

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 079



Number 079 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 20-03-2010**

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Referring to Newsclippings edition 077 dated 18-03-2010, Capt Albert Schoonderbeek of the PRINSENDAM responded with the following :

**It was for sure not the first time that two cruise ships of the same company were together in the Panama Canal (see photo Arcadia, Oriana)
This kind of passages are happening since the 1920's.**

To illustrate a later occurrence, please see above a photo of the sisterships Statendam and Ryndam together in the Panama Canal on 29 april 1996.

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
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Biggest LPG shipping line idles 4 vessels

BW Gas Ltd., the world's biggest shipper of liquefied petroleum gas, idled four tankers because rates plunged so low that each vessel was losing the company about \$25,000 a day.



Above seen the LPG carrier **BERGE CHALLENGER**

The **Berge Racine** will idle until the end of the year, when it will be given to new owners, Andreas Sohmen-Pao, chief executive officer of parent company BW Group, said by phone, confirming a note sent to clients. Three other carriers will also stop trading until freight rates improve, he said.

"The conditions are so bad and have been bad for so long we see this as a painful but necessary decision," Singapore-based Sohmen-Pao said. "It's impossible to say how long we will be putting them into lay-up," as ship deactivation is called.

Cargoes have dwindled over the past year because of delays at natural-gas projects and reduced crude output by oil-producing nations, said Geir Olafsen, chief analyst at Inge Steensland A/S, an Oslo-based shipbroker specializing in LPG. The gas is a byproduct of crude oil and natural gas output.

"Ships were built against expected new exports," Olafsen said. "When they were delivered, that created a big overhang" because anticipated cargoes failed to materialize, he said.

Removing the crews from the idled vessels will cut daily operating costs to about \$2,500 per ship, from as much as \$12,000, Sohmen-Pao said. Each carrier was making about \$5,000 a day in rental income and needed \$30,000 to break even, he said.

The amount of LPG shipped from the Middle East, the main cargo-loading region, fell 10 percent last year from 2008 to 27.3 million metric tons, Olafsen said. Over the same period, the fleet of very large gas carriers expanded 6 percent to 140 ships, he said. **Source : Manila Bulletin**



A view from the wheelhouse of the **OCEAN WRESTLER** whilst passing Maassluis outward bound from Rotterdam
Photo : Marijn van Hoorn ©

Polar Tankers to pay \$588,000 in 2004 spill case

The Washington State Department of Ecology says that Polar Tankers Inc., a subsidiary of ConocoPhillips Co., has agreed to pay \$588,000 to help compensate the public for environmental harm caused by the October 2004 crude oil spill into Puget Sound's Dalco Passage near Tacoma.

The payment would come under a proposed settlement agreement or consent decree filed this week in U.S. District Court, Western Washington Division involving Polar Tankers and the United States, state of Washington, Muckleshoot Indian Tribe and Puyallup Tribe of Indians. A consent decree in federal court makes no finding of guilt or innocence.

The U.S. Attorney General's action was made at the request of the National Oceanic and Atmospheric Administration and the U.S. Fish & Wildlife Service; the Washington state departments of Ecology and Fish & Wildlife; and the Muckleshoot and Puyallup tribal governments.

The coalition of federal, state and tribal governments also filed a related restoration plan and environmental assessment that identifies three potential environmental restoration projects on Vashon and Maury Islands.

The spill caused harm to Puget Sound Chinook salmon and other salmon species, forage fish, shellfish and their habitats, as well as other bird and wildlife species. The 2004 incident involved the company's oil tanker **Polar Texas**, which spilled between 1,000 and 7,200 gallons of crude oil during evening hours. The spill went unreported to state and federal authorities. Oil from the tanker spread out on the water throughout the night.

In October 2006 ConocoPhillips paid the Washington State Department of Ecology a \$540,000 fine for the spill -- the largest penalty the department ever issued for an oil spill from a vessel to Washington marine waters. The cleanup exceeded \$2.2 million in costs, paid from a federal oil-spill contingency fund. Ecology and other state agencies spent \$483,000, which was reimbursed by the federal fund. The U.S. Department of Justice recovered all cleanup costs from Polar Tankers.

"The settlement agreement and the restoration projects being proposed are the final chapter for this tragic spill that damaged Puget Sound and had so many economic, environmental, cultural and emotional ramifications," said Dale Jensen, Spills Program Manager, Washington State Department of Ecology.

Since the 2004 incident, Jensen said, Polar Tankers has "vastly improved" its operations. He noted that in July 2009, that Ecology gave Polar Tankers the department's Exceptional Compliance Program Award for achieving excellence in marine safety and environmental stewardship. **Source : MarineLog**

**Due to travelling abroad this week the
newsclippings may reach you irregularly**



RNLI units seen exercising in the port of Poole - **Photo : Krispen Atkinson ©**

Two ships seized over illegal oil transfer


The Malaysian Maritime Enforcement Agency (MMEA) has seized two ships believed to be involved in illegal oil transfer activities in Pengerang, Kota Tinggi. Tanjung Sedili enforcement officer Commander Abdul Hadib Abdul Wahad said the incident took place at 11.40am Wednesday during an operation conducted by the MMEA's air and sea units in the area. "We detected two ships suspiciously close to one another near Tanjung Stapa," he said.

He added that as the MMEA helicopters approached the ships, they noticed oil hoses connecting the ships, leading to suspicions of illegal oil transfer.


The helicopters then contacted MMEA vessels close by and the two ships were inspected. Officers discovered that one of the ships was transferring 30,000 litres of marine fuel to the other. Both the ships' captains were unable to produce any documentation to verify the legality of their activities. They were also found guilty of failing to notify authorities of the arrival of their ships in the area and neglecting to pay a lighthouse service charge. Further investigations showed that both ships had started their illegal transfer at noon. Both ships were seized by authorities an hour later. Identification documents of the ships' 30 crew members from Indonesia, India, Myanmar, Bangladesh and the Philippines were confiscated while the captains and ship engineers were taken to the MMEA headquarters in Johor Baru for further questioning and legal action. Under Section 491B(1)(I) of the Merchant Shipping Ordinance, failing to inform the director of the Malaysian Marine Department of ship-to-ship activity in Malaysian waters is punishable by fines of up to RM100,000, two years' imprisonment or both. **Source: The Star**

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T&T BISSO REFLOATS SUNKEN TUG



T&T BISSO, an industry leader in vessel emergency response, salvage and marine firefighting services, refloated a tugboat that sank in the Houston Ship Channel.

