's fuel supply, shut down all power on the bridge, and dug themselves inside a safe room before they could be overwhelmed by the pirates.

Unable to take charge of the ship, or hold any crew member hostage, the pirates were eventually forced to abandon the vessel. The marauders were already gone when rescue forces arrived. Last Oct. 30, the Panama-flagged **MV Polar** which has 16 Filipinos in its crew was hijacked by pirates off Somalia. The Gulf of Aden is part of the vital Suez Canal shipping route between the Mediterranean Sea and the Arabian Sea in the Indian Ocean. The gulf is known by the moniker "Pirate Alley" on account of the growing piracy in the area.

Over 21,000 ships navigate the Gulf of Aden every year, and Herrera said many if not all of them are bound to have Filipino sailors on board. Foreign shipping firms, mostly based in the US, the United Kingdom, Japan, Norway, Germany, Greece, Cyprus, and Singapore, employ more than 350,000 Filipino sailors. Without counting the **MV Polar** and its crew, Somali pirates are still holding 19 vessels with 428 hostages. **Source : Malaya.ph**



The **CHALLENGE PEGASUS** seen off Singapore – **Photo : Piet Sinke ©**

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

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Somali pirate attacks foiled off Aden and Indian Ocean

SOMALI pirates have launched unsuccessful attacks on vessels from the Gulf of Aden to the Indian Ocean with one ship coming under fire, reports Lloyd's List. London's Containerisation International reported that a German-owned LPG carrier was abandoned by its Somali captors found themselves powerless after the ship's crew disabled the ship and locked themselves in a secure panic room, or "citadel" as they are being called at sea.

The 4,197-ton French-flagged gas tanker **Maido** was attacked and boarded by pirates about 100 miles off the Tanzanian coast, but as in the case of the Beluga vessel, the French-flagged ship's crew reacted swiftly to immobilise the ship before locking themselves into the fortified cabin.

Ships attacked include the Hong Kong-flagged 318,000-ton tanker **Starlight Venture** which encountered pirates in the Gulf of Aden and the UK-flagged 6,673-TEU **Maersk Karachi**, which was attacked in the Indian Ocean.

Another was the Liberian-flagged 73,630-ton **Hellespont Protector** which was also unsuccessfully attacked while in a warship-protected convoy. "When the attack occurred the master took evasive action to deter the pirates. The Thai Navy launched a helicopter in response to the request for assistance by the vessel," said EU Navfor, the European Union's anti-piracy naval patrol force. "Although shots were fired at the **Hellespont Protector** the vessel followed best management practices and the pirates were not able to board the vessel. They eventually stopped." **Source : Schednet**



62 die in Indian ferry accident

The death toll in a ferry capsized near India's Bay of Bengal rose to 62 late Monday as divers searched for those still missing in the turbulent waters, news reports said. A crowded trawler believed to be carrying around 200 people, mostly Muslim pilgrims, sank after hitting a sandbank in the Muriganga river in the eastern state of West Bengal on Saturday.

Forty-two more bodies were found since Sunday evening, taking the death toll to 62, the PTI news agency reported.

Earlier Monday, as the confirmed death toll stood at 41, administration official Narayan Swarup Nigam was quoted as saying "The toll is likely to rise as there is a possibility of recovering more bodies." Hope of finding survivors among the up to 90 people missing had faded, local news channels reported.

Fifty people who either swam to safety or were rescued by local boatmen received medical treatment at local hospitals. Police said the exact number of passengers aboard the trawler could not be determined but survivors estimated more than 150. The vessel had a capacity for about 60 passengers, police said. Divers from the Indian navy and Coast Guard and a 40-member team of the state disaster management force began operations Monday morning. A helicopter, speedboats and hovercraft explored the waters around the scene of the accident. The passengers were mainly farmers and fishermen returning from a Muslim shrine. **Source : timeslive.co.za**

N.Korea ready to provide torpedo

North Korea said Tuesday it was ready to provide torpedo samples to back up its denial of responsibility for the deadly sinking of a South Korean warship. It said aluminium alloy fragments salvaged by South Korea from the site of the sinking in March "prove, themselves, that the torpedo was not from the North". North Korean torpedoes are "made of steel alloy material" not the aluminium alloy used in other countries, the country's top ruling body, the National Defence Commission, said. "(North Korea) is still willing to directly hand the steel alloy sample of Juche (self-reliance)-based torpedo" to the United States and South Korea, it said in a statement carried by the official Korean Central News Agency.

