DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 321

Number 321 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 17-11-2010**

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

Sunset over Rotterdam-Maasvlakte - Photo : Arie van Dijk (c)

IN MEMORIAM

On 11th November 2010 in the afternoon, our tug "FAIRPLAY-22" was involved in a terrible accident in the Port of Rotterdam. With deep regret we have to announce that our Chief Engineer

Marek Konczak

lost his life in this incident.

Our thoughts go out to Mr. Konczak's wife Emilia, his two daughters as well as all his relatives.

May Marek rest in peace

Management, staff and all crews of

FAIRPLAY TOWAGE **PROJECT ZEGLUGA**

EVENTS, INCIDENTS & OPERATIONS

Harm's **TAURUS** seen operating in Barranquilla – **Photo : Capt Siggi (c)**

Italy seizes ton of cocaine from Brazil

Italian police seized a ton of pure cocaine worth up to €250m on Monday in a container unloaded off a merchant ship coming from Brazil, in a joint inquiry with British police. "This is the biggest cocaine seizure in Italy in the last 15 years," Salvatore Cagnazzo, the Carabinieri paramilitary police commander in charge of the investigation, told AFP in a phone interview. The cocaine, with an estimated value of between €200m and €250m, was found hidden inside four tractors unloaded from the Italian ship in the port of Gioia Tauro in southern Italy. "We tracked down the machinery with the help of Soca," he said, referring to Britain's Serious Organised Crime Agency. "When we put it through the scanners we discovered the drugs stashed in the metal tubes." Investigators said the seizure confirmed the existence of a new route for drug trafficking through the southern Italian region of Calabria where Gioia Tauro is located instead of through Dutch ports. "We are facing a new flow in the drug market," anti-mafia prosecutor Giancarlo Capaldo told reporters in Rome.

"The drug traffic previously passed through northern Europe, through Dutch ports. In this case the traffickers used a port in Calabria," he added. Gioia Tauro is one of the biggest commercial ports in Europe. The drugs were apparently destined for Britain, the Netherlands and the Lombardy region of northern Italy, investigators said. Cagnazzo said that no arrests have been made in the raid. **Source : SAPA**

The **MSC KALINA** seen enroute Antwerp – **Photo : Henk Nagelhout (c)**

Demand-supply gap keeps tanker market cold

Despite the onset of winter, the global tanker market has not yet bounced back given the excess supply in the market. Prices for the tanker segment haven't picked up, say industry veterans adding that an improvement was unlikely soon because the supply-demand gap would continue to widen at least for another year or so. While the possibility of a cold winter and demand for oil in the US and Europe can provide some support for the tanker rates, in the short term, large US inventories of both crude and distillates caps chances of major oil movements. "Despite the winter, a prolonged weakness in demand from the western economies, coupled with an increase in the fleet supply will keep the lid on tanker freight rates," says a report by Dolat Capital.

Unless there serious slippages in the order book and many single hull vessels are phased out, therefore, tanker rates are unlikely to bounce back. Freight rates, commanded by companies to ship oil in very large crude carriers (VLCCs), have slipped below $10,000 per day this year, in the global market. That is virtually lower than a vessel's operating costs and way lower than rates of $130,000 per day, seen last year. "After the global slowdown in 2008 post the financial crisis, the tanker market had seen an uptick in 2009. However, this was short lived and after six months the supply of tankers increased with more deliveries. VLCC spot rates in India and China are better than in other parts of the world," said a shipping official. During the September 2010 quarter, the Mercator Group added one Aframax tanker, and one Panamax dry bulk carrier. Moreover, the group has contracts to acquire one more Panamax. The tankers segment contributed about 19% to the company's total revenues for the first half of the financial year 2010-11. Great Eastern Shipping, which has among the largest exposures to the tanker market (fleet comprises 80% tankers), currently has a total capex commitment of around Rs.2,550 crore. This will result in addition to the tonnage of about 1.31 million dead weight tonnage (dwt) (three VLCCs, two Supramaxes and three Kamsarmax dry bulk carriers). **Source: Financial Express**

The **FAIRPLAY 22** seen during the pumping operation in Rotterdam-Waalhaven – **Photo : Ruud Zegwaard ©**

World's largest cruise ships meet

Just two days after **Allure of the Seas** completed its delivery voyage from STX Europe, the giant ship met up with its equally spectacular sister, **Oasis of the Seas**. This Royal Caribbean video captures the historic meeting between the word's two largest cruise ships.

See also : http://www.youtube.com/watch?v=snph2FxuBXY&feature=player_embedded

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What secrets lie in Sydney's ship cemetery?

Quiet hulk ... the wreck of SS Ayrfield

Photo : Craig Greenhill

THIS is where Sydney's lost ships once came to die. Several wooden barges and at least five ships resting in Homebush Bay's toxic mud are the last remaining signs of Sydney's largest ship wrecking yard.

In 1966 the old Maritime Services Board leased part of the bay to firms to moor vessels before they were brought up a slipway and torn apart. A decade later, as the Harbour's maritime industry declined, the yard was closed. Boats unable to be towed out to sea and scuttled were left to rot.

Among the vessels that now double as giant steel pots for the creeping mangroves include the **HMAS Karangi,** a boom defence vessel that was based in Darwin during part of WWII and survived the Japanese attacks on the city in 1942 and 1943. Adjacent is the **SS Heroic**, a steel steam tug commandeered by the British Navy in WWI which helped rescue the freighter Allara after it was torpedoed off Sydney in WWII.

On the other side of the bay is the largest wreck, the 70m Sydney to Newcastle collier the Ayrfield, which was also commandeered during WWII. "A lot of people would not realise the importance of the wrecking yards," Planning Department senior heritage officer Tim Smith said. **Source: The Daily Telegraph**

Chinese crew homebound after ship sank off Japan

Three Chinese survivors from a cargo ship which sunk near Japan's southern Okinawa islands left Ishigaki, where they had been treated in two hospitals, for home Sunday morning, Chinese embassy sources said. The survivors boarded a plane to Shanghai from Naha of Okinawa at 8:55 a.m. local time Sunday. The body of another sailor who was killed in the tragedy was also flown home earlier by a separate plane.

A Japan Coast Guard (JCG) official confirmed Friday that the 17, 000-ton Panama- registered ship "**Nasco Diamond**" with 25 Chinese crew aboard had sunk near Okinawa islands. Five of the Chinese crew on board have been found with three alive and two dead, and the other 20 crew remain missing. The three survivors were taken to two hospitals on the Ishigaki island late Thursday.