T&T BISSO used the **C/B CURTIS T** to prepare the sunken tug for lifting after its dive team recovered the body of a missing crewmember onboard the vessel. The vessel then was lifted to the surface by a derrick barge and dewatered. The 56-foot tug sank with five people aboard near the Sims Bayou turning basin. The other four crewmembers were rescued by nearby refinery workers.

Before the tug was refloated, the **T&T BISSO** dive team plugged all fuel vents and fill pipes to reduce the threat of pollution and performed a survey on the hull. Once the vessel was successfully lifted to the surface and moved, a portion of the Ship Channel that had been closed was reopened to vessel traffic.

Formed in 2005, T&T BISSO is a stand-alone response contractor servicing the maritime, shipping and offshore energy industries. T&T BISSO combines the resources and experience of T&T Marine Salvage, which was founded in 1957, and Bisso Marine Company, founded in 1890. T&T BISSO's worldwide response network includes firefighting systems, inert gas generators, nitrogen generators, ship-to-ship pumping and lightering systems, pulling systems and diving systems. For more information, please visit www.ttbisso.com



Capesize market suffering, dry bulk market takes plunge

The dry bulk market has lost its upward momentum exhibited during the past couple of weeks and brought the industry's main sea freight index the Baltic Dry Index (BDI) to a two month high of 3,574 points. After Wednesday's second falling session, now the index has retreated back at 3,427, mainly as a result of lower capesize rates. The relative Capesize index has lost an aggregate 631 points, now down at 3,780 points. Instead the rest of the pack has been steadily growing, with the panamax market in particular proving rather buoyant. According to a report earlier this week, there were total of 143 capsize vessels waiting to discharge at ports in China, Australia and Brazil against a high of 157 ships in mid January.

Brokers have been attributing the latest shortcomings of the capesize market to excessive volatility of the market, a trend set last year, as a result of the abnormalities in trade flows, caused by the global economic crisis. Most of this volatility is caused by China's demand for iron ore, with the Asian powerhouse proving more important to the dry bulk market than ever. After all, most analysts seem to admit that there is sufficient cargo demand, at least in the short term, to offer support to the market. But, most are cautious about the looming oversupply of vessels. Moody's Investors Services told Reuters on Tuesday while the worst is over for the shipping industry, the seaborne sector will continue to face oversupply problems which will put pressure on freight rates this year.

According to Fearnley's latest weekly report, the capesize market started off last week with much uncertainty until Wednesday, when it suddenly rose, mainly due to increased activity in the Far East by the likes of Rio Tinto, BHP and Fortescue. "However this week, the charterers are inactive and rates dropped to \$low 11s pmt. The fronthaul market was improving last week as well, mostly due to the overall sentiment, however number of ballasters and early ships compared to absence of early cargoes have resulted in rates decreased from low \$30 pmt to approximately \$26 pmt. Apparently, there is still a lot of uncertainty also related to the ongoing price negotiations of iron ore, however there

are some signs that iron ore stock piles in PRC are decreasing and more activity is expected for this spring” said the shipbroker.

Commenting on the panamax market, Fearnley’s said that there is still increased activity from ECSA, which has contributed to further strength, with ballasters from the Far East fixing at 33,000 levels for full r/v. “A lack of tonnage made room for further strength, and front haul from the Atlantic has been fixed from the mid 40k levels even up to mid 50k level for voyage basis Cont. or Black Sea positions. Pac r/v fixed at low 30k and India to China above the very healthy 50k mark. The period market is still active with short period levels typically in the mid 30k range for Far East positions, above 40k for Atlantic positions and very high 20k for one year. Takers are also there still for 2 years at 22k/day. The FFA market has been moving sideways under pressure from the Cape market but holding levels with the firm physical market conditions. It seems the underlying optimism for Q2 is still around supported by the grain market, although under question with an expected reduction in the Coal market and a ratio to the Cape market in the relatively low 1.2 range” Fearnley’s concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The tug **Pannawonica I**, seen operating around Cape Lambert, Western Australia.

Photo : Westug Crew ©

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Manta en route to rudderless cargo ship

A cargo ship coping with technical problems is adrift in the middle of the Atlantic Ocean in anticipation of the Curaçao tugboat **Manta**. The ship will be towed to the Curaçao dry dock for repairs.



Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

Towing Company Kompania di Tou (KTK) received the request for assistance last Monday. The 64-meter long cargo ship is rudderless due to engine problems. After the necessary calculations, Captain Bertje Ignacio left for the Atlantic Ocean with seven crewmembers. The voyage will take at least fifteen days.

It is not the first time that KTK provides the docking company with repair work. The growth of the Curaçao towing company has not gone unnoticed by the maritime world. "Increasingly more international customers are calling on the KTK for assistance", the company mentions in a press report. "This offers more cooperation possibilities with the dock. It generates employment and foreign currency."

The **Manta** is not the only tugboat currently active in international waters. The former **Lima II** is assisting a ship just north of Guyana. "This kind of work is not visible for the community, but it does help the growth of the local companies." **Source : Amigoe**

Iran Sends 7th Vessel To Aden To Fight Pirates

The Islamic Republic of Iran's Navy sent Wednesday the 7th vessel to the Gulf of Aden to fight pirates and protect the country's shipping lines from piracy, Iranian news agency IRNA reported. A number of Iran's Navy commanders as well as country's officials were in the southern Iranian region of Bandar-Abbas to attend the event. The Gulf of Aden is located in the Arabian Sea between Yemen on the south coast of the Arabian Peninsula and Somali land in the Horn of Africa. In the northwest, it connects with the Red Sea through the Bab-el-Mandeb strait, which is about 20 miles wide. The waterway is part of the important Suez canal shipping route between the Mediterranean Sea and the Arabian Sea in the Indian Ocean with 21,000 ships crossing the gulf annually.