The 1,200-tonne **Cheonan** was split into two on March 26 near the tense disputed border off the west coast, in one of the divided peninsula's deadliest incidents in decades. The incident plunged cross-border relations to their lowest point in years and raised regional tensions. The North, in a statement several thousand words long, rejected as the "most hideous conspiratorial farce in history" the findings of a Seoul-led multinational probe. That inquiry in May concluded that a submarine-launched North Korean torpedo sank the corvette with the loss of 46 lives. Investigators cited "overwhelming" evidence, including a partial torpedo motor and propeller said to have been dredged from the seabed. They said this matched a type which the North had previously offered for export. The South announced reprisals including a partial trade cut-off and staged several naval exercises as a warning to the North, some of them in conjunction with the United States. In September the South reaffirmed the findings in a final report. Russia sent its own experts to Seoul for an independent investigation but has not made the results public. The North has demanded the right to send a high-level team to the South to inspect the evidence, including the torpedo part. The South has rejected the demand, saying the UN Command should handle the case as a serious breach of the armistice that ended the 1950-53 war.

The North, as it has done earlier, disputed the scientific findings of the multinational investigation. It also cast doubt on the discovery of the torpedo motor and propeller. "It is nonsensical for them to claim that a civilian fishing boat appeared all of a sudden and netted the propelling body which dozens of warships equipped with sophisticated detecting devices failed to find out in at least 50 days," the statement said. Some South Koreans have also been sceptical about the assertion that a North Korean torpedo sank the ship. Alternative theories have included a grounding which split the ship in two and a stray mine. The defence ministry, releasing its final report, said it was acting to dispel "groundless suspicions".

NAVY NEWS

Tug-of-love develops over who gets HMS Invincible

A DEBATE is raging about whether a Barrow-built aircraft carrier should be based in Millom.

HMS Invincible set for return?

Last week, the Evening Mail revealed that Lea McMeekin, managing director of Port Millom, wants to use **HMS Invincible** as a helicopter base for work on the latest offshore windfarm. But a campaign led by Lorraine Robinson hopes to bring the ship back to Barrow to host a floating museum.

Evening Mail readers have joined the online debate at www.nwemail.co.uk , Many readers believe the ship's rightful home is in Barrow, but others fear the cost of restoring the carrier mean it is unlikely to succeed as a tourist attraction.

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David Giles said: "Bring her home as a tourist attraction at the Dock Museum or in the proposed marina. It could be a great attraction to complement visitor stays in Furness." Connor said: "You really think a 180m-long vessel would be able to get as far up as Millom? Depth would not be a problem for Barrow, but the Duddon Channel is easily not deep enough.

"It would cost millions to dredge it. Then you would have to place her in the middle of the channel or make a bigger berth, meaning crew boats would be going backwards and forth to the shore." Jim said: "We currently have the submarine **Onyx** which is mouldering away alongside Buccleuch dock. "Looking after a relatively small vessel such as this is a major undertaking, even when it is in a popular location, drawing in paying visitors. **Invincible** is a large asset and an aircraft carrier, even a small one, will have to undergo significant work to turn it into a tourist attraction.

"Probably, a less ambitious but more attractive proposition would be a type 42 destroyer, smaller, compact."

Frank Davies said: "**Onyx** came to Barrow because one man saved her from the scrapyard and was gifted to the town to form the centrepiece of a 'still on the drawing board' submarine heritage centre. "Trouble is, like so many good ideas that develop in Barrow, they sadly remain just good ideas. "With **Invincible** there is I would have thought a good argument for government funding or, at least, the gifting of the vessel if a sound business plan can be presented to the politicians."

Invincible took four years to build and was launched in the town by the Queen in 1977. The carrier was taken out of service in 2005 and her owner, the Ministry of Defence, struck her from the reserve list in September this year.