The JCG on Friday dispatched an aircraft as well as a patrol ship to the relevant waters to continue to search for survivors. Aircraft from the Maritime Self-Defense Force and the Air Self- Defense Force also participated in the rescue and search operations. The vessel last contacted its Chinese owner at around 7 p.m. Tuesday. Japan Coast Guard in Naha received a message saying the ship went missing some 340 km south of Iriomote island early Wednesday.
Source : Chinadaily

The **JOJO** seen moored in Cotonou (Benin, West Africa) - **Photo : Theo Wupkes ©**

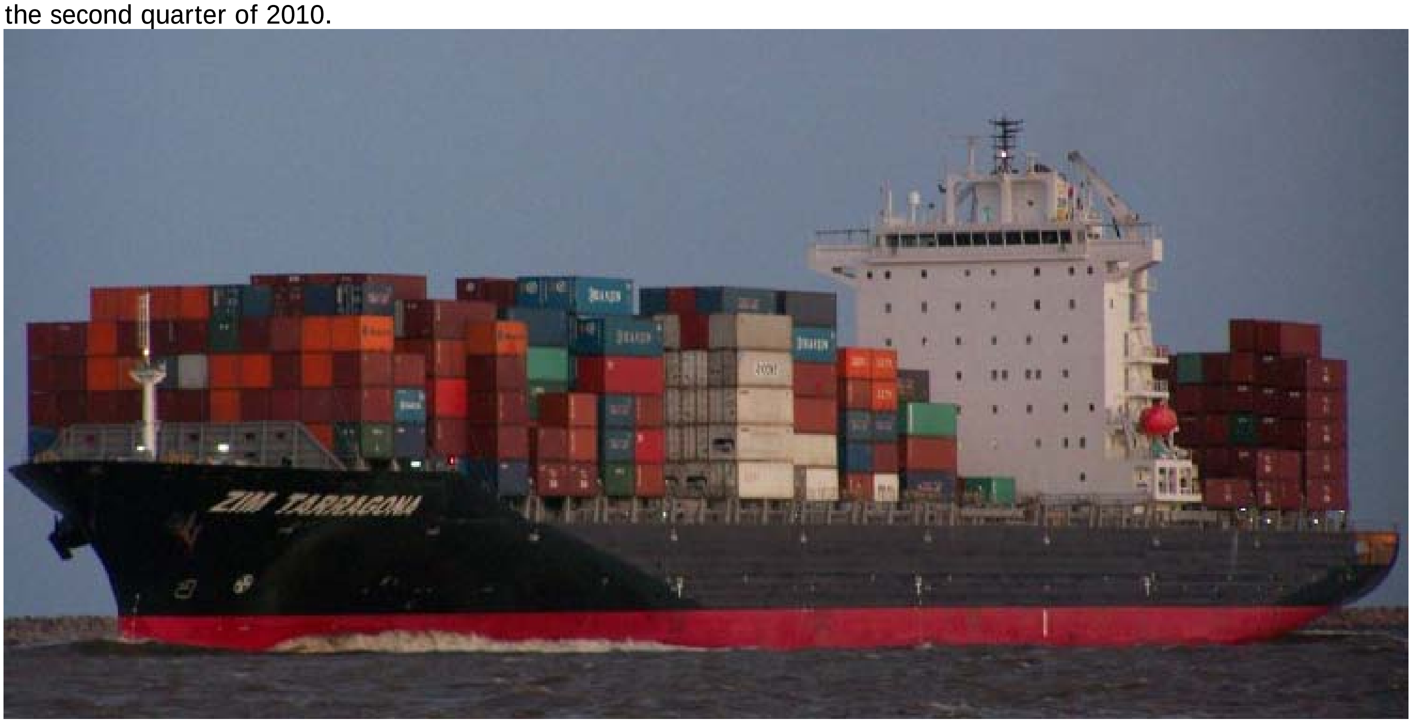
Jet boat firm admits safety breaches

The Queenstown jet boat company involved in the death of a Chinese tourist two years ago has admitted breaching maritime laws during incidents on Lake Wakatipu last year. Kawarau Jet Services, in Queenstown District Court yesterday, admitted two charges of operating a ship in a manner that caused unnecessary danger or risk to those onboard and anyone called upon to assist, the Southland Times reported.

The charge carries a maximum fine of $100,000. It also admitted failing to notify an accident or incident - an engine cutout - to Maritime New Zealand Seven of 10 charges laid by Maritime New Zealand against the company, and two jet boat drivers Jamie Stuart Beer, 27, and George Mathew Wallis, 28, were withdrawn. Maritime NZ lawyer Heather McKenzie said all the charges related to incidents during high winds on Lake Wakatipu on or about December 18 last year. Kawarau Jet's lawyer Katy Baxter said a company representative was not in court because the charges were fines-only matters. Sentencing will be on January 17. In 2008 Chinese tourist Yan Wang, 42, died and six others are injured when a Kawarau Jet boat hit a sandbar and rolled at the Kawarau and Shotover River confluence. The driver, Ian Morgan, was this year found not guilty of operating a vessel in a manner which caused unnecessary danger or risk to others. **Source : NZPA**

Shipping surge buoys Zim

'Just as no one anticipated the crisis, no one expected the recovery and return to these levels. It was much stronger than we expected," Zim Integrated Shipping Services Ltd CEO Rafi Danieli told Globes. "In conversations with our colleagues, no one expected such a recovery. But when there is such strong volatility, there is concern that a powerful correction will follow." Just a year ago, Zim, a wholly-owned subsidiary of Sammy and Idan Ofer-controlled Israel Corporation, was in the throes of the worst crisis in its history. The company was hit by a confluence of a severe crisis in global shipping and heavy debts, which threatened to sink it under a debt burden of $800 million. In the wake of the complex settlement with scores of creditors to restructure billions of dollars in debt, Zim embarked on a new route based on a new strategic plan. Although the company initially missed the plan's targets, financial recovery, cost-cutting measures and a sell-off of assets has now enabled Zim to meet the targets, and it even made an operating profit in the second quarter of 2010.



The **ZIM TARRAGONA** seen in Rio Grande – **Photo : Marcelo Vieira ©**

Zim expects even better results for the third quarter, including an operating profit of $100m., compared with an operating loss of $153m. for the corresponding quarter of 2009. On Sunday, Zim sold its stake in the Port of Lagos's Tin Can Island Container Terminal for $154m. Globes: Do you intend to sell more assets? Danieli: "We have no plans for more sales at this time. This sale was planned for 2011, but we were able to bring it forward and make it this year. Do you have holdings in other terminals? "We have holdings in terminals in Spain and the Netherlands, but these are both very important holdings, and we won't sell them. Even in the sale of the Nigerian terminal, we created a deal structure that could actually expand our operations at it." If you are planning no more sales, does this mean that the cutbacks are over? "I don't like the word cutbacks. It's always possible to continue to become more efficient, so that the company is under constant pressure to streamline. We've undertaken many measures, some of which are still under way.

We were under pressure to streamline in view of our financial results, but the tension should be kept even when the results improve, so as not to accumulate fat." When times were good, Zim considered an IPO on the Hong Kong Stock Exchange at a company value of $1.5 billion, but the company missed the boat and failed to raise capital before the crisis hit. Although the crisis caused Zim to defer the IPO, Danieli has not ruled it out. "We haven't dropped the idea of an offering, and we definitely haven't neglected it," he said. "We suspended the plan because of the crisis, but the rationale behind the IPO is still valid. When the capital market and shipping industry allow it, we'll reconsider an IPO."