The gulf is known by the nickname "Pirate Alley" due to the large amount of pirate activity in the area, making its waters dangerous for water transport. The main cause of piracy in the gulf is the lack of any viable government in Somalia. **Source: Bernama**



Above seen Dockwise **Blue Marlin**, which loaded the **Ocean America** offshore NOLA March 15.

Photo : Kees Kuyper ©

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Pirates seize Norwegian tanker

Pirates have hijacked Norwegian tanker '**UBT Ocean**' off the coast of Madagascar, according to the BBC.

The vessel's Norwegian owners said that the vessel was carrying oil from the UAE to Tanzania. Sven Pedersen of Brovigtank in Norway, said that the company had received a call from the ship's captain, saying that there were pirates on board. "Very quickly afterwards we lost all contact with the boat," he told the AFP news agency.

With the worst of the monsoon season now over, piracy is expected to be on the rise again due to calmer seas.

Source : Baird

NAVY NEWS



Several Chinese (PLAN) navy vessels seen moored in Dahlian (China)

India Details Aircraft Carrier Admiral Gorshkov Agreement

Contracts and supplementary agreements comprising repair and re-equipping, logistic supports, training, etc were concluded with Russian side for acquisition of the aircraft carrier, **ex-Admiral Gorshkov**, in January 2004 at a cost of US Dollars 974 million.



The Russian side submitted a revised Master Schedule indicating a delay in the project and an increase in price for repair and re-equipping of the aircraft carrier, due to increase in scope of work not originally envisaged.

The Government approved the proposal for conducting negotiations with the Russian side for finalizing a revised Repair and Re-equipping Contract and other related contracts/agreements affected due to delay in the project and Additional Works projected.

The negotiations have since been concluded by the Contract Negotiation Committee (CNC). The revised cost of USD 2,330 million has been approved by the Government. Prices for the

works to be carried out under the revised contracts/agreements are fixed.

The aircraft carrier was originally scheduled to be delivered in August 2008. The ship's delivery is re-scheduled to December, 2012. Re-scheduling of the ship's delivery and revision in its cost were necessitated due to emergence of Additional Works projected, detailed agreed scope of trials, etc.

This information was given by Defence Minister Shri AK Antony in a written reply to Shri Manish Tewari and others in Lok Sabha today. **Source : Defence Talk**

Admiralty Shipyards to pass the submarine Kilo under the project 636 to the customer by the end of April 2010

Admiralty Shipyards are planning to pass two diesel-electric submarines Kilo under project 636 to the customer by the end of April 2010. According to the shipyards representatives, submarines with diesel-electric engine are in great demand in international market. Their competitiveness provides high acoustic stealth, range target detection, mobility, automotive control and weapons power.

At the Admiralty Shipyards construction of a number of such vessels is established. Modern Submarines under the project 636 suggested to potential customers is equipped with missile-torpedo, capable of striking maritime and earth targets. Now the company is preparing to build a number of submarines for export. In addition the prospects for launch of a new generation of submarines of class Cupid, designed by CDB for Marine Engineering Rubin, are discussed. **Source : PortNews**

Admiralty Shipyards consistently keep specialization in the field of submarine building. At the present moment more than 300 submarines were built (including 41 nuclear submarines) and 68 deep-operation submersibles.

Singapore Begins Operating New S-70 Helicopters

Greater anti-submarine and anti-surface warfare capabilities. That is what the integration of the Formidable-Class stealth frigate and Sikorsky S-70 naval helicopter will bring to the 3rd Generation Republic of Singapore Navy (RSN).

In order to better hone and develop these anti-submarine and anti-surface warfare capabilities resulting from the integration, Republic of Singapore Air Force (RSAF) pilots and air crew as well as RSN Tactical Co-ordination Officers (TACCOS) and Sensor Operators (SENSOS) commenced training at the Peace Triton training detachment located at the Naval Air Station North Island in November 2009.

Deputy Prime Minister and Minister for Defence Teo Chee Hean, who witnessed an anti-submarine exercise on board **RSS Stalwart** on 14 Mar, said that the integration was a major leap forward in the capabilities of the Singapore Armed Forces (SAF).



"The capability that the frigate and helicopter integration has for the SAF is that it enables the ship and helicopter platform to dominate a much greater area of sea and air space both above and below the surface," said Mr Teo during a doorstep interview after viewing the exercise to validate the interoperability between the naval helicopter and frigate.

The anti-submarine exercise involving two RSN naval helicopters and **RSS Stalwart** was part of a larger United States Navy (USN)-led exercise held from 8 to 15 Mar in the Pacific Ocean, just off the waters near San Clemente Island.

Commander of 1st Flotilla Colonel (COL) Wellman Wan also said that with the integration, a significant milestone for the 3rd Generation RSN was achieved since the naval helicopters have the potential to deliver more effective air and sea power to help enhance maritime security.

"This will be a new capability for the SAF and will greatly boost the war-fighting capabilities of our Navy, enabling us to have a more decisive advantage at sea," said COL Wan. The naval helicopter can travel up to a speed of 140 knots and is capable of covering the same distance five times faster than that of the frigate. As such, its speed enables it to extend the frigate's capabilities, ultimately providing the latter with the ability to conduct faster and further surveillance.

"The mobility and speed by which the naval helicopter can be sent out to scan and verify enemy threats provides us with a greater tactical advantage and fidelity. For example, the frigate can deploy its naval helicopter to verify an enemy threat identified by a Maritime Patrol Aircraft (MPA)," explained COL Wan, citing an example of how the naval helicopter could provide the frigates with greater operational flexibility.

"With the naval helicopter on the job, the MPA is thus free to scan the other surrounding areas for possible threats."