Source : NorthWest Evening Mail



Pilot and newsclippings contributor **Johan de Bue** seen piloting the **USS ALEXANDRIA** out from Jebel Ali port

SHIPYARD NEWS

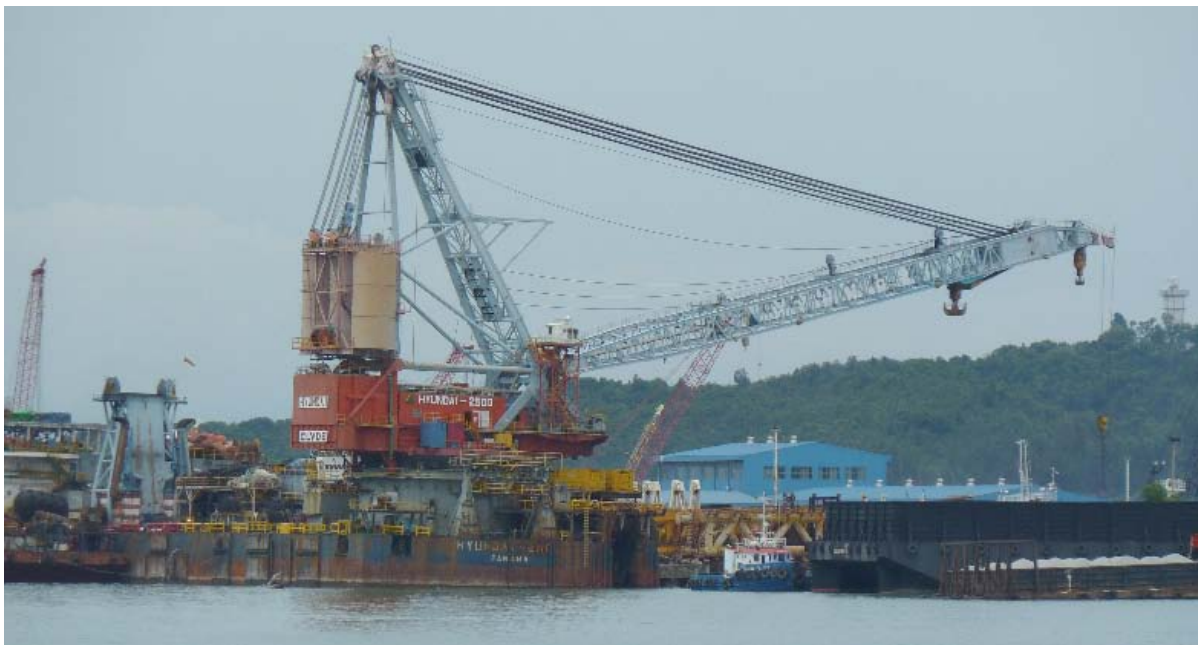


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The **HYUNDAI 2500** seen moored at the Britoil facilities in Batam – Photo : Piet Sinke ©

Samsung model tests \$1.1 billion residential ship

Korea's Samsung Heavy Industries Co. has completed model testing of the hull and propellers of the \$1.1 billion residential ship that it sees as its entry way into the cruise ship market. Samsung is to build the ship under an agreement with Utopia Residences of Beverley Hills, California, that was announced in November 2009. "We have completed the core technical testing for this luxurious ocean liner," said the Chairman of Utopia, Mr. David Robb. "The ship's hull will be wider than hulls on most passenger vessels, which will give our residents on this ocean liner smoother sailing. The hull was also modified to be more environmentally friendly. As a result, we have a more fuel efficient hull and propellers that will move through the ocean more quietly and sensitively."

The President of Samsung Heavy Industries Mr. Roh In-Sik remarked "This is a significant event in the building of Utopia and a significant milestone for Samsung as we further penetrate the passenger ship market internationally. With this investment in the Utopia, we come closer to producing the world's most luxurious ship." "Samsung selected its best engineers companywide for the Utopia," he added. "There are over 70 engineers and technical personnel working on the **Utopia.**" The Korean shipbuilder's research facilities include the Samsung Ship Model Basin(SSMB)

which has one of the world's largest commercial towing tank, which focuses on improving the ship performance and developing new ships.

