

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 102



**Number 102 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 12-04-2010**

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

# MEET TOS AT



from 18th until 20th May

- Global Ship Delivery
- Crewing Solutions

[www.tos.nl](http://www.tos.nl)



The **BBC JAPAN** seen in Rio Grande – Photo : Marcelo Vieira (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



ANCHOR & CHAIN FACTORY (AKF)

- Supply of marine anchor- and towing equipment
- Lloyd's approved testing house up to 2000 mt
- Repair and modification of anchors and anchor chain cables

P.O. Box 22    phone +31 10 204 19 28 / 31    akf@akfanchorchain.nl  
3100 AA Schiedam    fax +31 10 234 02 00    www.akfanchorchain.nl  
The Netherlands

Member of the DAMEN SHIPYARDS GROUP 



## REMARKABLE RELEASE OF TURKISH VESSEL IN SOMALI PIRACY CASE

First reported by the East African Seafarers Assistance Programme, Somali pirates have abandoned a hijacked Turkish vessel, a Turkish news agency was quoted by AP as saying. The Dogan agency reportedly cites Fatih Kabal, an official of Bergen Shipping based in Istanbul, as saying the pirates left the MV **YASIN C** which was captured just this Wednesday.

Kabal said Saturday that the crew had locked themselves up in the engine room and realized that the pirates had left the ship on Friday. "Due to the attack by the pirates there are huge damages to the ship but I can confirm that no crew member is injured," he said. According to the news agency he said crew members, who were unharmed, took the damaged ship to the Kenyan port of Mombasa, but ECOP-marine spoke to the harbour authorities who stated that by 14h00 on Saturday the vessel was still on the High Seas and had not arrived in Mombasa. Somali pirates have been known to give up on ships they believe have no ransom value, such as vessels owned or hired by Somali traders.

MV **YASIN C** was the latest piracy victim and was seized on April 07, 2010 after a prolonged attack in the Indian Ocean which started at 12h43 UTC in position 0459S 04352E - around 270nm east of Kenya. The Turkey-flagged 36,300-dwt bulk carrier was then overpowered by Somali pirates in the afternoon. It is believed that the crew had armed personnel on board, first engaging in a fire-fight with the attackers, before locking themselves in. The Turkish-owned vessel officially carrying wheat from Ukraine to Kenya has a crew of 25 sailors - assumed to all be of Turkish nationality - and was destined for Mombasa port in Kenya. The exact crew-list has not yet been transmitted.

The ship was reportedly first commandeered towards Hobyo at the Central Somali Indian Ocean coast, but with the crew safe in the machine room and able to manipulate the ship movement, the pirates must have had a frustrating experience and always had to fear the arrival of a navy vessel, which without hostages they would have no means to resist.

On the other hand: While the MV **YASIN C** was captured, dockworkers in Mombasa harbour rumoured that "Somalis had captured another weapon ship." If this rumour was only based on the fact that the vessel had sailed from Ukraine, a country infamous for its illegal weapon exports to Africa, remains to be seen, if someone looks under the bulk-wheat it carries. "**Yasin C** was abandoned yesterday. The pirates abandoned it, and I think the crew will seek aid from the navy before coming to Mombasa," Andrew Mwangura of the East African Seafarers' Assistance Programme said.

Saying "Turkish Bulk Carrier suddenly released by pirates", EU NAVFOR meanwhile confirmed that the Turkish flagged Bulk Carrier **YASIN C** has suddenly been released by pirates on the evening of 9 April. It was reported from Task Force 508 that the pirates had left the ship and the Master was back in control. Due to some technical problems on board the ship she has been freed and is now being towed back to Mombasa by a ship from Mombasa Port Control, the statement said. Turkey's Maritime Undersecretariat said on Saturday that the Turkish-flagged "**Yasin-C**" ship was back under the full control of crew members, but "The pirates pounded the bridge and deck with automatic guns, and set some parts of the ship on fire, whereas the crew hid themselves." The undersecretariat said the pirates could not find the crew, and abandoned the ship 17-18 hours later. **Source : Ecoterra**



Above seen the 1983 built vehicle carrier **AL SALMY 6** formerly **VELAZQUEZ** of Linea Suardiaz anchored @ Bunkering Area 6 on Friday 9th April 2010 to receive fresh water and stores.

