

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 041



**Number 041 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 10-02-2010**

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



### **VLIERODAM WIRE ROPES Ltd.**

wire ropes, chains, hooks, shackles, webbing slings,  
lifting beams, crane blocks, turnbuckles etc.

**Nijverheidsweg 21 3161 GJ RHOON The Netherlands**

**Telephone:** (+31)105018000  
(+31) 105015440 (a.o.h.)  
**Fax :** (+31)105013843

### **Internet & E-mail**

[www.vlierodam.nl](http://www.vlierodam.nl)  
[info@vlierodam.nl](mailto:info@vlierodam.nl)



**The new KST SPRING seen prior the launching ceremony at Keppel Singmarine shipyard in Singapore  
Photo : Cor Fontaine (c)**

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

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

If you don't like to receive this bulletin anymore, kindly send an e-mail with the word "unsubscribe" in the subject line to [newsclippings@gmail.com](mailto:newsclippings@gmail.com), after receipt of this e-mail I will remove you from the distribution list soon as possible

## EVENTS, INCIDENTS & OPERATIONS

**SVITZER**  
OCEAN TOWAGE



**PARTNERS IN POWER**

### SVITZER OCEAN TOWAGE

Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands

Telephone : + 31 2555 627 11  
Telefax : + 31 2355 718 96  
E-mail: [ocean towage.sales@svitzer.com](mailto:ocean towage.sales@svitzer.com)  
www : [www.svitzer-coess.com](http://www.svitzer-coess.com)

## NOORDHOEK TAKES DELIVERY OF NEW BUILD DPII DIVING CONSTRUCTION SUPPORT VESSEL

Noordhoek is pleased to announce that it has officially taken delivery of the DPII DSV **Noordhoek Constructor** in early January, from the Niigata Yard in Japan. The vessel is currently on route to the North Sea.



This new, state-of-the-art vessel is specifically designed for efficient diving operations in the harsh North Sea environment. The new vessel has an overall length of 76 metres with an 18 metre beam. The vessel is equipped with a 12-man single bell saturation diving system with the latest, technology complete with a self propelled hyperbaric lifeboat. The DPII DSV **Noordhoek Constructor** has a 100-tonne crane and accommodation for 70 people. The vessel has Class 2 Dynamic Positioning and is in compliance with the most demanding maritime and environmental regulations worldwide. The vessel is designed

primarily for Saturation, Air and TUP diving operations at depths of up to 200m. However, with a clear deck space of 685m<sup>2</sup>, the 100 tonne main crane and a dual Light Work and Observation class ROV spread, the new build will clearly be a multi-role vessel suitable for worldwide deployment. With the delivery of the DPII DSV **Noordhoek Constructor**, Noordhoek will be operating 3 subsea support vessels before the end of the 1Q 2010; Noordhoek is expecting to take delivery of one more DPII ROV Survey SV **Noordhoek Pathfinder** mid March 2010.

## **EPE to Prep Hazmat Inventory for Ship Recycling**

Environmental Protection Engineering S.A. (EPE) attends to prepare the Inventory of Hazardous Materials (IHM) for the entire Reederei Thomas Schulte fleet (33 container vessels) according to the new IMO Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong Convention). Reederei Thomas Schulte GmbH & Co. KG also signed a contract with Germanischer Lloyd AG about the certification of the IHMs.

The Ship Recycling Convention adopted at a Diplomatic Conference in Hong Kong (May 2009), aims to improve standards of safety and reduce environmental pollution from the recycling of ships. The Convention will require ships to have an IHM, specific to each ship, a document that contains all the materials onboard a ship that may be hazardous to people's health or the environment, and that require careful handling or special awareness.

**Source : MarineLink**

## **Harwich: Lifeboat crew recovers body**

A BODY recovered by a Harwich lifeboat crew was believed to be a Russian seaman who went missing on Christmas Eve. The Harwich inshore lifeboat was launched on what was the station's first call of the year, to Ipswich docks, where the body of a man was recovered.

It was handed to Suffolk Police who said early indications linked the body to that of Alexey Dorofeev who went missing from his boat at the docks. Further tests, which could take several weeks, will be required to determine more about the death.


It is currently being treated as unexplained and a post mortem will be conducted in due course. The 36-year-old Russian disappeared from the Daniel Kay, which had been moored at Ipswich Port. Crew members thought he had gone into Ipswich, but raised the alarm when he failed to return after two days.

Police divers searched the docks last month but failed to find anything linking to his disappearance.

**Source : Harwich & Manningtree Standard**



**RUYSCH TECHNISCH HANDELSBUREAU B.V.**  
Since 1935



**WE HELP OWNERS MINIMIZE EXPENSES WITHOUT JEOPARDIZING THE QUALITY OF MAINTENANCE ON THEIR VESSELS.**

**O.E.M. STOCKIST FOR:** - SWD R150, DR210, F240, SW280, TM410;  
- SULZER Z40/48, ZA40S, 25/30

[WWW.RUYSCH.NL](http://WWW.RUYSCH.NL) - [INFO@RUYSCH.NL](mailto:INFO@RUYSCH.NL)



## Maersk expected to have bullish year: Danish analysts

Danish carrier Maersk consolidation of services and shoring up its fleet have led the Danish financial house Dankse Market Equities to report a "bull scenario" for the group in 2010 with a return to profitability fuelled by rising freight rates.

The carrier's consolidation in volume on Asia/Europe lanes, represented by increases of 10 per cent from 2007, is paying dividends with demand growth to exceed supply growth over the first half of 2010, according to the report. This will be counterbalanced by the increase of bunker costs up to 3.6 per cent with other unit costs predicted to fall two per cent. But Maersk should cover this in surcharges, the report said. Conservative estimates show freight rate increases of 16 per cent will produce US\$172 million profit for the AP Moller-Maersk Group. The brokerage also forecasts a robust 2011 for the Danish shipping giant. **Source : schednet**

## Container Ship Charter Rates Rise with Demand

Container ship charter rates are rising after two years of steep declines as ocean carriers seek extra tonnage in response to higher cargo volume on key liner trade routes. The market for medium-sized vessels has bottomed out with charter rates flat over the past three months and set to increase as carriers become more confident traffic will continue to grow, particularly on the Asia-Europe and Asia-North America trades, through 2010. A gearless Panamax vessel with capacity for 3,500 20-foot equivalent units is earning \$5,450 a day, just

\$50 less than in October, according to London shipbroker Clarkson. The market for a 2,750-TEU ship is softer, with the daily rate down \$650 from October at \$4,500.