Weighing 9,600 kilograms and equipped with missile torpedoes to take out enemy submarines, the naval helicopter, when integrated with the frigate, is truly a force to be reckoned with. In order to ensure the successful integration between the frigate and the naval helicopters, RSN and RSAF servicemen had to undergo vigorous training at Peace Triton alongside their USN counterparts to master the skills needed for the integration.

The naval helicopter requires a four-man team to operate it and consists of two RSAF pilots and a RSN SENSO and TACCO. The make-up of the team ensures that the knowledge and skills of the air force and navy will be effectively harnessed to better operate this new capability.

However, working together and making the transition from sea to air was not a walk in the park. Master Sergeant (MSG) Joseph Ng who has been in the navy for ten years and is now a SENSO on board the naval helicopter, said that he experienced his fair share of challenges while trying to adapt to his new role.

"Initially, I was bothered by the vibration and noise that the naval helicopter emitted while performing manoeuvres at high speed. This experience was immensely different from the stability and relative quiet which ships offer," he said.

"The environment was challenging and coupled with the fact that these capabilities offered by the integration was a first, the learning curve to master this new system was pretty steep."

Even former Super Puma Pilot Major (MAJ) Goh Ker Jia found the move to fly the naval helicopter challenging.

"The Super Puma is primarily a troop carrier. As such, my main concern was to insert land forces safely. When landing, I would have to watch out for trees, hills and the possibility of getting my wheels stuck in the mud. However, landing the naval helicopter on the frigate is a different affair altogether," said MAJ Goh.

Although the naval helicopter landed on the helipad, which was relatively flat and smooth, this came with its own set of challenges. "Even if we aimed for dead centre on the helipad, it would still drift when the ship moves. The flight deck could also be heaving and rolling, making it even more difficult to land," MAJ Goh added.

The integration would not be possible without the coordination and communication link between the frigate and the naval helicopter. For this end, the Combat Information Centre (CIC) on board the frigate ensures that both ship and naval helicopter are on the same page during missions.

"The CIC is important to the integration process because we relay information on the ground to the crew in the naval helicopters, who may not have an accurate maritime picture. We are also in charge of recommending possible tactics an aircraft could deploy in missions," said Communications and Electronics Officer Captain (CPT) Sean Ler.

The successful integration between the naval helicopter and the frigates can be attributed to the dedication and professionalism of the SAF personnel. This was something that did not go unnoticed by the USN trainers who worked with the RSN and RSAF personnel during their integration training.

"The Singapore Navy does not have an air wing so it has roped in the Air Force to fly the naval helicopter. What astounds me is the speed and professionalism by which the navy and air force personnel mastered this new operation system for the integration," said Commander Third Fleet Admiral Richard Hunt.

"The SAF was also able to maximise the potential of a small crew which is something the US is just starting to experiment with," he added. In total, the RSN has acquired six naval helicopters to complement its six frigates. Having taken delivery of three, the naval helicopters will be back in Singapore by the end of this year. **Source : Defence Talk**

SHIPYARD NEWS

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Above seen Damen **NB544816** at Yard 189 in Haiphong (Vietnam) - **Photo : Maurice Rutten ©**

Kochi port plans to lease dry dock, slipway for 30 years

In its effort to make the dry dock and workshop commercially viable, the Kochi port is planning to lease out its dry dock and slipway on an EOT (Equip, Operate and Transfer) basis for a period of 30 years as has been done in the case of Rajiv Gandhi Container Terminal. It is pointed out that the port's workshop and dry dock had started functioning immediately after Kochi was declared as a major port in 1963. Vessels with a length of 66 metres, draft of 4 metres and 450 tonne DWT (dead weight tonnage) can be accommodated in the dry dock. The workshop was commissioned to undertake repairs and maintenance of floating craft and equipment owned by the port. However, with the advent of new generation vessels and also due to the reduction in the number of dredgers owned by the port, there has been a considerable reduction in the workload. With the Government ban on recruitment, the staff strength has come down to 332 from 700.

At present, the dry dock is being utilised for catering to the repairs and maintenance of port's various flotillas and dredgers. The slipway adjacent to the workshop has not been used since 2004 as there is heavy siltation and the area is required to be dredged. According to officials, the port management has to invest large amount of money for the procurement of at least some special purpose machines so as to attract outside job works in commercial terms. However, this is not possible in the present scenario in view of the financial situation of the port.

Besides the infrastructure available is non-remunerative on account of low productivity given the average age profile of the workshop manpower, over-staffing and obsolete technology. It is becoming increasingly difficult to keep the workshop commercially viable. In order to make the dry dock and workshop commercially viable, it was decided to lease it out, the officials said. As per the terms and conditions, the operator shall absorb the 332 workers and extend service conditions, emoluments, perks, facilities not inferior to those being offered by the port. The operator should also allot priority for occupation of dry dock to at least 4 craft of the port, which may include craft hired or nominated by the port. The operator must be registered ship repair/ ship building firm under the Directorate General of Shipping and the average annual turnover should be at least Rs 35crore per year. **Source: The Hindu Business Line**

STX bids for Daehan Shipbuilding

The ultra-acquisitive STX Group, parent of the world's fourth-largest shipbuilder, has submitted a bid to acquire financially troubled Daehan Shipbuilding. Daehan, which has been under a debt workout program since April 2009, owns a 140,000-square-meter (34.6-acre) shipyard in Haenam County, South Jeolla. The main dock there measures 460 by 72 meters. The firm's creditors, including Korea Development Bank, are expected to discuss a debt restructuring plan with each bidder. In addition to STX, an unnamed shipping firm from the United Arab Emirates also reportedly made offers to buy Daehan on Tuesday. "STX's shipyard is smaller than the big three shipbuilders in Korea, and it is difficult to find enough space to build another shipyard, so the bid is understandable," Choi Gwang-shik, an analyst at Kyobo Securities, told local media. "However, STX has a high debt ratio and the two shipyards in Europe and Dalian are losing money. It is not good news for its stock price." **Source: seatradeasia**

Aker Philadelphia Shipyard Holds Ceremonial Keel Laying for 11th Product Tanker

This Vessel Represents the 15th Keel Laying Ceremony since the Yard's Inception

Aker Philadelphia Shipyard a leading U.S. commercial shipyard, held a ceremonial keel laying on Monday for Ship 015, the 11th product tanker being built at the yard. This vessel will be sold to OSG America after delivery from Aker Philadelphia Shipyard and will have shuttle tanker features installed for use in the deepwater U.S. Gulf of Mexico. Shuttle tankers transport crude oil from deepwater areas where there are no available pipelines.