Has the shipping industry returned to normal? "The general trend in the industry is positive, but reservations are warranted, and note that the economy has not yet returned to its previous levels, so we have to look at the future with caution. "In terms of activity, we haven't returned to the level of 2008, and we won't get back to that scale of business anytime soon. However, in terms of business and deployment, we've opened two new important shipping routes and we have plans for changes and development.

The current infrastructure is more efficient and solid for the future, thanks to changes in our debt structure and changes and reduction in unprofitable activities. The infrastructure for the company's future activity is more solid now." Which markets have had strong recoveries? "Asia and Europe remain strong markets, and they are the shipping industry's growth engines. The American market has also shown strong recovery, although it is still in crisis." Europe is struggling in a deep recession. How can it affect the shipping industry? "The crisis caused volatility, but in terms of trade, activity is still extensive. **Source: The Jerusalem Post**

Dredger **HAM 310** seen from de Eendracht at river Thames at Londen world gateway project
Photo : crew HAM 310 (c)

The **Island Constructor** seen working at Skarv **Photo : Bob Eadie ©**

NAVY NEWS

Navy chiefs warn scrapping aircraft carriers will leave the Falkland Islands wide open to invasion

Scrapping Britain's aircraft carriers will leave the Falkland Islands wide open to invasion, a group of retired Navy commanders warned. **HMS Ark Royal**, the UK's only serving carrier and the Harrier jump jets that flew from it, are being axed as part of coalition defence cuts. And replacement ships and aircraft will not be available for 10 years.

The retired officers said the decision was an "invitation" to Argentina to invade the Falklands for a second time. The British government had to send a task force to the South Atlantic to liberate the islands in 1982. In a joint letter the former commanders wrote: "In respect of the newly valuable Falklands and their oil fields, for the next 10 years at least, Argentina is practically invited to attempt to inflict on us a national humiliation." Lord West, Sir Julian Oswald, a former Admiral of the Fleet, Vice-Admiral Sir Jeremy Blackham, Vice-Admiral John McAnally and Major General Julian Thompson put their names to the letter.

Lord West, who served as security minister under Gordon Brown, told Radio 4's Today programme: "If the islands were captured we have no way whatsoever of recovering them unless we have carrier air." The officers also insist Mr Cameron was wrong to scrap the Harrier force. They wrote: "The existing Tornado force will cost, over 10 years, seven times as much to keep in service as Harrier. Was the recent exercise not supposed to save money?" "The decision to axe the Harrier force is strategically and financially perverse." But Defence Secretary Liam Fox said: "Decommissioning the Harrier would not impact upon our ability to defend territories in the South Atlantic. We maintain a wide range of assets to ensure the defence of the Falklands."

And Defence Minister Nick Harvey added: "The Falklands is a different situation now. We've got a company of troops there, we've got submarines. You can launch fighter jets from the land. Carrier strike is just one way of launching a fighter jet, not the only way."

Prominent Falkland islanders also dismissed fears of another attack from Argentina. Gavin Short, a member of the Falkland Islands Assembly, said: "It would be extremely foolhardy of any government to contemplate a foreign adventure here. "We are not concerned that the cuts will increase the possibility of a successful attack." **Source : mirror.co.uk**

SHIPYARD NEWS

Another photo of the fire last week onboard the **Britannica** whilst moored at Gdansk - **Photo : Marcus Klijn ©**

Pella Shipyard's net income drops twofold, to RUB111.65m.

Net income of JSC Leningrad Shipyard Pella for the nine months period ended Sept, 30, 2010 decreased according to Russian Accounting Standards (RAS) two times as much from the same peroid a year earlier, to 111,645,000 rubles, the company's financial statement said. Revenue for the period also fell 26.7% year-on-year, to 833,082,000 rubles. The income decline was primarily due to backlog of orders deliveries, the company said.

Shipyard Pella was founded in 1950. In 1992 the company was privatized as the Pella Holding Company comprising of head office and a number of subsidiaries. In 2009, Pella posted full-year net income of RUB 2,100,748,000, up 9.24 times year-on-year. Revenue also surged 2.9 times as much y-o-y to 2,100,748,000 rubles. **Source : PortNews**

The **MINDORO** seen shifting into Dock 8 at the Damen shiprepair yard in Schiedam – **Photo : Jan Simons ©**

Net loss of Baltic Shipyard for Jan-Sept shrinks to RUB 9.77m

Net loss of JSC Baltic Shipyard for the 9 month period of this year ended Sept, 30 decreased according to Russian Accounting Standards (RAS) by 10.6 times compared with the same period of 2009, to 9,767,000 rubles, the company's financial statement said.

Revenue in January-September amounted to 673,465,000 rubles, or 4.8 times lower of proceeds in the 9 moth period a year earlier.

JSC Baltic Shipyard and Machine Building Plant founded in 1856 is a biggest and leading ship and machine building enterprise in Russia. The company specializes in the construction of warships, large merchant vessels for transportation of various goods and diesel- / nuclear-powered ice-breakers. The shipbuilder is also engaged in construction of passenger ships Ro-Ro and Ro-Pax, chemical tankers, bulk cargo carriers, etc. Net loss of Baltic Shipyard under RAS in 2009 decreased by 45.2 times year-on-year to 22 million 449 thousand rubles. Annual revenues of the company shrank by 10.6% y-o-y, to 3,578,771,000 rubles. **Source : PortNews**

PPL Shipyard sells rig to Transocean

PPL Shipyard is selling a jack-up rig to Transocean for $195m. The rig already under construction at the Singapore yard is being built to a Pacific Class 400 design and due for delivery fourth quarter of 2011. The rig will be capable of operating in waters of 400 feet and drill to depths of 30,000 feet. “We are pleased that Transocean has chosen PPL Shipyard as a strategic partner in this contract,” said Benety Chang, deputy chairman of PPL Shipyard.

ROUTE, PORTS & SERVICES

Above seen yesterday the **Silver Shadow** docked at the Ocean Terminal in Hong Kong. Embarking her new guest for a 10 days cruise from Hong Kong to Shanghai, Korea, Japan, Taiwan and back to Hong Kong.
Photo : Camiel Sleijpen ©

LNG-Powered Shipping May Jump 10-Fold, Biggest Engine Maker Says

The number of ships powered by liquefied natural gas may jump 10-fold within five years as anti-pollution rules force owners to switch to the cleaner- burning fuel, the industry's biggest engine maker said. "LNG is the future for shipping," Jaakko Eskola, head of ship power at Helsinki-based Waertsilae Oyj, said by phone on Nov. 12 from Shanghai. Between 800 and 1,000 vessels may use the fuel by 2015, up from about 100 today, he said. Vessels must cut sulfur-oxide emissions in some regions to 0.1 percent starting in January 2015, down from 1 percent today, as stipulated by the International Maritime Organization, the United Nations' shipping division. LNG produces almost none of the pollutant and also has the advantage of lowering carbon emissions by 25 percent, Eskola said.

The shipping industry burns between 200 million and 250 million metric tons a year of heavy fuel oil, according to an estimate by the Southampton, England-based International Bunker Industry Association. Heavy fuel oil is the sludge left over after crude oil is refined into more valuable products such as gasoline and jet fuel. While LNG contains more energy than heavy fuel oil by weight, it also is less dense, meaning vessels would need about 40 percent more storage space than for conventional fuel, according to Eskola. Demand for natural gas was 2.63 billion tons of oil equivalent last year, according to BP Plc estimates.