Left : The **COSCO EUROPE** seen moored at the **EUROMAX terminal** in Rotterdam-Europoort –

**Photo : Marijn van Hoorn ©**



The surge in liner freight rates in recent weeks, driven by a capacity shortage coupled with a cargo rush in the run up to the Chinese New Year holiday season, is also feeding through to the charter market. "Furthermore, extra slow steaming is absorbing excess capacity quicker than anticipated, especially for the larger vessel sizes," according to Alphaliner, the Paris-based consultant. Smaller sized ships are benefiting too, with a typical 2002-built 1,100-TEU vessel earning \$4,065 a day on a 12-month charter compared with \$3,963 at the beginning of December, according to the Hamburg Shipbrokers Association. A 1995-built 1,700-TEU Handy ship is getting \$4,259 against \$4,104 two months ago.

This has pushed the Association's ConTex index up to 254 from a 2009 low of 237 in early December. Carriers, which were haggling over hire rates and fixture periods three months ago, are now much more willing to meet owners' demands to obtain ships to plug capacity shortages. The owner of an 8,500-TEU vessel on a 12 month charter can expect up to \$14,000 a day compared with just \$10,000 a year ago. Owners are not covering their operating or financing costs at current charter rates, however, and many who ordered ships at the height of the container shipping bull market, are reported to be close to bankruptcy. Despite the recent rise in rates, the market remains at all time lows. The daily earnings of a 3,500-TEU ship plunged to an average \$6,575 in 2009 from \$26,125 in 2008 and \$29,958 in 2007, according to Clarkson. **Source: Journal of Commerce**



The **AidaAura** seen moored in Bonaire – Photo : Henk Ram ©

## **GAC reaches out to mariners with the Sailors' Society in the Year of the Seafarer**

As the global maritime community marks the Year of the Seafarer, the GAC Group is lending its experience and global reach to help the international maritime welfare charity, the Sailors' Society. 2010 has been dedicated to mariners around the world by the International Maritime Organisation (IMO), paying tribute to the vital role they play in global trade, encouraging young people to enter careers at sea and promoting greater understanding of the many issues seafarers face. The Sailors' Society is part of the worldwide supports network that seeks to safeguard the welfare of sailors everywhere. Every year, the Society receives more than 20,000 warm woolly hats (an essential item of clothing, as any seasoned mariner can confirm) knitted by volunteers. This year, they will be sent - free of charge - to seafarers at locations as far flung as Brazil and Russia, courtesy of GAC's global distribution network. GAC boarding officers will also share directories of the charity's contact details with Ships' Captains and crews, providing seafarers and their families with access to a valuable source of practical and emotional support at times of need.

"Many GAC managers started their working lives at sea, so we appreciate the essential role that sailors play in our industry and understand the challenges they face," says GAC Group President Lars Säfverström. "We have been supporting the Sailors' Society for some years, participating in fundraising events and making Christmas donations. Now, as we welcome the Year of the Seafarer, this new partnership takes that support a strategic step further." World community Jan Webber, the Sailors' Society Director of Fundraising, says: "We are thrilled to be working with one of the world's leading shipping, logistics, and marine services providers. We know that GAC is well recognised for its commitment to Corporate Social Responsibility, and we are very happy that it is reaching out to support the seafarers we all rely on. That goes a long way to enriching sailors' lives and replacing their isolation with a real sense of belonging to a world community of mariners." **Source: GAC Group**





The above photo shows the Multi purpose vessel "**Stemat Spirit**" during her first voyage on the Waterweg in Rotterdam. This voyage is part of the sea trails which will be held this week. After the sea trails the vessel will return to Stemat Rotterdam.

Photo : Skyphoto Maassluis (c)

## Dry bulk: Newbuilding cancellations expected to rise

Newbuilding contracts without guaranteed financing, a common phenomenon for those signed during 2008, are expected to be cancelled in the coming months, especially as owners are still looking to get rid of expensive vessels. By today's standards, those contracted vessels are thought to be overpriced by a margin of 30-40% on average. Those dry bulk carriers had been ordered in a period of euphoria among ship owners who were lured by the record breaking freight rates, enabling rather lucrative returns on investment. Shortly after, the market collapsed to return to a higher ground last year.

While 2010 is expected to fare better for the dry bulk market, recovery isn't certain by any means. A lot will be determined by the shape of the balance between tonnage supply and demand. And while cargoes demand is predicted to pick up, with industrial production among emerging and developing nations having already surpassed the levels reached prior to the crisis, the same can't be said – at least for now – regarding tonnage supply, or rather oversupply. As a result the future of a series of new building contracts is threatened. This mainly applies to contracts where advance payments of 10-20% were given, with the second installments coming to line within the next couple of months. Analysts expect many of these installments not being paid, as no new financing has been signed, thus paving the way for more cancellations. But even those owners who have the available resources to make the installments, could very well be tempted to not realize them, losing their advance payments, but gaining in the long term, as if they paid the full price of these contracts their losses would be greater.

Of course, shipyards will look to resell these contracts to other owners with a hefty discount, which will open a window of opportunity for investors. In other words, a shipowner's loss could be another shipowner's gain. Already, approximately 10% of the global dry bulk orderbook is thought to have been cancelled. This translates to about 450 ships, according to shipbrokers N.Cotzias Shipping Group. They estimate that a whopping 2,263 units have been scheduled for delivery this year, bearing an aggregate carrying capacity of 120 million tons. This is almost 55% of the total outstanding orderbook for dry bulk carriers, as some of those deliveries include postponements or deferments from 2009. Meanwhile, according to Clarkson's latest weekly report, a newly found interest towards dry bulk newbuilding orders has been established, especially regarding the Kasmarmax ship type. "However, even with this flow of new orders, shipyards are by no means out of the woods yet. It is clear that the major yards still intend to pull back significantly on their production until such time as they feel the market can sustain more orders. For the bigger yards this has been a relatively easy process involving laying off sub-contractors and temporarily moth balling dock facilities.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 041

For the smaller yards the process has not been so easy as they clearly need new orders to keep the cash flow coming through to sustain production, but at the same time they have had to find ways of cutting the cloth without affecting the deliveries of their current order book. The difficulty the smaller yards now face is not just in winning new orders to sustain the orderbook but then being able to sustain the support of their financial institutions and investors given the current suppressed asset values” said Clarksons. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

ingenieursbureau  
**OESTERBAAI**

### Asbestos Surveys conform IMO & SOLAS standards



*Engineering firm Oesterbaai is a certified company which is specialized in asbestos surveys, asbestos training and consultancy onboard ships, platforms and other offshore objects.*



*certified by Lloyd's for performing  
asbestos surveys and assessments  
according to Dutch Legislation*

**Oesterbaai** can issue an asbestos safe certificate for your ship to work in areas or countries which demands a certain certificate or other document which proves an asbestos safe ship. Asbestos surveys by Oesterbaai are according to Dutch Standard SC-540 and comply with IMO standards and strict European Laws regarding asbestos. A survey can be part of your HSE and/or Maintenance Plan!