Captain Ola Harsheim, the Utopia Vice President of shipbuilding commented "The successful completion of these hull tests has proven the technical viability of our ship. These tests go way beyond any computer model or simulations because they are physical tests on water. The completion of these tests is very exciting for our resident community. The widening of The **UTOPIA** hull and the inclusion of four stabilizers make our ship unique and will maximize the comfort for our residents and guests." **Source : MarineLog**

Sungdong Shipbuilding to build 82,000-dwt vessel for Akmar Shipping

Akmar Shipping of Turkey has returned to Korea to Sungdong Shipbuilding & Marine Engineering for a brace of 82,000-dwt kamsarmaxes thought to be worth around \$37m per unit. The ships are due for delivery in the second half of 2012. Akmar's only previous newbuild contract was also in Korea, back in 2007 at Sungdong's neighbour, SPP Shipbuilding for two 59,000 dwt bulkers both of which are due to deliver next year. **Source: seatradeasia**



The **TRANSFER** (ex **STENA TRANSFER**) seen arriving at the Remontowa yard for drydocking

Photo : Jakub Bogucki ©

Russia, France establish a shipbuilding Consortium

United Shipbuilding Corporation (USC) and the French State Shipbuilding Corporation DCNS signed today in St. Petersburg, an agreement providing for the establishment of a joint shipbuilding consortium, PortNews correspondent reported from the official ceremony of signing the agreement. A consortium of USC and DCNS plans to jointly participate in tenders for the construction of civil and naval vessels. As USC's President & CEO Roman Trotsenko said in response to a PortNews question that the construction of supply ships for the Arctic resources development, icebreakers and generally speaking the complex in manufacturing terms vessels could be the most promising areas of commercial shipbuilding. According to him, the Consortium should help exchange the state-of-the-art shipbuilding technology. In his turn, DCNS's CEO & Chairman Patrick Boissier highlighted the Consortium would be able to implement any projects for construction a broad range of vessels demanded on the global market. In particular, it is not ruled out that the Consortium might be engaged in building of Mistral class ships. Earlier, the Ministry of Defense had announced its intention to acquire landing helicopter carriers such as the French Mistral. Later, USC stated that Russian shipbuilders would be willing to participate in bidding for the warship contract. The negotiations on the

Consortium agreement from the Russian side were led by Deputy Russian Prime Minister Igor Sechin. Source : PortNews

ARNOUT DAMEN COO BIJ DAMEN GROUP

De Board van de Damen Shipyards Group heeft het genoeg aan te kondigen dat **Arnout Damen** per 1 december 2010 is benoemd tot Chief Operations Officer van de Damen Shipyards Group. Hij volgt daarmee **Erik van der Noordaa** op die na 22 jaar het bedrijf verlaat en met ingang van 1 december de functie van Chief Executive Officer van Germanischer Lloyd, Hamburg, Duitsland zal aanvaarden.

Arnout Damen (40) is tot nog toe zelfstandig ondernemer geweest en oprichter van het maritiem media bedrijf **Navingo**. Al enige tijd is **Arnout Damen** als actief lid van de Board betrokken geweest bij de Damen Shipyards Group. De benoeming past in het streven van de aandeelhouders de onderneming als familiebedrijf voort te zetten.

Vanaf 1 december 2010 zal de Executive Board van de Damen Shipyards Group bestaan uit:

René Berkvens - Chief Executive Officer
Bernard Tijs - Chief Financial Officer
Arnout Damen - Chief Operations Officer.

De positie van **Kommer Damen** als Voorzitter van de Board blijft onveranderd.

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Evergreen Marine posts Q3 net income of US\$250 million

Evergreen Marine Corp made a second quarterly profit as the global economic recovery revived volumes and shipping rates. Third-quarter net income of US\$250 million compared with a net loss of NT\$2.58 billion a year earlier, according to calculations based on nine-month results announced by the Taipei-based company, reported the Manila Bulletin. Evergreen Group ordered 10 new ships last month, part of plans to buy 100, as the global recovery bolsters US and European demand for shipments of Asian-made clothes, toys and furniture.

"The recovery in the container shipping market has been stronger than expected," Peter Tzeng, a Taipei-based analyst at Polaris Securities, said before the earnings release. Evergreen's nine-month net income was \$384.12 million compared with a loss of \$239.34 million a year earlier. The group operates 168 ships with a combined capacity of 614,000 standard 20-foot boxes. Source: [cargonewsasia](http://cargonewsasia.com)

Black empowerment marine services company gets R160m tug

Durban harbour has a new support vessel, or “tug”, which arrived in the port city and will be named on Thursday



Empowerment company **SMIT Amandla Marine (Pty)** Ltd says the new support vessel or “tug” cost around R160 million. According to a spokesman from Smit Amandla, the new services vessel will have been bought in partnership with Client SAPREF. The vessel - ‘**SMIT Siyanda**’ - will provide anchor handling, towing, fire fighting and dive support to the Single Buoy Mooring (SBM), operated by SAPREF for BP, Engen, Sasol, Shell and Total, 1.5km off the Durban coastline.