A ton of LNG in the U.K. costs about $400, compared with $495.12 for fuel oil with a viscosity of 380 centistokes, according to data compiled by Bloomberg. LNG is natural gas that's chilled into a liquid form 1/600 of its gaseous size.
Owners are already acting to cut emissions. Mitsui O.S.K. Lines Ltd., operator of the world's largest merchant fleet, and A.P. Moeller-Maersk A/S have reduced speeds to use less fuel. China Cosco Holdings Co., the nation's largest container-ship operator, may reintroduce nuclear power for moving cargo. A Cosco official said in April the company was considering nuclear-powered ships as one option to cut emissions. Maersk and Mitsui saved up to $40,000 a day by halving speeds earlier, Thomas Preben Hansen, chief executive officer of Rickmers Maritime, which counts the two owners as clients, said at the time.
The 1,000-vessel estimate is based on a switchover of about 10 percent of the 10,000 carriers that operate in so-called Emission Control Areas, where the most stringent pollution reduction targets are being introduced more quickly than elsewhere in the world, Eskola said.

Waertsilae, which has roots going back to 1834, makes about one in every three marine engines. Its engines power Royal Caribbean Cruises Ltd.'s Allure of the Seas, the world's biggest cruise ship. The stock was last at 51.50 euros in Helsinki trading, up 83 percent this year and giving Waertsilae a market value of 5.08 billion euros ($6.9 billion). Fitting ships to burn LNG costs about as much as installing so-called abatement equipment that removes sulfur- and nitrogen-oxide emissions as heavy fuel oil is burned, according to Eskola. Waertsilae also sells such gear, he said. About 100 vessels run on LNG now, including offshore service ships, passenger ferries and tankers that haul the fuel, according to Eskola. The Finnish company is developing the world's first oil-products tanker that will consume the liquid gas, he said. Waertsilae also is working with Seoul-based Samsung Heavy Industries Co., the world's second-largest shipyard by sales, to design one of the biggest classes of merchant ship so it can run on LNG, said Eskola, declining to specify the vessel's type. He also serves as president of the European Marine Equipment Council, representing 13 trade associations whose members build, convert and maintain ships and maritime structures.
Source: Alaric Nightingale, Bloomberg

Navios Maritime Partners L.P. Purchases Two Capesize Vessels

Navios Maritime Partners L.P. an owner and operator of dry cargo vessels, announced that it has purchased from Navios Maritime Holdings Inc. the **Navios Melodia**, a 2010 South-Korean-built Capesize vessel of 179,132 dwt, and the **Navios Fulvia**, a 2010 South Korean-built Capesize vessel of 179,263 dwt, for a total of $177.0 million. The **NAVIOS MELODIA** is chartered out at $29,356 (net) per day until September 2022 with 50/50 profit sharing which commences when the Baltic Exchange Capesize TC Average exceeds $37,500. The **Navios Melodia** is expected to generate annual base EBITDA of approximately $8.4 million and aggregate base EBITDA of approximately $100.9 million over the life of the charter contract.

The **NAVIOS FULVIA** is chartered out at $50,588 (net) per day until October 2015. The Navios Fulvia is expected to generate annual EBITDA of approximately $16.3 million and aggregate EBITDA of approximately $81.4 million over the life of the charter contract. Both charter contracts are insured by an AA+ rated European Union governmental agency.

The acquisition of the two vessels will be financed with:

- A new tranche of $50.0 million under the existing credit facility
- $112.0 million of cash from balance sheet
- Issuance of 788,370 common units of Navios Partners

Angeliki Frangou, Chairman and CEO of Navios Partners commented, "The acquisition of the two vessels increases the average charter out period on our fleet to 4.8 years and reduces the average age of the vessels to 4.8 years. We anticipate our newly enlarged fleet of 16 vessels will further develop our ability to maintain and increase distributions to unitholders over time." **Source: Navios Maritime Partners**

The **CALAMITY JANE** seen assisting the **AUDACIA** at the Chevron B13-A12 project, the **AUDACIA** will start soon with the laying of a 16” pipeline.
Photo : Robin de Gijsel - A/B PLV Audacia ©

Bangladesh: Ship-breaking industry back to business

Ship-breaking industry is back to business as the government has permitted the ship-breakers to import about 20 ships after a break of eight months. Department of Shipping has issued no-objection certificate in the current month for importing scrap vessels and prior to this it gave import NOC in April. "This is a good sign for the economy because the industry supplies scrap iron to about 700 re-rolling mills which are dependant on the raw material for producing MS rod," Zafar Alam, president of Bangladesh Ship-Breakers Association, told the FE.
The sector annually supplies about 2.3 million tonnes of scrap iron, 0.35 million tonnes of furniture, emergency generators to different factories, motors and spare parts to different users, and pay about Tk 7 billion revenue to the public exchequer.

Some of the ships have already arrived in Bangladesh and some will arrive soon, he said adding, "Sixteen ship-breaking yards have already got clearance from the Department of Environment." "We got the NOC for importing the ships as we have fulfilled two major conditions which are required for bringing any ship to Bangladesh," Mr Zafar said.
The conditions are environment clearance for yards provided by the Department of Environment (DoE) and ship decontaminating certificate provided by both - exporter and importer. The iron price has started to pick up in the domestic market due to shortage of scrap iron supply as import was virtually stopped since April. Asked about environment pollution, an official of Department of Shipping said one should look into the issue with a holistic approach.

"Every industry irrespective of its nature pollutes environment and ship-breaking is not an exception," he said adding, "one should consider the comparative cost of pollution as well as the economic benefit the industry provides to the society." The comparative cost of import of 2.3 million tonnes of scrap iron and the number of trees that would have to be chopped for 0.35 million tonnes offurniture should be taken into consideration before terming the industry as polluter, he explained. Bangladesh, India, Turkey, China and Pakistan are the five major ship-breaking countries and Bangladesh holds about 50 per cent of the market. Importers last year imported over 150 old vessels, which they bought from auction in the international market. "International market is very competitive and old vessel exporters will sell ships even if the margin is 25 cents per tonne," he said. The ship-breakers stopped importing ships since April after a High Court verdict in which it said that they must get approval from the Department of Environment before importing any old vessel. About 1.2 million people are directly and indirectly dependant on the sector.
Source: The Financial Express

The **ORANGE BLOSSOM** seen outward bound from Rotterdam – **Photo : Jan Oosterboer ©**

Evergreen Marine plans to order more container ships

Taiwan-based shipping company Evergreen Marine Group said it plans to order more container ships as international trade gradually recovers from the global financial crisis. The order from Taiwan's largest container shipping company by revenue indicates the container shipping industry is recovering from the global financial crisis, which hit international trade hard.