If you would like to receive more information please contact us at +31 10 2088444 or via email at: [clemens@oesterbaai.nl](mailto:clemens@oesterbaai.nl)

ingenieursbureau Oesterbaai . Rotterdam . the Netherlands . [www.oesterbaai.nl](http://www.oesterbaai.nl)



Above the **Burcom Sand** seen in 1975, she is seen working just out-side Grangemouth Lock, this is an ongoing problem to this day, silting behind the approach jetties to the Lock. - **Photo : Iain Forsyth (c)**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**

## CASUALTY REPORTING

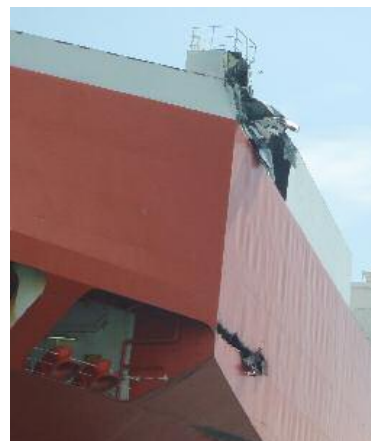


### MINOR COLISSION AT SINGAPORE ANCHORAGE



Last Monday morning the car carrier **TRIANON** and the bulk carrier **BRISBANE** were in contact with each other at the Singapore Eastern anchorage,

As can be seen at the photos the contact caused some damage to both vessels





## ALGOMA DISCOVERY GROUNDED OFF QUEBEC



The 222 mtr long and 1987 built cargo/bulk carrier "**ALGOMA DISCOVERY**", 34752 dwt, ran aground early yesterday ( February 9<sup>th</sup>) morning while in transit from Québec City to Norway. The vessel had departed Québec at 04h00 local with a cargo of nickel and titanium. At about 04h45, while eastbound on the St-Lawrence River with the assistance of local pilots, the vessel suffered major mechanical problems. The reason is still unknown if it was a complete black out or only a steering failure or main engine failure but with the ebb current, the vessel did a large turn on her port side and despite dropping the anchor, she nearly missed the St-Laurent's yacht club breakwater and went aground on the Ile d'Orléans bank at about 400 m. west of the Yacht club and less then 100 meters from the shoreline.



Photo's : Hubert Desgagnés ©

The vessel remained in this situation until refloated about 8 hours later with the assistance of 3 tugs and the high tide. The vessel proceeded back to Québec for hull and machinery inspection by Transport Canada. Canada TSB will do an investigation on this incident. The vessel had run aground in Germany only 4 1/2 month ago. The reason of grounding was then an electrical defect in the steering of the CPP.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 041

The **ALGOMA DISCOVERY** is flying the Bahamas flag and is being operated by Algoma Shipping Inc. Bridgetown, Barbados (sub. of Algoma Central Corp., operated & managed by CSL Int'l Inc., Beverly, MA)  
Built 1987 by Maij Brodogradiliste, Rijeka, Yugoslavia.

### NAVY NEWS



Typical day at work, the **TRIPOLI** (ex. LPH 10) being towed from an upriver port to the ocean tug who was waiting in the main anchorage area of San Francisco Bay. Above seen the transport approaching the Union Pacific Railroad (vertical lift) bridge in the full open position awaiting the transit, The **TRIPOLI** has no power of her own, so the job was completed as a "dead ship" tow with three tugs all alongside in various places.

**Photo : Capt. George H. Livingstone (c)**

The 1965 built **TRIPOLI** is an **IWO JIMA class LPH's**, the First purpose-built amphibious assault ships for the US Navy. These were much more efficient and effective than the previous converted ships, they were an all-new design, similar in size and overall configuration to WWII escort carriers, The **TRIPOLI** operated as mine countermeasures support ship during Desert Storm. Hit mine 18 Feb 1991 with significant damage to starboard bow; repaired in the Gulf. Decommissioned 8 Sept 1995 and stricken but not disposed of immediately. She was stored at Mare Island CA and is in use since 26-06-1997 with the US Army as test platform,

In this role during December 2006, the ship was towed to Pearl Harbor, Hawaii, where it had a high-tech role as a launch platform with the nation's developing ballistic missile defense program. Three times the ship was towed some 100 miles offshore and used to launch small ballistic missiles, which are then intercepted by Terminal High Altitude Area Defense Missiles, test-fired from the Pacific Missile Range Facility. The last test in the series was performed 26 October 2007, when the ship fired a "scud-like" missile, which was successfully intercepted. The ship will be towed back to the San Francisco Bay Area for the winter, the vessel returned to Pearl Harbor for a second series of tests in late spring 2008.



The Serco Denholm tug **SD Independent** escorts **HNLMS Johan de Witt** as the Dutch LPD leaves Portsmouth  
Photo : Gary Davies/Maritime Photographic - [www.maritimephotographic.co.uk](http://www.maritimephotographic.co.uk) (c)

## OPROEP AAN DE LEZERS

Beste Lezer(es),



Als dienstplichtig machinist heb ik in 1976 gevaren op de marinesleepboot **Hr.Ms. Wamandai A 870**. Volgens de gegevens is het schip in 1986 verkocht aan een particulier. Het schip zou voor een rederij Fletamar hebben gevaren in midden en zuid Amerika. Wie weet of de sleper nog ergens vaart of in een of andere haven ligt.

Alle informatie is welkom.

Vriendelijke groeten,

Freek Koning

[www.Wamandai.com](http://www.Wamandai.com)

e-mail : [f.koning8@chello.nl](mailto:f.koning8@chello.nl)

## In A NATO First, France Agrees To Sell Warship To Russia

French defense officials say France has agreed to sell Russia a technologically advanced battleship and is considering a request to sell Moscow three more. If the sale is completed, it would be the first such arms sale between Russia and a member of NATO. News of the sale has raised concern among other NATO members and some of Russia's neighbors, especially Georgia, which fought a war with Russia in 2008.