Following long held shipbuilding tradition, coins were placed on one of the keel blocks that support the vessel during construction before the first section of the ship was lowered into place. These coins are a ceremonial sign of good fortune and safe travels. The small ceremony was conducted with representatives of Aker Philadelphia Shipyard and OSG America. In its eleven year history, Aker Philadelphia Shipyard has completed the construction of 12 ships, eight product tankers and four containerships, with four additional tankers currently under construction. To commemorate its early containership series, the shipyard has partnered with the Independence Seaport Museum in Philadelphia to showcase a model of the original containership from the series. The model will be on display at the museum beginning March 25, as part of the museum's new exhibit titled, "It sprang from the River! Everyday Objects with Maritime Secrets." The exhibit will run through January, 2011. **Source : Aker**

DSME plans to build ships in Yantai

Daewoo Shipbuilding & Marine Engineering (DSME) is looking to bolster its presence in the northern Shandong city of Yantai. The shipbuilder expects to receive a permit from Chinese officials within three months to build a shipbuilding yard there to go alongside its 2007-established block building facility, DCCS. When DSME founded DCCS it had aims of

building large ships there but Beijing has enforced rules whereby foreigners cannot build ships larger than 100,000 dwt, a ruling that has irked many others including Samsung in Ningbo and STX in Dalian. Now, DSME is keen to have a shipbuilding subsidiary in Yantai, focusing on 30,000 dwt ships. **Source: seatradeasia**

Japanese ship orders rise 30.8 percent in February

After falling for 14 months in a row, Japanese export ship orders rose for the third consecutive month in February on a year-on-year basis, surging 30.8 percent to 383,670 gross tons, according to figures released by the Japan Ship Exporters' Association.

The February rise of 30.8 percent followed increases of 71.5 percent in December and 50.5 percent in January. The extraordinary growth figures for the latest three months compare with extremely low year-earlier levels. Ship orders had been depressed for more than a year after a sudden plunge in October 2008 due to the deep global economic downturn. Takao Motoyama, chairman of the Shipbuilders' Association of Japan, painted a gloomy picture of the industry at a recent press conference, citing uncertainty over whether the global economy will get back on a full-fledged recovery track.

"We have to prepare ourselves for a continued slump in new shipbuilding orders for some time to come," said Motoyama, who is also chairman of Mitsui Engineering and Shipbuilding. In February, Japanese shipbuilders received orders for seven export ships -- all bulk carriers -- totaling 383,670 gross tons. In the first 11 months of fiscal 2009, which started in April 2009, Japanese export ship orders plummeted 61.4 percent from a year earlier to 5,412,570 gross tons. The nation's shipbuilders received orders for 101 export ships during the April-February period -- 74 bulk carriers, 17 oil tankers, eight general cargo vessels and two other ships. Japan, the world's second-largest economy, started providing official financial support recently to shore up slumping vessel exports through the government-affiliated Japan Bank for International Cooperation. **Source: joc.com**

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The **SMIT PANTHER** commenced operations in Rotterdam-Europoort
Photo : Marijn van Hoorn ©

Asian Terminals to challenge Harbour Centre in Subic port

Publicly-listed Asian Terminal Inc. is expected to challenge the 25-year exclusive contract of Harbour Centre Port Terminal Inc. (HCPTI) to operate the bulk and break bulk cargo in Subic as the Subic Bay Metropolitan Authority has granted existing cargo handlers an audience to air their side this Friday. SBMA Administrator Armand C. Arreza said that ATI manifested to participate in the Swiss Challenge, deadline of submission at 5 p.m. of April 12, when it bought a copy of the terms of reference. A copy can be had for P150,000.

"It is a go. There is no legal impediment against it," Arreza said. Arreza explained that the existing stakeholders in the Subic wharf, who strongly opposed to the joint venture between HCPTI and SBMA, were invited to attend the SBMA board meeting on Friday to convince the members of their position. SBMA, however, cannot grant a public hearing because there is no basis for such as public is only for policy changes that affect the public since this is a joint venture then those invited are representatives from the private sector, the stakeholders, the Commission on Audit and the National Economic and Development Authority. Arreza said that if the oppositor groups of Mega Equipment International Corp. (MEIC), Amerasia International Terminal Services Inc., Subic Seaport Terminal Inc. and Subic Bay Freeport Grains Terminal Services Inc. can convince majority of the 15 members of the SBMA board on Friday, March 18, then there is the possibility that the Swiss challenge may not proceed.

But during the last meeting, there was no dissent and only two abstentions for conflict of interest. "Foremost, from a commercial point, the HCPTI's unsolicited proposal is most advantageous to SBMA. The offer of Mega and Amerasia was a lot inferior," Arreza stressed. Based on the negotiated terms reached with HCPTI and SBMA, the Reghis Romero-owned company has agreed to a \$32 million or equivalent to P1.5 billion fixed and guaranteed revenue share over a 25-year joint venture period. HCPTI has also agreed to a 15 percent share of cargo handling revenues generated from cargo volumes in excess of 2 million metric tons or an approximate 25 year total income of P197.74 million for SBMA. This share increases to 16 to 17 percent based on actual volume.