The **EVER SUMMIT** seen departing from Rotterdam – **Photo : Kees Torn ©**

Evergreen Marine is "cautiously optimistic" on the outlook of the shipping industry, Vice Group Chairman Bronson Hsieh said on the sidelines of a shipping summit, adding the company is in talks to order 10-12 vessels from shipbuilders. The planned purchase is in addition to its order for 20 vessels placed earlier this year. However, he declined to elaborate the size of the vessels or provide a time frame. He added the company plans to finance the purchase of new ships via bank loans. In July and September, the company placed a combined US$2 billion worth of orders with Samsung Heavy Industries Co to build 20 vessels with capacities of 8,000 twenty-foot equivalent units each, Hsieh said. The company has a fleet of around 160 ships and plans to lease and buy more ships to meet demand. "We will start to take delivery of those new vessels from the fourth quarter of 2012. By that time, the demand and supply situation should become much healthier," Hsieh said, adding that while it might take time for the US market to recover from the global financial turmoil, a double-dip in the global economy seems unlikely. Rebounding global demand and aggressive measures to reduce supply in the industry, including slow-steaming and idling of ships, have enabled container shipping firms to raise freight rates and recover some of the losses they have incurred since late 2008. Slow-steaming refers to reducing the speed at which ships move in order to reduce fuel consumption. Like many shipping companies, Evergreen Marine returned to profit this year after incurring a substantial loss last year, supported by a rebound in demand for trade. The company said in October it swung to a January-September net profit of NT$11.67 billion from a net loss of NT$7.29 billion in the same period a year earlier. **Source: Dow Jones**

Hanjin and China Shipping plan new vessel orders

Hanjin Shipping. South Korea's largest shipping line, and China Shipping (Group) said they were close to ordering new vessels as world trade rebounds from the global recession, according to the Manila Bulletin. Hanjin may announce a deal for mid-size container ships by as early as year-end, chief executive officer Kim Young Min said at a conference in Guangzhou, China.

China Shipping will make an order soon, president Li Shaode said at the same event. He declined to say which type of ships the group was looking at. Evergreen Group is also near to ordering about 10 ships, part of plans to buy 100, as trade recovers from a slump last year that caused industry-wide losses. Global container-shipping volume may jump as much as eight percent next year, as economic growth in the US and Europe spurs demand for Asian-made goods, Kim said. Evergreen Group, Asia's largest container line, plans to order ships able to hold about 8,000 containers, said vice-chairman Bronson Hsieh. The Taiwan-based company has ordered 20 similar vessels, worth about US$2 billion, from Samsung Heavy Industries since June.

Neptune Orient Lines has ordered 12 ships from Daewoo Shipbuilding & Marine Engineering in the same period. China Cosco has no plans to order vessels this year, and it will assess market conditions before deciding on fleet plans next year, the Cosco Holding chairman said. **Source: cargonewsasia**

Seen for the first time in Lowestoft 15/11/10 the new built hopper dredger **UKD ORCA** seen dredging at Lowestoft.
Photo : Paul Gowen ©

BEML to finalise partner for dredging equipment biz

Heavy equipment maker BEML Ltd expects to finalise a tie-up with an overseas technical partner for its planned entry in the dredging equipment manufacturing business within the next six months. “We are in the process of finalising a technical partner for dredging equipment. The company board has already approved for a foray into this segment looking at the opportunity…,” BEML Chairman and Managing Director, Mr V R S Natarajan said.

He declined to name the technical partner, which is likely to be an international player. The company was earlier looking at a tie up with a Dutch company, but no concrete deal materialised. “We will tie up with an Indian ship-builder to build the ship to complete the dredger,” Mr Natarajan said.

Asked about proposed investment in this new line of business, he said, “We will use our existing infrastructure and so no considerable investment would be required.” BEML will not create a new SPV or company to undertake the new business and instead a new division will be formed, he said. Mr Natarajan said the company will get business from companies involved in the dredging business, including Dredging Corporation of India.
BEML already manufactures mining, railways and defence equipment. Asked about the status of a joint venture to revive the ailing Mining and Allied Machinery Corporation (MAMC) in West Bengal, Mr Natarajan said they were waiting for 195 acres of land to be handed over and to begin with, the partners would infuse Rs 200 crore to produce certain

mining tool components. The company aims to register business worth Rs 4,000 crore in the 2010—11 fiscal. **Source : PTI**

Above the **UOS Challenger** seen in heavy weather in the Bay of Campecha. **Photo : Jon Legge ©**

Anadarko finds oil offshore Sierra Leone

Anadarko Petroleum Corp said on Monday its Mercury-1 oil exploration well located in the waters off the Sierra Leone coast encountered about 135 net feet of oil. Mercury is the company's second deepwater test in the Sierra Leone-Liberian basin off the coast of western Africa and was drilled to a total depth of about 15,950 feet in about 5,250 feet of water, the company said.

"The Mercury well encountered approximately 114 net feet of light sweet crude oil with a gravity of between 34 and 42 degrees API, with no water contact," Bob Daniels, Anadarko senior vice president, Worldwide Exploration, said.

An additional 21 net feet of 24-degree gravity crude was encountered in a shallower secondary objective, the company said. The company said it also planned to continue working with the government of Sierra Leone to accelerate exploration and appraisal activity in the area in 2011. Anadarko holds an interest in more than 4.6 million acres on five deepwater blocks offshore Sierra Leone and Liberia.

The company has announced a string of finds in the waters off West Africa, and also has projects in Brazil, as well as onshore fields in North America. Spanish oil firm Repsol said separately it had a 25 percent share in the consortium exploring Mercury-1, led by Anadarko, which has 65 percent. British concern Tullow Oil has a 10-percent stake.

"This is a large oil play with significant potential for future offshore exploration in West Africa," Repsol spokesman Kristian Rix said in Madrid. **Source : reuters**

Nanjing Tanker makes ethylene carrier debut

Nanjing Tanker Corporation's first ethylene carrier successfully completed its maiden voyage late last week. It is the first Chinese owned ethylene chemical carrier. The tanker Peng Shun, originally named **Marianna,** was purchased by

CSC Nanjing Tanker Corporation's subsidiary Shanghai Changshi Shipping and managed by its wholly-owned subsidiary Nanjing Yangyang Chemical Transport and Trading Shanghai Changshi, the first professional ethylene transport company in China. Li Wanjin, general manager of the company said, due to high operational standards and management requirements, ethylene transportation would be challenging business.

Beautiful shot of the **MAERSK LANCER – Photo : Capt. A.N. Onymous ©**

New harbour master makes history in Bay

PORT Elizabeth-born Captain Brynn Adamson, 35, made history recently when he became the first local and the youngest person ever to be appointed harbour master at the Port of Port Elizabeth. Adamson's appointment followed after he had successfully worked his way through the ranks of tug master, pilot and deputy harbour master.

He takes over the challenging portfolio from Captain Neil Chetty, who has moved to the Port of Ngqura, also as harbour master. Adamson, who grew up in Gelvandale, said his passion for the maritime industry was inspired by his father, who spent most of his life at sea as a skipper aboard fishing vessels. His grandfather and two uncles also had a rich history in the industry.