Photo : SMIT Amandla Marine

company, the ‘**SMIT Siyanda**’ is capable of providing offshore assistance as well as emergency support, if required, to tankers calling at the SBM to discharge cargo. In addition to state of the art fire-fighting equipment, the ‘SMIT Siyanda’ also features an oil pollution abatement capability. SMIT Amandla Marine owns a fleet of bunker barges in various SA ports, and operates specialised support vessels off shore.

The new support vessel commissioned by SMIT Amandla Marine (Pty) Ltd represents what the company is calling “a significant investment”. The various marine operations include offshore and hard quay tanker loading and discharge terminals such as the Single Point Mooring (SPM) and Conventional Buoy Mooring (CBM) moorings offshore Durban and Mossel Bay and hard quay operations at Saldanha Bay. **Source : businessday.co.za**



The **IERLAND** (ex **Smit Ierland**) seen in Schiedam in her new colors - **Photo : Marijn van Hoorn (c)**

Shipping Corp to buy seven new ships for Rs.2,942.78 crore

Shipping Corp. of India Ltd (SCI), India's biggest ship owner by fleet size and revenue, will buy seven ships costing \$661.3 million (Rs.2,942.78 crore) as part of a plan to expand capacity, two persons familiar with the plan said. The purchase will include four oil super tankers, or so-called very large crude carriers, each with a capacity to carry as much as 318,000 tonnes of crude oil, and three container ships, each with a capacity to load 6,500 standard cargo containers. The oil super tankers will be constructed by Jiangsu Rongsheng Heavy Industries Group Co. Ltd, one of China's largest private shipbuilders, for \$104.95 million each. The cost of constructing an oil super tanker from scratch had touched \$160 million in early 2008, when the shipping market was at its peak. The container ships, each costing \$80.5 million, will be built at South Korea's STX Shipbuilding Co. Ltd. They will be the biggest such ships to be purchased by the SCI since it started operations five decades ago. SCI is India's only mainline container ship operator servicing the export-import trade. The company's board cleared the proposal at a meeting on 29 October, said the two persons quoted above, asking not to be named as SCI is awaiting approval from the stock market regulator for a stake sale. "The shipbuilding contracts will be signed with Jiangsu Rongsheng and STX in the next few days," one of them added. A spokesman for SCI declined to comment on the board approval for the purchase.

India depends heavily on imported crude to meet its energy needs. Having oil tankers under the Indian flag provides energy security to the country, the SCI spokesman said. India's oil refiners are increasingly favouring very large crude tankers to haul crude to cut transportation costs as larger quantities can be shipped at a time. SCI reported a net profit of Rs.250.63 crore for the three months ended 30 September from Rs.33.70 crore a year earlier. The growth in profits was mainly due to a Rs.128 crore gain from sale of six old tankers to ship-breakers. The company's container shipping business, loss-making for several years, continued its profitable run for the second quarter in succession, notching an operating profit of Rs.37.09 crore during the September quarter from a loss of Rs.62.18 crore a year ago. SCI plans to spend about \$2billion to buy 30 more ships by 2015 to replace older vessels and boost capacity, according to S. Hajara, the company's chairman and managing director. It currently owns and operates a fleet of 75 ships of different types and capacities including two oil super tankers, accounting for about one-third of the total shipping capacity of Indian fleet owners. The government is looking to sell a 10% stake in SCI, in which it currently holds 80.12%, as part of a plan to raise Rs.40,000 crore this financial year through share sales in state-run firms. SCI will also sell 10% fresh shares to part-fund expansion plans. The stake sale is expected to fetch around Rs.1,300 crore. In March, the company had won approval from its shareholders to raise the borrowing powers of the board to Rs.12,000 crore from the earlier Rs.5,000 crore to purchase ships. **Source: Livemint**



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Above seen the cruise liners **CRYSTAL SERENITY** followed by **BOUDICCA** entering Valletta, Malta in NW force 6-7 on Thursday 28th October 2010.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com (c)

COSCO books more bulkers orders

China's COSCO (Dalian) Shipyard Co. Ltd. reports it has secured contracts valued at over \$87 million to build three bulk carriers of 57,000 dwt each. The contracts are effective following receipt of the initial deposits from the Asian shipowner and the ships are scheduled for deliveries from May 2012 to March 2013.