At present, SBMA has an annual income of P17 million from marine terminal cargo handling operations of 1.4 million metric tons per year. On the other hand, the unsolicited proposal of Mega and Amerasia did not contain any offer for the guaranteed revenue share. In addition, HCPTI has committed to invest P6.54 billion for investments spread over

a 25-year period for port enhancement facilities, construction of new facilities, expansion of ports, additional machineries and equipment and IT and infrastructure. HCPTI has also offered a guaranteed minimum investment of P200 million for the first three years secured by a performance bond. Comparatively, the Mega-Amerasia has proposed for P600 million investments only in the first three years of the 25-year contract.

In terms of minimum cargo volume, HCPTI has committed cargo volumes of 1.3 million metric tons on the first year and ramping it up to 1.4 million MT and 1.5 million MT on the second and third year of operations, respectively. In the event that the committed annual cargo volume is not achieved, HCPTI shall pay SBMA P40 per metric tone of deficiency. **Source: Manila Bulletin**



Above seen HAL's **VOLENDAM** arriving in Hobart, Tasmania, Australia on her first visit to Southern Tasmania, the liner has been a frequent summer visitor to Burnie on Tasmania's North West Coast for several years now and is now going to pay several visits each summer to Hobart as well.

Photo : Glenn Towler ©



www.mammoetsalvage.com

Havenbedrijf Rotterdam schroeft investeringen op

Terwijl de overslag in de Rotterdamse haven in 2009 8,1% terugliep, daalde het resultaat van het Havenbedrijf Rotterdam met 4,4% tot € 144,2 miljoen. Inclusief een eenmalige bate nam het resultaat toe met 10,9% tot € 167,4 miljoen. "Het Havenbedrijf heeft in 2009 € 341 miljoen geïnvesteerd in de haven. In 2010 verhogen we dat tot ongeveer € 500 miljoen en in 2011 tot een kleine € 700 miljoen, omdat we naast Maasvlakte 2 ook in het bestaande

havengebied jaarlijks ongeveer € 175 miljoen investeren. Het Havenbedrijf kijkt naar de vooruitzichten op lange termijn. Die zijn positief. Het resultaat stelt ons in staat om ongeacht de crisis door te gaan met investeren. Daarmee draagt de mainport bij aan het herstel van de economie", aldus financieel directeur Thessa Menssen. De havengelden (€ 274,1 miljoen) daalden met 6,5%, omdat minder goederen werden overgeslagen. De opbrengsten uit langlopende erfpachtcontracten (€ 232,4 miljoen) stegen 8,5%, vooral doordat meer grond werd verhuurd. De overige opbrengsten liepen iets terug waardoor de bedrijfsopbrengsten in totaal 0,6% daalden tot € 519,4 miljoen. De bedrijfslasten bleven stabiel.

Het resultaat voor rente en afschrijven daalde (EBITDA) daalde met 1,4% tot € 297,1 miljoen. De afschrijvingen (€ 100,8) stegen met 8,2% als gevolg van de investeringen in het afgelopen jaar. Er was een bijzondere bate van € 23,2 als gevolg van verkoop van de deelname in een joint venture met Zeeland Seaports.

Een solide financiële positie is noodzakelijk voor het Havenbedrijf vanwege de hoge investeringsambities. Een gezonde financiële positie betekent dat het Havenbedrijf tegen aantrekkelijke voorwaarden kan blijven lenen. De ratio's (rentedekking, Net Debt / EBITDA, solvabiliteit) voldoen ruimschoots aan de normen die met de externe financiers zijn overeengekomen.

Het Havenbedrijf keert over 2009 € 61,1 miljoen als dividend uit aan zijn aandeelhouders: € 44,6 miljoen aan de gemeente Rotterdam en € 16,5 miljoen de Staat der Nederlanden. Het Havenbedrijf verwacht in 2010 een toename van de overslag met ruim 3%. Deze leidt niet tot een evenredige stijging van de inkomsten uit havengelden, vanwege een eenmalige crisiskorting van 7% op de tarieven in 2010. De investeringen nemen fors toe tot € 500 miljoen. Mede doordat het Havenbedrijf strak stuurt op de beheersing van de kosten, kan dit investeringsprogramma voortgezet worden zoals gepland.

POINT STEPHENS LIGHTHOUSE RECEIVES A FRESH LICK OF PAINT



POINT Stephens (NSW Australia) Lighthouse will receive a fresh lick of paint, wrapping up a three-year conservation program for the historic landmark. Helicopters will transport painters out to the lighthouse in Tomaree National Park every day for about the next three weeks. Looking a little lacklustre, having not been painted since 1998, the sandstone beacon has been guiding ships into the port since it was built on the headland in 1862. It has been water blasted to remove salt build-up and will be covered with primer and three coats of brilliant white paint.

To ensure the safety of painters while reaching tricky parts of the tower, National Parks and Wildlife Service Hunter Region manager Robert Quirk said elevated work platforms, scaffolding and ropes with harnesses would be used.

"The bright, new paint work will not only enhance the lighthouse's important navigational function, but will also help to protect the historical integrity of this heritage-listed lighthouse," he said. Other parts of the conservation program included the design of a new balustrade to match the original railing and maintenance. **Source : Garry Luxton**



ITC's **Tempest** seen with double tow, "**Jamuna II**" and "**Capitol 45-01**", departed from Dubai enroute Rotterdam
Photo : Pelle de Jong ©

Boskalis haalt 16 schepen uit de vaart

Koninklijke Boskalis Westminster nv haalt in de komende twee jaar zestien schepen uit de vaart, maar de totale capaciteit zal in 2010 niet afnemen.

De baggeraar haalt de helft van de zestien schepen nog dit jaar uit de vaart, maar daar staat tegenover dat er drie nieuwe, grote, schepen worden ingebracht. "Die drie schepen hebben in totaal een grotere capaciteit dan de zestien die we eruit halen", aldus bestuursvoorzitter Peter Berdowski.