Joining the Naval Cadets while in high school, and also being a lifeguard further fuelled his passion to join the merchant fleet. "As harbour master I have a huge task resting on my shoulders, but I am more than ready for the challenge. Having acted in the position for about two years has equipped me to tackle the job head-on," he said. "Being a youngster in this environment is challenging, but I can add a lot of value."

This former Chapman Senior Secondary pupil completed his S2 at Cape Peninsula University of Technology prior to his sea experience training. He then spent time at sea with Safmarine on bulk carriers and container vessels and completed his Deck Officer Class III in 2000. Following his graduation, Adamson joined Transnet in Port Elizabeth as a trainee tug master. He then went to the Netherlands to complete his pilot training programme.

He qualified as a pilot prior to qualifying as a tug master and later a harbour pilot. In 2005, he was promoted to deputy harbour master after just two years as a harbour pilot. During this period, he also expanded his knowledge and skills through various programmes, including obtaining a Port Management Diploma through Lloyds Maritime Academy in London.
Transnet port manager Rajesh Dana welcomed Adamson's appointment. "Captain Adamson is highly competent to do the job. He acted as harbour master for Port Elizabeth for the past two years. "He is a product of Transnet National Ports Authority's training scheme." **Source : weekendpost**

World's First Hybrid Tug to Get a Sister

Foss Maritime Company, who delivered the world's first hybrid tugboat **Carolyn Dorothy** in 2009, is to refit a conventional tug of the same class to hybrid operation.

A $1 million grant obtained by the Port of Long Beach from the California Air Resources Board (CARB) to the Port of Los Angeles will make possible the conversion to provide a second hybrid tug for the Southern California fleet. The aim is to reduce harmful exhaust emissions and improve fuel efficiency.

Left : A Dolphin Class tug.
photo credit: Foss Maritime Company

Foss will retrofit the 24m Dolphin Class tug **Campbell Foss**, The present twin Caterpillar 3512B HD main engines developing up to a total power of 3,800 kW and the mechanical drive will be replaced by electric motors driving the twin azimuthing pods. New diesel generators, batteries, and control systems will complete the hybrid changeover. Batteries may be charged using the onboard gensets or from a shore supply when alongside providing a cold ironing capability. Projections anticipate a fuel saving of 100,000 galls of diesel fuel annually, and a substantial decrease of exhaust emissions with reduction estimates of at least 1.7 tons of particulate matter, 53 tons of nitrogen oxides, 1.2 tons of reactive organic gases and 1,340 tons of CO_2. A significant reduction in noise and vibration levels is a further benefit. **Source : Maritime Propulsion**

LOI for rebuilding of seismic vessel.LOI for rebuilding of seismic vessel

Bergen Group has, through its subsidiary Bergen Group AS Halsnøy signed a Letter of Intent on a rebuilding of the seismic vessel "Geowave Master" owned by Master and Commander AS. The LOI includes work project with a total estimated value of NOK 160 - 170 million.

The vessel arrived at Bergen Group Halsnøy this week for preparations for the rebuilding project. The project will, in case of a finalized contract, generate significant increase in the activity at Bergen Group Halsnøy over the next 5 months. Bergen Group Halsnøy AS is a part of Bergen Group's Maritime Services Division, a leading supplier of ship maintenance and repair services with locations at Halsnøy, Laksevåg and Kirkenes. Bergen Group is a maritime industrial group with expertise in shipbuilding, maritime service, offshore and technology. The group, headquartered in Bergen, has a total of 1800 employees along the Norwegian coast from Kirkenes in the north to Stavanger in the south. **Source: Bergen Group.**

Above the first call for the new ship "**MIRANDA**" seen heading for the Navy Yard at Harwich on 15.11.2010
Photo : David Thompson - Station Mechanic Harwich Lifeboat ©

PIL places six multi purpose ships on West Africa MPP service

When Pacific International Lines (PIL) reintroduced a new multi purpose service (MPP) between China and West Africa in March this year, it was with two multi purpose ships. Such has been its success that PIL is now introducing another four 17,500-dwt vessels which it has acquired second-hand from Schoeller Holdings of Germany.

The four ships have been named **KOTA BERANI, KOTA BERLIAN, KOTA BERKAT**, and **KOTA BERJAYA.**

With six vessels on the service PIL will use Xingiang, Dalian and Shanghai as the main loading ports and Bata and Lagos in West Africa as the principal discharge ports, with other ports en route available on inducement. Each ship has on-board crane lifting capacities of 220 tons and are bound to enhance the capabilities of the multi purpose service to handle project cargo and individual heavylift pieces such as transformers, generators, yachts and other items between China and Africa.

PIL's representative and agent in South Africa, Durban-based PIL South Africa advises that the line has also placed an order with shipyards in China for eight newbuilds in the 24,000 to 27,000-dwt range. These ships are due for delivery from the end of 2011 through into 2013.

PIL is ranked as the 19th largest container carrier and operates with a fleet of about 130 ships and a capacity of 241,000 TEUs. The line offers container services from the Far East to Europe, Canada, the Indian sub-continent, Red Sea and Arabian Gulf, Black Sea, East Africa, South Africa, West Africa, Australia, New Zealand, Pacific Islands, East Coast South Amewrica, and West Coast USA. PIL also operate two subsidiary companies, Advanced Container Lines (ACL) and Pacific Direct Line (PDL) providing a dedicated network of feeder services covering ports in South East Asia, the Bay of Bengal, East Coast India and the Pacific Islands.

Twenty years ago we watched the phenomenal growth of a container line named Mediterranean Shipping Company, now the world's second largest container line. There are a number of similarities with the Singapore-based Pacific International Line, which incidentally appears also to have escaped the worst effects of the recent economic shipping downturn. Recently a senior PIL executive said in Durban that it was PIL's intention of becoming the biggest port user of Durban. Bold talk maybe, but the company is already there among the leading port users. **Source : ports.co.za**

Container lines threaten to quit calls at Indian state port

Container shipping lines are considering shifting from the Indian state-owned ports of Gujarat after state regulators imposed new rules demanding expensive insurance guarantees against shipping accidents.

"It's an absolute nightmare what they are asking for. The more stringent the rules, ships will be less inclined to call," said a spokesman for the Container Shipping Lines Association (CSLA), representing liners operating in India.

The Gujarat maritime board now insists that ships seeking entry to its ports must provide details on payment of premium for protection and indemnity (P&I) cover for the vessels, reported Livemint, a Wall Street Journal affiliate.

The ruling comes after the collision of the MSC Chitra and the Khalijia 3 in the Mumbai ship channel on August 7, which closed the shipping channel to Mumbai and Jawaharlal Nehru ports and caused an oil spill.

Government authorities claim this caused "a direct business loss of around US$22.5-million (equivalent of over R155-m)." **Source : ftwonline.co.za**

Liebherr delivers 1,600-ton heavy lift offshore crane

In September Liebherr delivered the second heavy lift offshore crane type MTC 78000 from its manufacturing plant in Rostock. The MTC 78000 is one of the biggest offshore slewing cranes worldwide, with a maximum dynamic torque of 78,000 mt. Four units of the new heavy lift crane have been ordered to date. Despite its size, the MTC 78000 has been designed as a slewing crane and is supported by traditional large diameter antifriction bearings. With a weight of 70 tons, the swing ring has a diameter of approximately 9 m. The manufacturing of such large mechanical parts can only be accomplished through complicated custom processes as conventional gear cutting machines are only available for large diameter antifriction bearings up to a diameter of 5m. Therefore, Liebherr has acquired correspondingly sized machines and equipment specifically for the mechanical machining of these flanges.