French President Nicolas Sarkozy approved the sale of the Mistral-class assault ship after months of discussions.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 041

Jacques de Lajugie, of the French arms agency DGA, said Russian naval officials have now submitted a request for three more ships, and that the request is "being examined."



David Darchiashvili, the chairman of the Georgian parliament's Committee for European Integration, said the planned sale is "a matter of concern for Russia's immediate neighbors and I think it should be a matter of concern more broadly, in the context of regional stability, balance, and security. And this has to be the subject of discussions for NATO and EU member states."

He added that he expects many countries in the region will object. "In Russia's hands this weapon is not just an ordinary one, as it would be in the case of any peaceful country that was concerned about its own security and defense," he said. "I expect that there will be a lot of objections to that [deal], and not just on our part."

Lithuania wrote to France in November asking for clarification of the situation and details of the ship's ammunition.

The Mistral is able to anchor in coastal waters and deploy troops on land, a capacity the aging Russian Navy lacks. The 200-meter-long ship can also carry 16 attack helicopters and dozens of armored vehicles.

Last year, Russia's naval chief said a ship like the Mistral would have allowed the Russian Navy to mount a much more efficient action in the Black Sea during the Georgia-Russia war. He said the French ship would take just 40 minutes to do the job that Russian Black Sea Fleet vessels did in 26 hours.

French Defense Minister Herve Morin held a meeting in Paris with U.S. Defense Secretary Robert Gates today and said that France hopes to contribute to European stability. Morin said he "[understood] that for some Central and Eastern European countries...the wounds are still there," but added that France "[wants] to develop a relationship of trust with Russia."

Gates would only say that he and Morin had discussed the sale and had "a good and thorough exchange of views."

In Washington, Pentagon spokesman Geoff Morrell said U.S. "friends and allies in Eastern Europe are clearly nervous about it, especially Georgia...with good reason." He added, "They fear these new warships would give Russia additional capabilities to once again threaten Georgia from the Black Sea." France rejoined NATO's military command in 2009 after a 43-year absence. President Charles de Gaulle pulled France out of NATO's military structure in 1966, saying it undermined France's sovereignty. **Source : Radio Free Europe**

## SHIPYARD NEWS

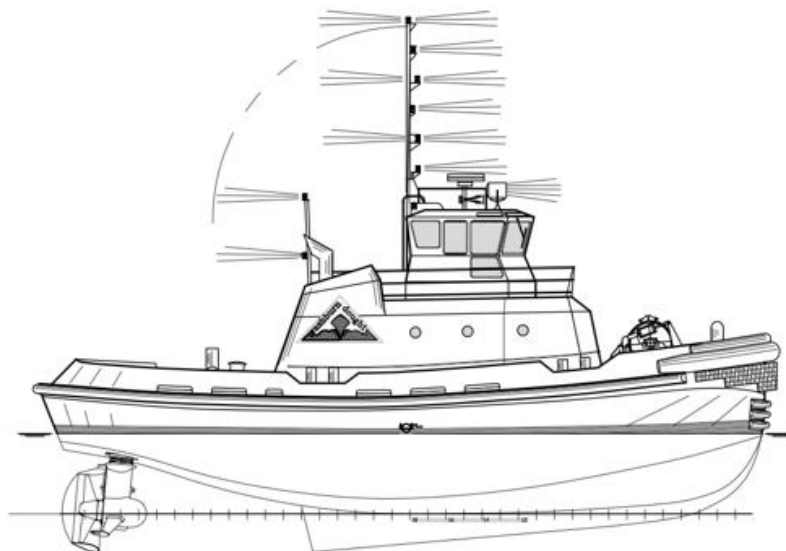
 Transport & Offshore Services	<h3>Crewing Solutions</h3>	<ul style="list-style-type: none"><li>• Ship Delivery</li><li>• (Inland) Shipping</li><li>• Offshore</li><li>• Dredging</li><li>• Shore Based Jobs</li></ul>
	 	
<a href="http://www.tos.nl">www.tos.nl</a>	TOS Rotterdam (+31)10 – 436 62 93	E-Mail <a href="mailto:info@tos.nl">info@tos.nl</a>

## Washburn & Doughty offers new Z-drive tug design

Shipbuilder Washburn & Doughty Associates, Inc. of East Boothbay, Maine has unveiled a new 80 ft x 33 ft 9 in Z-drive tug design. Designed for ship handling and harbor work, the tug admeasures less than 150 gross tons allowing it to operate without a load line assignment. It is designed to exceed ABS standards and customers can choose to specify ABS class.

The vessel has been designed by Washburn & Doughty's Executive VP and Naval Architect, Bruce Washburn and draws on his knowledge gained as lead architect of 62 vessels designed and built by the shipyard. These include 21 92 ft Z-drive tugs and three 98 ft Z-drive tugs providing towing and escort services between Boston, Massachusetts and Port Arthur, Texas.

Clean underwater lines and two aft Z-drives give the vessel the maneuverability necessary to be a truly versatile harbor tug. Design features include a wide beam to enhance indirect capabilities and stability. A broad bow will evenly distribute the "point-of-contact" load between the tug and the ship.



Because the tug is an in-house design, customers have the flexibility to easily modify the vessel to suit their particular requirements. The vessel is adaptable to any high speed main engines delivering 4,000-5,000 horsepower with matching Z-drive units. The tug has straight line carbon fiber shafts. Customers can specify off-ship fire-fighting, a stern capstan and/or a bow winch. The vessel can be arranged as a day boat or outfitted for round the clock operations with up to four staterooms for eight crew members. For 24/7 service, the design features a full galley, dining area and head with shower. Washburn & Doughty operates from a new, state-of-the-art construction building. This spacious facility features a layout that maximizes efficiency and it is outfitted with modern shipbuilding tools and equipment. The building measures 42,000 sq. ft. and is designed for vessels up to 200 ft long by 50 ft wide. It features two construction bays, each equipped with two 20-ton cranes. A central mezzanine contains shop space--served by a 5-ton crane--and offices for production support, supervision, design and engineering. **Source :**