In addition two contracts for bulkers reported by the company earlier have become effective following payment of the initial deposits by the shipowners. The two were among 11 contracts and four letters of intent signed by COSCO (Dalian) Shipyard Co., Ltd. and COSCO (Guangdong) Shipyard Co., Ltd. and reported June 15. **Source : MarineLog**

TORM announces sale of two dry bulk newbuildings

TORM has entered into an agreement to sell the two Kamsarmax dry bulk newbuildings **TORM Karen** and **TORM Kate**. Both vessels are planned to be delivered to TORM in Q1 2011. The newbuildings have been sold for a total consideration of USD 90 million with a total net loss of USD 16 million. The newbuildings are expected to be delivered to the new owner in the first quarter of 2011, where the effect of the transaction will be recognised in the financial statements. "We consider timing of the sale to be attractive given the large number of new vessel deliveries in the coming years. Going forward we expect that the continued volatile dry bulk market will offer many interesting opportunities which we are ready to exploit," says CEO Jacob Meldgaard. Following the sale of the vessels, TORM's owned fleet consists of 68 product tankers and two dry bulk vessels. In addition, TORM has seven product tankers and two dry bulk vessels on order. **Source: TORM**



The **SEA OCELOT** seen riding high during the towage of the rig **DOO SUNG**
Photo : via **THOM ship management**

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OT Africa Line refuses to ship used electrical goods

BIRMINGHAM's OT Africa Line has announced that used electrical goods, now being seized as "toxic waste" by the Nigerian authorities, will no longer be shipped by the carrier, reports the Maritime Advocate, an admiralty law guide based in Red Bank, New Jersey.

The Advocate reported that the National Environmental Standards and Regulations Enforcement Agency (NESREA) of Nigeria has increased levels of inspection and enforcement of the ban on the importation of used electrical items. A number of carriers have recently had vessels impounded and fined for allegedly carrying "toxic waste", said the report.

Said OT Africa Line: "Due to the implementation of more stringent controls covering the importation of used electronics/electrical equipment into Nigeria, OT Africa Line regrets we can no longer accept any booking of used electrical or used electronic equipment to Nigeria. Any cargo already booked or load-ready, containing these commodities will not be loaded until further notice." All OT Africa Line bookings for used, second hand, personal and/or household effects for Nigeria will only be accepted on the basis that the bills of lading will be stamped with the following clause: "The shipper hereby guarantees that all goods shipped under this bill of lading do not fall under the

category of used electrical or used electronic goods or can be considered toxic or harmful/hazardous waste, do not contain any ozone depleting substance or any other prohibited goods detailed by the Nigerian Government." **Source :** Schednet

Jan de Nul to dredge Tuticorin port

Tuticorin Port Trust, has, says its Chairman G J Rao, selected Belgian firm Jan de Nul to dredge the port. "We'll issue the work order soon," Mr Rao told The Hindu's Business Line. The project reportedly involves dredging of six million cubic metres of soil, mostly rock, over two years. On completion of the work, the average draft in the port will be 12.8 m compared to 10.7m currently. **Source :** Dredging News Online



The 2000 built ferry **LILIA CONCEPTION** seen arriving in Willemstad (Curacao) enroute Curacao Drydock

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

Hanjin to cut one voyage per Asia-Europe loop from January



The **HANJIN PIRAEUS** – **Photo :** Marcelo Vieira (c)

KOREA's Hanjin Shipping, which runs five Asia-North Europe loops jointly with CKYH-Green Alliance, will introduce one blank voyage in its NE5 loop in January for slack season, said a company statement. The voyage scheduled to be cancelled is the January 1 position at Kwangyang, which was to be undertaken by Hanjin Bremerhaven. Hanjin deploys nine vessels on the NE5 loop, and Cosco, "K" Line, Yang Ming and UASC are slot-takers. The NE5 port rotation is

Gwangyang (Sat/Sat), Busan (Sun/Sun), Shanghai (Mon/Tue), Ningbo (Wed/Wed), Shenzhen-Yantian (Fri/Sat), Singapore (Tue/Tue), Suez (Sat/Sat), Hamburg (Sat/Mon), Rotterdam (Tue/Thu), Le Havre, (Thu/Fri), Algeciras (Mon/Tue), Suez (Sat/Sun), Kaohsiung (Tue/Wed) and back to Gwangyang (Sat/Sat).