De **TSHD GATEWAY** – Photo : Rik van Marle ©

De zestien schepen die uit de vaart worden gehaald, betreffen zeven hoppers, vijf cutters en vier andere vaartuigen. In totaal heeft Boskalis circa 300 schepen en werktuigen in eigendom. Boskalis boekte in 2009 een 8,5% lagere winst van euro 227,9 mln, mede door een bijzondere afwaardering van euro 39,7 mln na belasting op het verouderde deel

van de vloot. "We hebben schoon schip gemaakt in de vloot", zegt Berdowski. Voor 2010 wordt wederom een lager resultaat verwacht, vanwege dalende werkvolumes en dalende marges. Hoeveel lager het resultaat precies zal uitkomen zegt Berdowski niet te kunnen aangeven. "Zulke uitspraken doen we nooit, maar zeker niet in deze marktomstandigheden."

De overname van **Smit Internationale nv**, die het bedrijf in de loop van het jaar hoopt af te ronden, is in de verwachting niet meegenomen. In de cijfers van 2009 is een waardevermindering uit 2008 van euro 35,3 mln op Smit teruggedraaid, mede op basis van de koersontwikkeling van het aandeel Smit. Eind 2008 waardeerde Boskalis de maritiem dienstverlener op euro 50 per aandeel, terwijl Boskalis inmiddels een bod op Smit heeft uitgebracht van euro 60 per aandeel, exclusief een dividenduitkering van euro 2,75.

De bezetting bij Boskalis kwam in 2009 op een recordhoogte uit. De hoppers waren gemiddeld 48 weken in gebruik, terwijl de cutters, die als zwaardere vaartuigen meer onderhoud nodig hebben, gemiddeld 36 weken in gebruik waren.

"Ik hou er rekening mee dat we dat niveau niet kunnen vasthouden", blikkt Berdowski vooruit op 2010. De CEO zag het orderboek in 2009 dalen naar euro 2,9 mrd, van euro 3,4 mrd eind 2008. Volgens Berdowski wordt "ongeveer de helft" van het orderboek in 2010 uitgevoerd. De CEO stelt dat het bedrijf "structureel" onder de grote hoeveelheid orders van de jaren 2006-2009 zal uitkomen. "Een orderboek van euro 2 mln tot euro 2,5 mln is normaal. We zijn al heel blij met 1 keer de jaaromzet in het orderboek."

Berdowski ziet de markt moeilijker worden, maar niet volledig instorten. Er is zelfs al weer "een eerste zwaluw aan de horizon". "Vooral in de olie- en gasmarkt en dan vooral bij de upstream-activiteiten komen zachtjes aan de initiatieven terug de markt in."

Daarnaast verwacht de onderneming te profiteren van grote landwinningprojecten in Singapore, die naar verwachting van Boskalis tegen het einde van dit jaar naar de markt worden gebracht. Het bedrijf stelt over 2009 een dividend van euro 1,19 per aandeel voor. Het aandeel noteert donderdag omstreeks 13.50 uur 0,6% lager op euro 27,42. **Bron : Financieel dagblad**



The banner for DISA Maritime BVBA features the company name in large white letters on a blue background. Below the name, contact information is listed: Ketelaarstraat 5c, B2340 Beerse, Belgium, with telephone and fax numbers. A VCA ISO 9001 Bureau Veritas Certification logo is also present. The banner is divided into three sections: 'SUBSEA' showing an underwater construction site, 'CIVIL CONSTRUCTION' showing a large industrial structure, and 'ENGINEERING' showing a control room with multiple monitors. The website www.disamaritime.com is at the bottom left, and the tagline 'Providing worldwide underwater solutions' is at the bottom right.

Palmali to receive the third tanker of Palchem type

Palmali received a third tanker Khankendyof Palchem type. According to the shipping company, the ship will go on its first voyage carrying vegetable oil on board from Nikolayev in Dyunkirk. Vessel is built at the Turkish shipyards Çelik Tekne Shipyard.

Palmali Group of Companies specializes in the transportation of cargo in the basin of Mediterranean, Caspian and Black Seas. It is a well-developed carrier of crude oil and petroleum products on the rivers of Southern part of Russia. In October 2009 the GC concluded a contract with the shipyard Besiktas (Besiktas Gemi Insaat Anonim Sirketi, Turkey)

stipulating the construction of the third line of tankers of Armada type (deadweight of about 7000 tons). **Source : PortNews**



The **MAERSK JEFFERSON** seen enroute Rotterdam – **Photo : Jan Oosterboer**

Colombo Port expansion project gathers pace

The Sri Lanka Ports Authority (SLPA) said that the Colombo Port Expansion Project (CPEP) is gathering pace and expressed confidence of completing its part on schedule.

CPEP was launched by the Government of Sri Lanka, following a comprehensive study of the Port of Colombo and the development of the South Port area. The Project aimed to cater for the increasing demands of services in the international shipping industry. the CPEP is currently in full progress under the two phases planned to achieve successful completion.

In a special inspection tour at the construction site of the CPEP recently, the Chairman of Sri Lanka Ports Authority (SLPA), Dr. Priyath B.Wickrama said that the Project would change the economic situation in Sri Lanka. A number of investors will be attracted, and many employment opportunities will also be generated.

"We are working our hardest to convert Sri Lanka to a major global shipping hub, using the skills of our experts and the facilities and resources available in the country," he said. Under phase one of the Project, harbour infrastructure work, such as the construction of the 6.83km length breakwater, the dredging of the new harbour basin and the navigation channel, as well as the re-routing of crude oil pipelines will be accomplished.

The construction of terminals and other related services have been identified for completion under phase two.

The total estimated cost of the construction of harbour infrastructure works is US Dollars 330 million. The first South Container Terminal will be constructed under BOT terms. The Asian Development Bank and the Sri Lanka Ports Authority jointly finance the project of infrastructure development. Construction work of the project officially commenced on 11th April 2008 and is scheduled to be completed within 48 months.

Meanwhile, the selection of a port operator for the South Container Terminal is in process and it will also be completed after the completion of the harbour infrastructure work in April 2012.