**MarineLog**

## Daewoo Shipbuilding net profit up 44% in 2009

Daewoo Shipbuilding & Marine Engineering Co., South Korea's third-largest shipbuilder, said Monday that its earnings increased sharply last year on increased gains from equity ties with affiliates and currency-related gains. Net profit reached 578 billion won (US\$493 million) last year, compared with a profit of 402 billion won a year earlier, the company said in a regulatory filing. Sales increased 12 per cent to a record 12.44 trillion won, while operating income dropped 34 per cent to 685 billion won. Shares of Daewoo Shipbuilding closed at 18,050 won on the Seoul bourse, down 0.55 per cent. The 2009 earnings was released after the market closed. Earlier, the shipbuilder said it aims to win US\$10 billion worth of orders this year, and sales of 12.4 trillion won. It also said it plans to spend 600

billion won on facility investment. Daewoo Shipbuilding is expecting that orders from oil firms such as Chevron Corp. may increase this year. **Source:** tradingmarkets

## **Damen contracts dredger for Antwerp super project**

Damen has received the order from SeReAnt to design and construct a special cutter suction dredger for the AMORAS project. The dredger will be a full customer special to fit exactly the intricate dredging and sludge treatment process. Design is now well on its way, the dredger is due to be delivered in September 2010 – exactly in time to fit in to the tight AMORAS time schedule.



Damen is of course known for its standard cutter suction dredger range. Yet, this dredger is far from standard: the cutter suction dredger is fully adapted to feed the continuous process resulting in 500.000 tons of treated dry material every year. AMORAS being an environmental project, the cutter suction dredger is fully electrically driven – the required power is some 1.800 kVa, 15.75 kV. The dredger is fitted out with a swing ladder, cleaning the under water depot at –18 m dredging depth and a maximum swing width of 24 m. As the contamination of some silt is such that it cannot be deposited in the depot, a barge unloader is a vital element of the dredger- pumping the heavily contaminated material directly to shore by the inboard dredge pump.

Manoeuvring of the dredger, measuring some 34 m by 9.5 m, is done by 4 spud poles, of which 2 are integrated in a spud carriage – all to ensure a continuous and smooth process. The spud carriage cylinders, winches as well as the cutter are hydraulically driven. Both in board Damen dredge pumps, type BP45—1100 doing 3.000 m<sup>3</sup>/h of mixture each, are electrically driven. They work on a 450 mm diameter discharge line of 300 m length connecting to the sand separation plant. As the spacious operating cabin is situated on top of the accommodation, it has excellent view on the decks and the job site. The accommodation houses a galley, a seating area and a sanitary space.

The contract between Damen and SeReAnt was signed this autumn, and the dredger is now on the drawing boards. Due to the tight delivery schedule construction has started already. Damen Dredging Equipment will manufacture components and the entire dredger will be finished at another Damen yard. It is due to be delivered in September 2010. By then the many other civil constructions at the AMORAS site will be finished, so that the entire plant will be up and running at the end of 2010. Damen Dredging Equipment is proud that their cutter suction dredger is a key element in the permanent and innovative solution of SeReAnt to the treatment and storage of dredged sediments of the Port of Antwerp. **Source :** Damen

## **Keppel clinches specialised shipbuilding contracts worth S\$140 million**

**Keppel Offshore & Marine Ltd's (Keppel O&M)** specialised shipbuilding arm, Keppel Singmarine Pte Ltd (Keppel Singmarine) has clinched three newbuilding contracts totaling about S\$140 million. The first contract was awarded to Keppel Singmarine by Dutch dredging and marine contractor, Royal Boskalis Westminster N.V. (Boskalis) for the construction of a 159-metre long rock dumping fall pipe vessel to be completed in late 2011. Rock dumping fall pipe vessels are capable of depositing large amounts of rocks in deep waters with great precision to protect and stabilise cables and oil and gas pipelines on the seabed.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 041

The vessel to be built by Keppel Singmarine will have a carrying capacity for 23,000 tonnes of rock. She will be installed with propulsion machinery and special rock handling equipment supplied by Boskalis to carry out precise rock depositing works at water depths of more than 1000 metres with Dynamic Positioning (DP-2) capabilities. This vessel will also have a flexible fall pipe with a Remotely Operated Vehicle installed at the lower end for better positioning. As the vessel moves along her track under dynamic control, the rocks will be lowered through the fall pipe at a controlled rate.

Mr Hoe Eng Hock, Executive Director of Keppel Singmarine, said, "We are very pleased that Boskalis has chosen Keppel to build its latest vessel. "Having accumulated years of experience and built more than 400 specialised ships of different designs and functions, we have honed and proven our ability to tailor-make vessels for every frontier, be it in deep waters or under icy conditions. "Rock dumping fall pipe vessels are a good example of highly specialised ships that require detailed engineering customised to the owners' requirements. Leveraging our proven track record and expertise in this area, we are confident of delivering a quality vessel to Boskalis' expectations." Mr. Theodorus L. Baartmans, member of the Board of Management, Royal Boskalis Westminster N.V, said, "At Boskalis, we have long experience of working with Keppel and are familiar with its quality of work. "Keppel Singmarine is well known for its strong expertise in handling sophisticated vessels, especially those equipped with diesel electric drives and dynamic positioning capabilities. We are confident that they will be able to deliver on their promises as we work closely towards the success of yet another challenging project."

In addition to Boskalis' vessel, Keppel Singmarine has also secured another two tugboat contracts. The first is to build a 65-tonne bollard pull twin-screw Azimuth Stern Drive (ASD) tugboat with FiFi1 notation for firefighting for repeat customer, Smit International. This tugboat is based on the proprietary MTD 3265T design developed in-house by Keppel's Marine Technology Development unit. The second tugboat contract involves constructing a 50-tonne bollard pull twin-screw ASD tugboat for an Indonesian customer PT. Pelayaran Trans Parau Sorat. The tugboats are scheduled for completion in the fourth and first quarter of 2010 respectively. The above contracts are not expected to have any material impact on the net tangible assets and earnings per share of Keppel Corporation Limited for the current financial year. **Source: Keppel Corporation**

## ROUTE, PORTS & SERVICES



**Seamanship**  
Whatever the ship. Wherever delivered.

**Redwise**  
GLOBAL SHIP DELIVERY & CREWING  
[info@redwise.nl](mailto:info@redwise.nl)

[www.redwise.com](http://www.redwise.com)

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered

## IHC Piping makes major investment in robot technology



IHC Piping B.V. has announced that it has placed a major order for a flange welding system. This is a pioneering robotic production solution for welding bespoke pipe constructions for the offshore, shipbuilding and petrochemical industries. The system has been developed to incorporate four ABB simultaneously operating robots and the latest vision technology to position, tack and weld a wide range of flanges and welding sockets.