Hanjin also has plans to further implement blank voyages in the remaining four loops, NE1, NE2, NE3 and NE4 after the Chinese New Year in response to the traditional drop in market demand after the long holiday, said the company statement. Hanjin is also considering further capacity reduction on Asia-Med loops, again implementing one blank voyage in each of the three Asia-Med loops, MD1, MD2 and MD3, during December, and another blank voyage each after Chinese New Year.

"As a second option, Hanjin Shipping is also considering suspension of one of the three loops during the slack season," said the company.

The MD1 port rotation is Shanghai (Sun/Mon), Ningbo (Mon/Tue), Hong Kong (Thu/Thu), Shenzhen-Shekou (Thu/Fri), Singapore (Tue/Tue), Suez (Sun/Sun), Piraeus (Tue/Wed), Naples (Thu/Sat), Genoa (Sun/Mon), Barcelona (Tue/Wed), Valencia (Wed/Thu), Piraeus (Sun/Mon), Suez (Tue/Wed), Singapore (Mon/Mon), Hong Kong (Fri/Fri) and back to Shanghai (Sun/Mon).

The MD2 port rotation is Shanghai (Fri/Fri), Ningbo (Sat/Sat), Xiamen (Mon/Mon), Kaohsiung (Tue/Tue), Hong Kong (Wed/Thu), Shenzhen-Yantian (Thu/Thu), Singapore (Mon/Mon), Suez (Fri/Fri), Port Said (Fri/Sat), Ashdod (Sat/Mon), Genoa (Thu/Sat), Livorno (Sat/Mon), Fos (Mon/Wed), Port Said (Sun/Mon), Suez (Mon/Mon), Singapore (Fri/Sat), Hong Kong (Tue/Tue) and back to Shanghai (Fri/Fri).

The MD3 port rotation is Busan (Wed/Wed), Ningbo (Thu/Fri), Shanghai (Sat/Sat), Hong Kong (Mon/Tue), Shenzhen-Yantian (Tue/Tue), Singapore (Sat/Sat), Suez (Wed/Wed), Port Said (Wed/Thu), La Spezia (Sun/Tue), Barcelona (Wed/Fri), Valencia (Fri/Sun), Algeciras (Mon/Tue), Port Said (Sat/Sun), Suez (Sun/Sun), Singapore (Thu/Thu) and back to Busan (Wed/Wed). Hanjin Shipping operates 60 liner and tramp services, moving more than 100 million tons of cargo a year on 200 containerships, bulk and LNG carriers. **Source : Schednet**

Korting op havengeld met uitstootindex

Met korting de haven van Rotterdam in, dat willen alle schepen wel. Schepen die hun uitstoot van zwavel en stikstof beperken kunnen daar kans op maken met de Environmental Ship Index (ESI), die dinsdag wordt gelanceerd.

Schepen krijgen een waarde tussen nul en honderd, waarbij nul staat voor een schip met gemiddelde uitstoot en honderd een emissieloos schip. Hoe schoner het schip, hoe minder havengeld betaald hoeft te worden. Het keurmerk, ontwikkeld door het World Ports Climate Initiative (WPCI), gaat gelden in de havens van Rotterdam, Amsterdam, Moerdijk, Dordrecht, Antwerpen, Le Havre, Hamburg en Bremen.

Hoeveel korting er precies wordt gegeven, wilde een woordvoerder van het Havenbedrijf Rotterdam niet zeggen. Volgens de zegsman hebben zich al geïnteresseerde havens gemeld die de ESI ook willen invoeren, maar hij wilde niet zeggen welke dat zijn. Bij het WPCI zijn in totaal 55 havens aangesloten. De ESI zegt niets over de uitstoot van CO₂ of fijnstof. De reden: de registratie van die twee is nog niet goed geregeld. Schepen die in de index worden opgenomen zeggen wel toe hun uitstoot ervan te registreren.