The onsite erection and assembly of the large size crane on the heavy load vessel OSA Sampson presented Liebherr engineers with special challenges – for example, the planning of the individual hoists so that the maximum permitted ground pressure of the pier was not exceeded. As the assembly starting date depended on the arrival of the heavy load vessel and the required lifting equipment needed to be ready on short notice, Liebherr exclusively used its own cranes for the assembly. Two large LHM 600 mobile harbor cranes were used in tandem operation for the heavy duty lifts. Both cranes with their maximum load capacity of 208 tons each enabled parts weighing up to 400 tons to be mounted in tandem operation. The machines were equipped with the recently patented innovative Liebherr Sycratronic control system. In combination with the Dynamic Anti Collision System the Sycratronic controls the simultaneous operation of the mobile harbor cranes, so ensuring best possible performance and protection for the cranes. The assembly of the MTC 78000 required several spectacular heavy duty lifts.

The heavy lifting test of the large crane was carried out in the open sea with a 1,760t test weight – corresponding to 110% of the nominal load capacity. The test loads consisted of two water filled pontoons which were lifted out of the water and turned around. After the successful test, the client could be delivered with the heavy load vessel OSA Sampson. The OSA Sampson is one of the largest heavy load vessels worldwide and is being used for platform reconditioning, pipe laying and to set up offshore wind power plants.

The MTC 78000 achieves a maximum lifting capacity of 1,600t at up to 35m radius. This corresponds to a maximum dynamic moment of 78,000 mt, the crane still being able to slew over 360°. At a maximum radius of 74m for the main hoist the crane achieves a lifting capacity of almost 530t. The boom length of the crane currently delivered is 87m. In addition to the main hoist, the MTC 78000 offers two auxiliary hoists with lifting capacities of up to 500 t and 50 t respectively.

The deadweight of the new heavy-lift offshore crane is 1,420 t without the base column which weighs approximately another 300 t - depending on its design. The drive concept is based on an electro-hydraulic drive with 8 x 500 kW or 4 MW power. The two main winches offer a line pull of 500 kN (50 t) with a rope diameter of 48 mm. **Source: marinelink**

Hong Kong port's container volume up 12.3% to 19,44m TEUs

Container throughput of Hong Kong port in January-October 2010 increased by 12.3% from the same period last year to 19,448,000,000 TEUs, the Port Authority statistics said. Monthly container traffic volume rose in October by 4.5% month-on-month to 1,931,000 TEUs. The largest container terminal Kwai Tsing Yi handled in the reporting period 14,162 million TEUs, or 13.1% up from the last year's digits.

Port of Hong Kong is a leading global port. In 2009, Hong Kong port's container trade shrank by 14.6% YOY, to 20.9 million TEUs. The port is able to handle 456,000 vessels a year. **Source : PortNews**

Maastank invests €30m, to expand its terminal

Maastank is investing €30 million in the expansion of its terminal in the Botlek area. By 2012, the storage capacity for vegetable oils and fats and for chemicals must have doubled to 65,000 m3. The investment sum was announced during the christening of the inland tanker Piz Palü belonging to the Fluvia Group, which owns 55% of Maastank, Port of Rotterdam Authority press release said.

The Piz Palü was named after a 3905-meter high mountain in Switzerland. The ship will largely be used for transporting diesel oil, petrol, kerosene and domestic fuel oil to Basel. It is also suitable for carrying ethanol, which is added to petrol as a biological component, and it can carry two different cargoes.

The Fluvia Group's mineral oil fleet comprises 47 vessels, with 5 chemical tankers and 19 vegetable oil tankers alongside the mineral oil tankers. The company has offices in Rotterdam, Basel and Hamburg. Fluvia was founded in 2004 and has four shareholders, each owning a quarter of the shares.

Maastank is a tank terminal for the storage of vegetable oils and fats, and high-grade oleochemical products, located in the heart of the port of Rotterdam. Maastank is a joint-venture between Fluvia Holding and Dekker Group. The company's assets allow providing additional logistic services, such as barging, trucking, tank-container leasing and deepsea tanker brokerage. **Source: portofrotterdam**

The 35.87m offshore supply vessel " **Joseph M** " of " A & J " company Ltd, Malta, ex "Mr Joseph". Built by Boconco Shipbuilding, Alabama, USA, in 1998, for Barry Graham Oil Sevices. Seen leaving Valletta with 4 fenders, for an offshore S.T.S operation. **Photo : Gejtu Spiteri ©**

Qingdao box throughput surpasses 10 million TEU

AS of November 3, port of Qingdao's container handling volume has surpassed 10 million TEU. The port's annual throughput this year is estimated to hit 12 million TEU, double of the volume in 2005.

Qingdao Port Group CEO Chang Chuande expects the port to have 10 per cent's throughput growth this year. According to the port's development plan, its container throughput will reach 20 million TEU by 2015, said Xinhua.
Qingdao is the seventh largest port in the world. It recorded a throughput tonnage of 300 million tonnes last year, 5.6 per cent more than the preceding year, and a container volume of 10 million TEU last year, 2.4 per cent up year on year. Its iron ore import volume ranks the first in the world and crude oil import the first in China. **Source : Schednet**

Greek box-bulk carrier line looks acquire containerships

ATHENS-based Goldenport Holdings, which own 25 containership and bulkers is planning cellular vessel acquisitions to add to its new-build deliveries of four in 2011 and three this year. Its confidence in the market is driven by emerging trade with emerging BRIC markets and rebounding intra-Asia trades and localised niche routes as well as Europe-West Africa and intra Americas lines gaining traction, said Goldenport commercial director John Dragnis, who added that the company had US$150 million to $200 million to spend on new ships.

"Do we want to do it at this particular moment? Yes, but very selectively and very, very carefully - most likely I would say in the medium-sized container market," he said. Despite dry bulk demand remaining steady on the Baltic Exchange, it is expected to soften next year, said Reuters.

The **CONGORA** seen at the moorings in the Caland-Canal (Rotterdam) – **Photo : Daniella Vermeer ©**

Pacific Basin splashes out $284m on newbuildings

Pacific Basin Shipping has ordered 10 bulkers from Chinese yards at a cost of $284.4m. The Hong Kong based owner has ordered six 35,000 dwt handysize bulk carriers from Jiangmen Nanyang Ship Engineering for $25.5m per vessel. The newbuildings are due to be delivered in the second half of 2012 and the first half of 2013. The company has options for two further ships at the same price for delivery in the second half of 2013. Pacific Basin also ordered four 58,100 dwt bulkers from Tsuneishi Group (Zhoushan) Shipbuilding for $32.85 per ship. The vessels are due to be delivered in 2013. **Source : Schednet**

Paradip Port bags award

Paradip Port Trust has been adjudged 'Major Port of the Year' for 2009-10 at the Annual Indian Maritime Gateway Awards 2010, organised by Gateway Media Private Ltd.