"IHC Piping will take delivery of the first robotic flange welding system in the Benelux countries and Germany," says Paul Dits, Director of IHC Piping. "It will help to improve the weld quality, the flexibility of production, and the cycle and delivery times for the pipe sections. These benefits will be passed on directly to our

expanding customer base and provide us with a distinct competitive advantage." Twenty-five years ago, IHC Piping was inspired by the principles of Lean Manufacturing (LM) and Just-in-time (JIT) processes. These tried-and-tested Japanese production philosophies are utilised by IHC Piping in its 2,250 m<sup>2</sup> workshop to help boost efficiency and reduce wastage. A unique feature of production is that flanges can be put on the pipes before they are bent to size. Therefore, each individual pipe can be produced in a single uninterrupted process, making intermediate stocks a thing of the past. The most economical nesting is also calculated before the work is programmed and scheduled to keep residual waste to an absolute minimum. As a relatively new and versatile company, IHC Piping, a business unit of the IHC Merwede Group, specialises in CNC (computer numerical control) production and assembly of piping systems for the maritime, dredging and offshore markets.

## **Hapag-Lloyd's Strategy Pays Off**

Hapag-Lloyd, the world's sixth-largest container carrier, is set to move from financial intensive care into operational convalescence. According to Hapag-Lloyd insiders, the shipping line moved out of the red toward the end of 2009 on the back of rising cargo volume and firming freight rates — especially in its key Asia-Europe trades — that signal container shipping is emerging from its deepest-ever recession.

The German carrier will again be a drag on TUI, its largest shareholder, when the tourism giant on Feb. 15 publishes its results for the final quarter of 2009. Hapag-Lloyd's \$1 billion-plus full-year loss — following a \$985 million deficit in the first nine months of 2009 — will be the big news. But more important will be confirmation the carrier was breaking even at the operational level in the final weeks of the year.

Hapag-Lloyd isn't about to start making serious money again or paying a dividend to its shareholders. But there are signs the carrier is better placed than many of its rivals to take advantage of the container shipping recovery.

Hapag-Lloyd's shareholders — TUI, which holds 43.3 percent, and the Hamburg-based Albert Ballin consortium, with a 56.7 percent share — are finally seeing results from their \$2.7 billion capital injection; the carrier has become a leaner and fitter company.

Hapag-Lloyd has trimmed its headcount, reduced its payroll, frozen recruitment, streamlined its regional offices and restructured liner services as part of a plan to cut \$1 billion in costs annually. It also has cajoled shipowners, many of them German, to reduce ship charter rates — a major cost item because 58 of its 117 vessels are hired, accounting for more than 45 percent of its total fleet capacity. And unlike many of its rivals, Hapag-Lloyd isn't weighed down by a huge order book of giant ships. It has just 11 vessels — with combined capacity of 96,250 TEUs — on order, equal to 19.6 percent of its current capacity, according to AXS-Alphaliner, the Paris-based shipping analyst and consultant. France's financially troubled CMA CGM, by contrast, has an orderbook equivalent to 47.5 percent of its current capacity and is spending valuable management time struggling to cancel a third of its contracts with South Korean shipyards. Hapag-Lloyd's lean orderbook ensures it won't be burdened by surplus capacity if global container trade increases only modestly over the next couple of years. And if traffic rises more sharply than forecast, the carrier can easily charter additional capacity at favorable rates.

The carrier appeared to be facing fresh financial problems in late January with reports European Union competition regulators are challenging \$1.7 billion in loan guarantees provided late last year by the German government and the

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 041

city-state of Hamburg. The reports, however, aren't likely to have caused much concern at Hapag-Lloyd because the carrier only expected to tap the funds in a dire emergency. The more relaxed and optimistic stance of Klaus-Michael Kuehne, the billionaire majority owner of Swiss global logistics giant Kuehne + Nagel and second-largest shareholder in the Albert Ballin consortium, offers further evidence that Hapag-Lloyd has turned the corner.

Kuehne called on TUI in mid-January to sell its Hapag-Lloyd stake to make room for new investors and a more stable mix of shareholders. Kuehne is "bothered" by the current group of shareholders — spanning tourism, insurance, banking and public authorities — because their interests are too different.

In a vote of confidence in the carrier, Kuehne said he wants to increase his stake if new investors come on board. Kuehne hasn't always seen eye-to-eye with his fellow shareholders, but in the absence of comments from TUI and the Albert Ballin consortium, his public statements — and his knowledge of the global transport business — are a handy guide to the company's state of health. TUI wants to cut free from Hapag-Lloyd to focus on its core tourism business, but that won't happen any time soon. In fact, TUI has the right to convert \$500 million of a \$1 billion hybrid capital injection in October into Hapag-Lloyd stock from 2011, which would lift its shareholding to 49.9 percent. For now, Hapag-Lloyd itself is focused on returning to the black and preparing for the looming consolidation of a container shipping business that remains fragmented despite several major mergers. With a paltry 3.6 percent world market share, even a profitable Hapag-Lloyd will struggle to survive, and is seen as an eager participant when merger activity revives. **Source: Journal of Commerce**



ride on a sea of creative solutions

Brokerage and Commercial  
Services to Offshore Shipping

www.m3marine.com.sg • mail@m3marine.com.sg • +65 6327 4606

## Rolls-Royce for Offshore Vessel Upgrade

Rolls-Royce has received an order worth over \$20m to supply diesel generator sets and thrusters to Houston-based offshore engineering and construction company J. Ray McDermott.

The order, which includes six underwater mountable azimuth thrusters and four Bergen generator sets, is being supplied as part of a major upgrade to the customer's specialist offshore vessel, **Derrick Barge 50 (DB50)**. The heavy-lift derrick and pipe laying vessel is based in the Gulf of Mexico.

The six thrusters are each capable of providing 44 tonnes of thrust and have a variable frequency electric motor drive and a fixed pitch propeller. They will interface with the vessel's dynamic positioning system to significantly increase the station-keeping capability of the vessel, allowing it to operate in more severe weather conditions. The new diesel-engine generator sets provide 19.2 megawatts and, with the new thrusters, provide increased propulsion and electrical power to **DB50**.

DB50 is capable of lifting loads of up to 4,400 tonnes and laying pipe up to 20 inches in diameter in more than 9,000 feet of water. **Source : MarineLink**





Van Oord's **HAM 317** seen in the port of Scheveningen - Photo : Jas Louwen (c)

## Stena cuts back high-speed ferry service

**Holyhead-Dun Laoghaire down to once a day, summer only**

Stena Line is to reduce its freight-carrying high-speed service between Holyhead and Dun Laoghaire to a single round-trip schedule, operating only in high summer.