Directeur Jan Fransen van Green Award, ook een initiatief waarmee 'groene' schepen korting kunnen krijgen in onder meer de haven van Rotterdam, is te spreken over de ESI. De organisatie wil de index per 1 januari gaan gebruiken voor het toekennen van de certificaten. Of een schip 'groen' genoeg is voor het label, hangt verder af van onder meer de staat van het schip, de veiligheid aan boord en de bemanning die het schip heeft. Green Award kent met name certificaten toe aan olietankers en bulkschepen, en binnenkort ook aan gastankers. In de toekomst komen daar nog containerschepen bij. Bovendien ontwikkelt de organisatie een milieukeurmerk voor binnenvaartschepen.

SUBSEA 7 ANNOUNCES \$100M CONTRACT AWARD FOR BP 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 contract by BP for a two and a half year frame agreement for Life-of-field services in the UK and Norwegian North Sea. The contract is valued in the region of \$100 million and has further extension options. This agreement replaces an existing contract that ran to December 2011, under which approximately \$27 million of work had yet to be executed.

The Subsea 7 work scope encompasses the provision of dedicated project management, engineering and remotely operated vehicle services for offshore inspection, repair and maintenance activities. The work is related to BP's subsea oil & gas pipeline and platform structures, primarily in the deepwater West of Shetland area. The offshore scope will be performed exclusively by Subsea 7's pipeline installation and construction vessel, the Subsea Viking.

Subsea 7 has many years of experience and a proven track record of working with BP in the North Sea and in particular the challenging environmental conditions West of Shetland.

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

"Subsea 7 has been working with BP in the North Sea for many years and we are pleased that following this award, we will be able to continue providing them with best-in-class project management, engineering expertise and dedicated offshore support. The award also reflects upon our proven track record of successful and safe project execution, during which the Subsea Viking vessel has built up in excess of nine year's service without any lost time incidents."

Navios Maritime Holdings Inc. Announces Delivery of Capesize New Building Vessel

Navios Maritime Holdings Inc., a global, vertically integrated seaborne shipping and logistics company, announced yesterday that the Capesize vessel Navios Buena Ventura of 179,109 dwt was delivered from a South Korean shipyard to Navios Holdings' owned fleet on October 29, 2010. The vessel is chartered-out for ten years at a net rate of \$29,356 per day with 50/50 profit sharing above a BCI Time Charter Average of \$38,500. Navios Maritime Holdings Inc. is a global, vertically integrated seaborne shipping and logistics company focused on the transport and transshipment of drybulk commodities including iron ore, coal and grain. Navios Holdings may, from time to time, be required to offer certain owned Capesize and Panamax vessels to Navios Maritime Partners L.P. for purchase at fair market value according to the terms of the Omnibus Agreement. **Source: Navios Maritime Holdings Inc.**

Havenbedrijf koopt grond containerterminal

Het Havenbedrijf Rotterdam heeft in Alblasserdam een stuk grond aangekocht waar in 2012 containers moeten worden overgeslagen. Het gaat om een transferium waar jaarlijks maximaal 200.000 containers worden verwerkt. Dat heeft het havenbedrijf dinsdag laten weten.

Met de overslag aan de rivier de Noord hoopt het Havenbedrijf de dichtslibbende A15 te ontlasten; niet vrachtwagens maar binnenvaartschepen vervoeren de containers van en naar de Rotterdamse haven. Volgens het Havenbedrijf rijden daardoor jaarlijks 180.000 vrachtwagens minder op de ring van Rotterdam.

Als alle procedures rond het bestemmingsplan volgens schema verlopen, kan in april 2011 worden begonnen met de bouw van de containeroverslag.

OLDIE – FROM THE SHOEBOX



Legende - The 1956 launched Spanish transatlantic liner **CABO SAN VICENTE** (169,5 m; 14.659 tons), from Ybarra & Cia, during a trip & cruise with Brazilian tourist, in January 1965, heading towards USHUAIA (3218 K from Buenos Aires)- ARGENTINA, the southern most city in the world.

Photo : Col. Laire José Giraud - Santos-Brazil.

.... PHOTO OF THE DAY



Above seen the **RRS James Clark Ross** alongside at King Edward Point, South Georgia, working cargo. Two king penguins are in the foreground.

Photo : Mike Gloisein - www.gm0hcq.com

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