Paradip Port Trust Chairman Biplav Kumar received the trophy in Mumbai.

The award was conferred on Paradip Port for its outstanding achievement, exceptional accomplishment, high level of efficiency, productivity & customer satisfaction, active role in adding further capacity, and efficient & effective management of different projects in the Port during the year 2009-10. **Source : deccanherald**

The 1995 built **MAERSK CASSANDRA** seen November 14th in Rotterdam-Waalhaven, the tanker is the former **BRO ALEXANDRE**
Photo : Jan Oosterboer ©

Port of Hamburg reports strong growth of eight per cent

in seaborne cargo handling with 89.4 million tons handled in the first nine month of this year

With a total of 5.9 million TEU (20-foot standard containers) handled, the con tainer segment recorded double-digit growth of 10.7 per cent After a somewhat subdued upward trend for the first three months of the year, the Port of Hamburg now reflects signs of significant growth once again. The total of 89.4 million tons of cargo handled in the first three quarters of 2010 represents an increase of eight per cent over the same period of the previous year. On the import side, Port of Hamburg Marketing – the marketing organisation of the Port of Hamburg – recorded cargo-handling figures of 51.8 million tons (+11.8 per cent). Exports via Hamburg also recorded a positive trend with 37.6 million tons (+3.3 per cent). General cargo, the dominant segment in Hamburg, showed marked growth of 8.6 per cent, with a total of 60.2 million tons handled. The bulk cargo segment also contributed to the growth in the total volume of cargo handled at Germany's biggest universal port with 29.2 million tons (+6.9 per cent) for the first nine months of this year.

In September alone, some 744,000 TEU were handled. This corresponds to an in-crease of 25.1 per cent and represents the best ever monthly container handling figures recorded since November 2008. The positive trend in container handling in Hamburg also reflects Germany's much improved overall economic situation. According to preliminary forecasts by the German Federal Statistical Office, German exports for September 2010 were up 22.5 per cent year-on-year, and imports were 18.0 per cent higher than in September 2009. After a difficult first quarter, container handling at the Port of Hamburg emerged from the crisis over subsequent months, and an evaluation of the figures for the first nine months of the year points to a return to double-digit growth of 10.7 per cent. The con-tainer terminals at the Port of Hamburg handled a total of 5.9 million TEU (20-foot standard containers) in the first three quarters of 2010. The decline in empty-containers handling, a result of the temporary relocation of a number of feeder ser-vice during the crisis year of 2009, has now been arrested. In the first nine months, 912,000 empty containers

(TEU) were handled in Hamburg, 15 per cent more than in the same period of 2009. Figures for the handling of loaded containers (TEU) show a stable upward trend even for those first nine months, with growth recorded at 9.9 per cent and five million TEU handled.

One reason for the growth in container handling is the resumption of the China and Asia services which the shipping companies had temporarily suspended during the financial markets and economic crisis. Added to this are numerous new full-container and feeder services, like the FAL-5 service operated by the two shipping companies CMA CGM and Maersk Line, and the concentration in Hamburg of the Baltic Sea feeder services operated by the TEAM LINES shipping company, all of which resulted in a major increase in the volume of container handling in Hamburg. In the first nine months of this year, container traffic to and from Asian regions grew by 13 per cent compared with the same period last year, to a total of 3.5 million TEU. Container trade to and from America amounted to 587,000 TEU (+13.9 per cent), the Africa route recorded 150,000 TEU (+25.7 per cent), and the European feeder and short-sea services, an important segment for Hamburg, totalled 1.6 million TEU (+3.7 per cent).

Handling of non-containerised general cargo reached 1.9 million tons (+4.8 per cent) in the months from January to September 2010. This growth is largely due to an increase in exports of project cargo and vehicles, which were up by 22.9 and 15.4 per cent, respectively. "The cargo-handling figures for the first three quarters of 2010 indicate that the strongly performing container segment in particular recorded double-digit growth on almost every trade route. Bulk cargo handling figures over the first nine months benefited from a massive boost in iron ore imports: they almost doubled in volume compared with the same period of the previous year, to 6.7 million tons, an increase of 91.2 per cent," said Claudia Roller, CEO of Port of Hamburg Marketing. Iron ore imports shipped via Hamburg are destined for Germany's steel industry, where production has already reached about 83 per cent of full capacity in response to a marked jump in demand after the crisis year of 2009. Handling of iron ore and other grabbable cargo, a segment especially hard hit by the effects of the crisis last year, has recovered strongly and is almost back to 2008 levels. The suction cargo segment recorded 4.7 million tons in total, falling short of the previous year's result (-21.5 per cent). The throughput of liquid cargo totalled 10.2 million tons (-4.6per cent). For the year 2010 as a whole, Claudia Roller expects an increase in container trade of more than 11 per cent up to nearly 8 million TEU in the Port of Hamburg. The total volume of seaborne cargo handled in the year 2010 as a whole is likely to confirm the positive trend of the first nine months, to reach more than 120 million tons, representing growth in a range between eight and nine per cent.

OLDIE – FROM THE SHOEBOX

The **RIO GRANDE** seen grounded on the beach near Wassenaar (The Netherlands) January 15th 1986

Photo : Cees de Bijl ©

…. PHOTO OF THE DAY …..

Above seen the **Bourbon Oceanteam 104** at Singapore anchorage 15-11-2010. **Photo : Andrew Mackinnon ©**

De Kerstkaarten van de KNRM zijn weer te koop via http://kerstkaarten.knrm.nl

In eerste instantie zijn ze natuurlijk bedoeld om uw wensen voor de kerstdagen en het nieuwe jaar aan uw familie, vrienden en bekenden over te brengen. Door kerstkaarten van de KNRM te bestellen steunt u echter ook direct het reddingwerk langs de Nederlandse kust. En u helpt om de KNRM bij een grotere groep mensen bekend te maken. Het formaat van de kaarten is 13,0 x 16,5 centimeter.

De KNRM-kerstkaarten kosten € 8,50 per dozijn (12 stuks), inclusief de enveloppen en de kosten van verpakking en toezending.

Plano (ongevouwen) kaarten
Bedrijven of organisaties kunnen de kaarten ook ongevouwen bestellen, zodat men ze kan laten bedrukken met een passende tekst. Gelieve bij de bestelling duidelijk het vakje PLANO aan te kruisen. Het bedrukken van de kaarten met een eigen tekst dient men zelf te verzorgen. De kaarten worden MET een zogenaamde vouwril geleverd.

Houd u rekening met een levertijd van drie weken.
Bestel dus vóór 1 december 2010 om verzekerd te zijn van een tijdige levering.

Naast de kerstkaarten is er voor het jaar 2011 ook weer een mooie kalender te bestellen voor € 7,50. Kijk op http://kerstkaarten.knrm.nl voor deze kalender, het KNRM vlaggetje, het jubileumboek "Buiten Beeld" en natuurlijk de kerstkaarten.