The construction of the breakwater, by the placement of core material and outer protection layers of its first 2100 m length, has been successfully completed as at date. Rock transportation by sea from the Load Out Point (Small Harbour), located at Wadduwa in Kalutara, continues successfully during the calm weather. Around 15- 20 barges per week transport the rock materials to Colombo.

The dredging of the main channel for the use of dredged sand in the core of the breakwater and in the filling of the contractor's working area is in satisfactory progress. More than 13 million cubic metres have been completed at date.

The re-laying of the submarine crude oil pipeline commenced in January 2010. Currently, 9 km length has been completed successfully. This work will be completed in April 2010. The overall progress is assessed at about 22% while the financial proposal for the South Container Terminal of the CPEP has been opened. Evaluation is in progress.

Source : DailyMirror.lk



The **HAVILA AURORA** seen arriving in Great Yarmouth – Photo : [Paul Gowen](#) ©

Trico Marine Group Awarded Approximately \$40 Million in Subsea Contracts

Trico Marine Services, Inc. announced new contract awards of approximately \$40 million in value. All of the contracts were with Trico Marine Group's subsea services company, **DeepOcean AS**, or its subsea protection company, **CTC Marine**.

- CTC Marine was awarded by Norddeutsche Seekabelwerke GmbH (NSW), an offshore renewable installation, trenching and connection contract of approximately 80 infield array cables on the BARD Offshore 1 Wind Farm Project in the North Sea; and
- Deep Ocean was awarded a long term frame agreement for subsea services with a major oil company involving firm work for 3 annual campaigns covering structural and pipeline inspection in Norway.

Mr. Compofelice, Chief Executive Officer of the Trico Marine Group, commented, "The BARD project award reflects our strong position in the offshore renewable installation through CTC Marine. Offshore wind is a UK industrial priority and we expect to play a strong role in the offshore wind supply chain." He concluded, "As previously indicated, the levels of tendering activity we are seeing within DeepOcean and CTC Marine lead us to be cautiously optimistic for our subsea outlook from the second quarter in 2010 and beyond." **Source : TRICO Marine**



The **MAERSK ETIENNE** (ex **BRO ETIENNE**) seen departing from Amsterdam – Photo : Marcel Coster ©

Oman to keep gas output steady in coming years

Oman LNG plans to keep its liquefied natural gas output steady at around 8 million tonnes a year for the foreseeable future but is ready to use its spare capacity to increase production if needed, the chief executive of Oman LNG said on Wednesday. The non OPEC Gulf Arab country is unlikely to cut gas production further, despite sagging global gas prices, and Oman LNG expects the market to recover in the next two years. Speaking to Reuters at the sidelines of a conference, Brian Buckley said: "I do not anticipate any change (in output) in the next couple of years, we have got 20 percent spare capacity and we are ready to move it fast." Oman LNG accounts for two thirds of total gas production in the sultanate and exports all of its output as LNG, primarily to Asian countries like Japan and South Korea under long term contracts. Buckley said: "In 2010, Korea has bounced back, they are in the market for more volume, Japan is coming not quite as robustly but still coming back slowly."

He added: "The big buyers are in Asia ... China is now emerging one as is India. It is a market that has potential." Although gas prices have fallen globally in the last year, Buckley said he felt no pressure to renegotiate contracts which run until 2024-2025. He said: "It is a long term business, so the pressure actually to start renegotiating is not there at all."

Weak energy demand in the global economic downturn, combined with a surge of North American shale gas and LNG production in exporting countries like Qatar, has slashed spot LNG prices around the world. On Tuesday, Algeria's Oil Minister Chakib Khelil said he would propose to gas exporting countries to cut spot supply in an effort to boost prices when they meet in Oran on April 19. Buckley said he didn't see the need for Oman to restrict its production to support prices, adding in February strong local demand for gas meant Oman LNG was unlikely to have additional cargoes available for years anyway. He added: "Our business is to make sure that the value of the LNG stays competitive and so far so good we have managed to achieve that." Oman LNG is 51 percent owned by the government. Royal Dutch Shell owns 30 percent, while France's Total and Japan's Mitsui also have stakes. **Source: Reuters**



Above seen the transport from Spacelift ringer crane from Rotterdam to NHA Trang Vietnam by **BBC Langeland**.
Lifting the basis crane spacelift ZT 800 R on barges **Camelot**.
This job was carried out by **Zwagerman International b.v.**
Photo : Corne van der Hilst ©

Sinotrans Shipping profit for 2009 hits USD 106 million

China Knowledge reported that Sinotrans Shipping Ltd profit attributable to equity holders fell 69.4%YoY to USD 106.39 million in 2009 from USD 347.13 million in 2008.

Revenue plummeted 49.8%YoY to USD 229.11 million from USD 455.97 million. Operating profit was USD 86.79 million down by 69.6% from USD 285.55 million.

As of the end of 2009, the enterprise total assets had slid 3.4%YoY to USD 2.08 billion from USD 2.15 billion.

Mr Tian Zhongshan Board Chairman and General Manager said that the firm's cargo throughput is expected to surge 53.12% to 2.94 million tons from last year's 1.92 million tons due to surviving business in the transportation of chemicals and bulk cargo. He said that Sinotrans Shipping capital expenditure for 2010 is predicted to reach USD 295 million. **Sourced : China Knowledge**

OLDIE – FROM THE SHOEBOX



The **JOHAN DE WIT** is one of the latest watercolor painting of **Hans Breeman**. It was a fine looking vessel from the The Nederland Royal Line (maatschappij "Nederland") located in Amsterdam for the connection between Amsterdam and Batavia. The ship was build in 1920 with a gross tonnage of 10.335.brt. Her propulsion was two sets of 3 cylinder triple expansion for a speed of 15 knots on twin screws. In 1948 she was sold to the Greek Line and sailed from Piraeus to New York. Her life ended after 37 years when she was scraped in the country she was build: The Netherlands.

www.hansbreeman.nl

.... PHOTO OF THE DAY



The **MSC TOMOKO** seen moored in the port of Colombo - **Photo : Piet Sinke ©**

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