The **HSS Stena Explorer** had been operating two round-trips a day between March and December and is one of the few fast-ferries operating in UK waters capable of carrying freight traffic. This year it will run only from 28 June until 5 September, departing Holyhead at 11.50am and Dun Laoghaire at 3.05pm.

Outside the summer, the route will be operated by the smaller **Stena Express**, which only carries cars and vans.

Stena communications manager Eamonn Hewitt said the weak market and high fuel costs were factors in the decision, compounded by the failure to agree fees with Dun Laoghaire port. "It's no secret that we are paying a very substantial 6.7m [US\$9.2m] a year, and we have pointed out that if we were to operate into Dublin, the cost would only be about 2m a year."

But he said he was hopeful an agreement could be reached soon. He believed few freight customers would be inconvenienced by the withdrawal of the high-speed freight service for most of the year. Conventional capacity had been added to the Holyhead-Dublin route, offering four round trips a day, most days of the week, he added.

Hewitt confirmed that the **HSS Stena Voyager** would continue to operate two round trips a day between Stranraer and Belfast alongside two conventional ships.

"A decision on the future of the HSS on the route will be made by the end of the year. We're also moving ahead with plans to replace Stranraer with a new port at Loch Ryan." **Source : ifw-net.com**

## Port Orange dredging project inches ahead

The News Journal reports that city officials in Port Orange in the US will shortly determine whether dredging the B-23 canal can proceed alongside the final segment of the Rose Bay clean-up project. Excavating material from the canal is designed to complement the dredging of the bay, which is the last component of an almost 20-year restoration plan for the polluted waterway.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 041

Officials have said that doing the two projects within close timing of each other will help save money with equipment mobilization costs. The US Army Corps of Engineers' contractor is completing construction of the spoil containment site and the dredge pipe should be pulled from Rose Bay to the spoil site this week.

Dredging should start within the next six weeks to remove 152,000 cubic yards of soft sediments, said a spokesman from the St Johns River Water Management District, one of several agency partners in the project.

"Removing the maximum amount of sediment from the canal to prevent it from flushing back into the bay, however, depends on how many Harbor Oaks residents sign legal agreements with the city," said the report. "Now that the deadline has passed, city staff has reported receiving 30 out of about 33 contracts with the canal-front property owners along East Bayshore Drive and Cedar Street. "

The city has budgeted to pay for the full cost of the dredge but won't replace privately owned seawalls or structures. The contractor needs at least 22ft of canal width to manoeuvre dredging equipment and many of the properties have deteriorating docks and seawalls that might not hold up during the dredging.

Those problematic structures prompted the city to seek "hold harmless" agreements that relieve the city of liability if something happens to the structures, but also protects owners from gross negligence. **Source : Dredging News Online**

## Endenburg BV ordered 100 TON TENSIONING machine.

Endenburg BV located at Gouda Holland ordered a Tensioner, producing a constant back tension up to 100 tonnes.



This machine will perform a back tension for towing wires needed for ocean going tugs and Anchor Handling vessels all over the world.

The Tensioner will be operational end of March 2010.

specifications:

- Machine description: tensioner 100T – back tensioning system
- Purpose: pre-tensioning of steel wire rope when installing onto winch system
- Set-up: total system includes; tensioner, powerpack and control pedestal
- Render load: 5 tonnes minimum to 100 tonnes maximum – manually adjustable
- Maximum pulling capacity: 90 tonnes
- Wire rope diameter: max. 120 mm
- Redering mode: max. speed of 12 metres per minute
- Powering mode: low load (<13 tonnes) –4,7 m/min
- medium load (13 to 17 tonnes) –3,5 m/min
- high load (17 to 90 tonnes) –3,5 m/min to 0,68 m/min (horse powercontrolled)

## Sri Lanka to dredge more sea sand

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 041

Sri Lanka will appoint a dredging contractor to bring up three million cubic metres of sea sand to supply the domestic market which is running out of river sand and also for export.



Sri Lanka Land Reclamation and Development Company (SLLR & DC), a state agency, holds the sole rights and license to explore and mine sea sand in 100 square kilometer areas off the west coast of the island. The agency is dredging sea sand after curbs were put on harvesting river due to environmental concerns.

Left : The **CORYO 4 HO** seen off Colombo  
Photo : Piet Sinke (c)

A note to cabinet by the ministry of urban development said SLLR&DC has already pumped 2.8 million cubic metres of sand into a stockpile at Kerawalapitiya, Muthurajaweka, north of Sri Lanka's capital Colombo.

So far it has sold 1.2 million cubic metres of sand to local and international buyers. It was in negotiations to export sand. In addition a contractor building an expressway from the international airport in Katunayaka to Colombo has asked for 1.75 million cubic metres of sand for embankment filling.

## LD LINES AND TRANSEUROPA FERRIES JOIN FORCES ON RAMSGATE - OSTEND ROUTE

LD Lines and Transeuropa Ferries have announced a commercial agreement to commence a collaboration on the Ramsgate - Ostend freight and passenger ferry service, initially operating one vessel together.

Starting between 15th and 30th March 2010, the two companies will co-operate on commercial aspects of the route with LD Lines taking a lead in the development of the tourist passenger business, whilst Transeuropa Ferries will continue to build its focus on freight traffic and ship operations.

The agreement also includes fleet changes with LD Lines' **Norman Spirit** transferring to the route, which Transeuropa Ferries will operate on a long term charter basis. **Norman Spirit** will be re-named **Ostend Spirit**, operating two return sailings daily, with a crossing time of four hours. The ship is expected to replace one of the current Transeuropa Ferries' fleet later in 2010.

LD Lines' Managing Director, Christophe Santoni, said, "We are very pleased to announce this development which will combine the considerable expertise of both companies. For LD Lines it will further expand our ferry service network and we can now offer the market an extensive choice of routes from the west to east across the English Channel to France, and now to a northern located port in Belgium. The port of Ostend geographically is very well placed to attract new business from the Benelux, Germany and Eastern European countries."

Dominique Penel, General Manager of Transeuropa Ferries added : "This makes good economic sense for both companies in relation to moving the service forward. Transeuropa have established an excellent, solid freight business via the Ramsgate - Ostend route since we began in 1998 and now with a larger ship, we have the potential to improve the level of service to our freight customers whilst also developing the tourist traffic through LD Lines' passenger marketing resources." The newly named **Ostend Spirit** will continue to operate under the British flag and be branded in LD Lines' and Transeuropa Ferries' colours.

Mr Johan Vande Lanotte, Chairman of the port of Ostend and former Deputy Prime Minister of Belgium said, "This is excellent news for the port of Ostend and for the region. This is a clear signal we have survived the worst of the crisis and we are now building for the future. This co-operation is an important step in our plan for growth."



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 041

In Ramsgate, Councillor Roger Latchford, Thanet District Council's Portfolio Holder for Regeneration, said, "This is marvellous news for both Ramsgate and Thanet. The port was built to receive vessels of this size and it's good to welcome them back, especially because of the increased freight and passenger business they represent."

**Ostend Spirit** will be returning to her original home port of Ostend, having previously been named **Prins Filip**. Built in 1991 by the then Belgian ferry operator Regie voor Maritiem Transport (RMT), the ship entered service in 1992 on the Dover - Ostend route, switching to operate between Ramsgate and Ostend, where she remained until 1997.

The ship will be transferring from LD Lines' Dover - Boulogne service in March, to be replaced by the **ex Brave Merchant** which will be re-named, to further develop the route's freight and tourist traffic and continue to provide a service frequency of four return sailings daily.

Built in 1999, the UK flag 22,152 gross tonnes **Brave Merchant** has capacity for 2000 lane metres for freight and tourist vehicles and up to 400 passengers. LD Lines' tourist fares on the Ramsgate - Ostend service will be available for cars and passengers, cars and caravans, motorhomes, motorcycles and for added on board passenger comfort facilities include cabins and sleeper seats. LD Lines' launch offer starts from £24 single for a car and five passengers, subject to availability.

LD Lines' cross channel ferry service network includes : Dover - Boulogne, Newhaven - Dieppe and Portsmouth - Le Havre routes **Source : Ldlines**

## Now, 'RTOs' for ships, boats on Gujarat coast

Post 26/11, this is perhaps the most important security measure taken in Gujarat by the state government and the Centre. The two governments are separately setting up two Vessel Traffic & Port Management Systems (VTPMS) on the Gujarat coast.

Once the control systems become functional, the sea traffic along the Gujarat coast, including every boat and ship, will be controlled, managed and guided by them. They will work like regional transport offices (RTO) for the ships and boats.

While the Gujarat government is setting up a VTPMS in the Gulf of Khambat, the Union ministry of shipping is setting up a similar VTPMS in the Gulf of Kutch. Both the control systems will become operational in June this year and will function independently of each other. The state government's VTPMS is being set up under public-private partnership. It will cover all ports from Jafrabad in Saurashtra to Hazira and Dahej in South Gujarat. The total cost of the Khambat VTPMS is expected to be more than Rs150 crore, and it will be under the Gujarat government's control.

"The Khambat VTPMS is to be developed by Aatash Norcontrol Limited," said an official of the GMB. "A boot contract has been signed between GMB and Aatash Norcontrol for existing and future ports in the Gulf of Khambat for 30 years." For the Rs170-crore control system it is setting up in the Gulf of Kutch, the Union ministry of shipping has roped in ML Dalmiya Co Ltd. Like the Khambat system, the Kutch VTPMS has also been undertaken under public-private partnership. Incidentally, ML Dalmiya Co Ltd is promoted by former BCCI chief, Jagmohan Dalmiya.

The Union government's control system, which will be under the Centre's control, will cover ports from Porbandar (in Saurashtra) to all ports in Kutch. The GMB will bear 25% of the cost while another 25% will be borne by the Union shipping ministry. The rest 50% will be contributed as investment by ML Dalmiya Co Ltd. **Source : DnaIndia**

## Throughput of Port of Helsinki (Finland) up 8 %, at 705.000 tons this January

Freight volumes passed via Port of Helsinki (Finland) in January 2010 increased by 8% compared with same period last year, up to 705.000 tons, while January exports grew 16 percent this year, the Port Authority press service reports.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 041

The port's numbers show a year-over-year 21 percent decline in commodities shipments via Helsinki in 2009, down to 8.6 million tons. Earlier, the Association of Finnish ports reported for 2009 the port's operators handled 9.992.056 tons of cargoes, down 17 percent from 2008. **Source : PortNews**

### OLDIE – FROM THE SHOEBOX



The **SMIT PIONEER** moored at the Parkkade for handing over from the builders to owner Smit during 1972

**Photo : Jan Steehouwer (c)**

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



The **OCEAN BERTRAND JEANSONNE** seen operating in an icy Quebec  
Photo : Wibbo Hofman (c)

## BOEKBESPREKING

Door : Frank NEYTS

### "Business in Great Waters"

Bij Pen & Sword Military Books verscheen "**Business in Great Waters. The U-Boat wars 1916-1945**". Het werd geschreven door **John Terraine**.

Twee maal in een kwart eeuw werd Groot-Brittannië in zijn bestaan bedreigd door de vijandige inzet van de U-Boot. In deze studie over onderzeebootoorlog verklaart de auteur waarom Winston Churchill ooit schreef: "the only thing that ever frightened me during the war was the U-Boat peril" (het enige wat mij tijdens de oorlog ooit angst aanjoeg was het duikboot-gevaar).

Zonder de overwinning op dit duikbootgevaar was het Brits-Amerikaanse optreden in 1944 tijdens de Tweede Wereldoorlog nooit mogelijk geweest. De auteur richt zijn aandacht op de duikbootbemanningen zelf, zowel de Duitse als de Geallieerde, maar verliest daarbij de drie hoofdfactoren in de U-Boot oorlog niet uit het oog, de politieke, militaire en technologische aspecten. Zeer belangrijk in de onderzee-oorlog was de inbreng van de inlichtingsdiensten. Dit boek is een zeer dikke aanrader, zeker als men de aankoop prijs in aanmerking neemt.

"**Business in Great Waters**" (ISBN 978-1-848 841352) telt 839 pagina's en werd als softback uitgegeven. Het boek kost £25.00. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij, Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire S70 2AS, UK. Tel. +44.1226.734555, Fax +44.1226.7344438, email: [enquiries@pen-and-sword.co.uk](mailto:enquiries@pen-and-sword.co.uk)



## **DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 041**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you don't like to receive this bulletin anymore kindly send an e-mail with the word "unsubscribe" in the subject line to

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

after receipt of this e-mail I will remove you from the distribution list soon as possible