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)**

## **Huge Gains for Tankers Freight Rates in the Last 12 Months**

The world economy is recovering, especially in developing nations, and this evolution is more than clear in all shipping indexes. This has become even more apparent in tanker market freight rates, which have surged significantly from the levels of 2009 as higher oil imports and refined products from China, India and other countries have strengthened the demand for vessels. Oil demand in China in the last few months of 2008 and the early part of 2009 did slump but the decline was short-lived and the Chinese economy rebounded, on the back of surging domestic activity, much more strongly and more quickly than anyone had anticipated. And while the country's oil consumption expanded by only 2%, Chinese crude oil imports in 2009 were up by 5% over the previous year's level due to faltering domestic production.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 102

China became a net oil importer in 1993 and overseas purchases over the past two decades have increased steadily. In 2009 the country imported 204 million tonnes (mt) of crude oil, representing 52% of the country's oil consumption. Last year was the first time that China imported more than 50% of its crude oil needs. This year the country expects to import approximately 216 mt of crude oil, a 5% year-on-year increase. Based on the forward plans, crude oil shipments to China should rise to 285 mt in 2015 and 335 mt in 2020, when imports will cover approximately 65% of the country's oil needs. It is estimated that China may require 16% of the tradable oil that is available in the world market by 2020.

Although February was not the best month ever for the tanker market, as freight rates declined compared to the previous month on all reported routes because of the Chinese New Year holidays, refinery maintenance and the decline of crude oil and petroleum products in floating storage, year on year picture is totally different. The VLCC sector declined by 23% in February from the previous month for all reported, mainly because the Chinese New Year holidays. But, on an annual basis, VLCC spot freight rates on the Middle East to East route experienced an increase of 77%. VLCC spot freight rates on the long-haul Middle East to West route saw a decline of 16% in February from the previous month. However, compared to the same period last year, VLCC spot freight rates on the Middle East to West route exhibited an increase of 46%. The Suezmax segment exhibits the same trend as in the VLCC sector. On average, Suezmax spot freight rates declined by 32% in February from the previous month on the two reported routes. However, y-o-y spot freight rates from West Africa to US Gulf posted an increase of 35%. On the route from North-West Europe to the US, Suezmax spot freight rates have increased during the last 12 months by 42% although during February freight rates indicated a decline of 32% in February from the previous month. High stock levels in the US as well as the maintenance season were among the factors behind the decline. Additionally, weak Black Sea and Mediterranean activities halted any rise in the Suezmax spot freight rates from North-West Europe as Turkish Strait delays decreased by three days prompting tonnage availability.

**Source : Makis Theodoratos, Hellenic Shipping News Worldwide**



The **POOL EXPRESS** seen in Great Yarmouth – Photo : Paul Gowen (c)

## Pakistan seeks closer shipping ties with Bangladesh

Pakistan has sought direct shipping links with Bangladesh to boost bilateral trade. Pakistani High Commissioner here Ashraf Qureshi Thursday said that his country wanted to improve its relations with Bangladesh. The two countries should prepare a road map for strengthening trade ties.

'We want direct shipping link between two countries,' he was quoted as saying by New Age after a meeting with Bangladesh Commerce Minister Faruk Khan. Qureshi also said that there was no Bangladeshi bank branch in Pakistan while two Pakistani banks were operating in Bangladesh. **Source: IANS**

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

## Navy adds six more pirate suspects to bag

At approximately 5:00 a.m. local time, reports Navy News Service, the **USS Ashland (LSD 48)**, was fired upon by a skiff manned by suspected pirates in the Gulf of Aden, approximately 330 nautical miles off the coast of Djibouti.

During the attack, the **Ashland** received small arms fire on the port side from the six man crew of suspected pirates

aboard the skiff. The **Ashland**, in accordance with her rules of engagement, returned fire.

**USS Ashland** fired two rounds at the skiff from her MK-38 Mod 2, 25 mm gun. The skiff caught fire and the suspected pirates abandoned it. The photo shows what was left of it.



The **Ashland** deployed her rigid-hull inflatable boats (RHIBs) to assist the pirates who were in the water near their skiff.

Once it was verified that the suspected pirates no longer had weapons on their person, all six were brought on board the **Ashland** where they received medical care. There is no apparent damage to the **USS Ashland** and there were no injuries to any members of her crew.

**Ashland** was conducting routine Maritime Security Operations in the Gulf of Aden, when the ship was attacked. Currently, **Ashland** is supporting 24th Marine Expeditionary Unit sustainment operations in Djibouti. The Navy has captured 21 suspected pirates as a result of three incidents during the past ten days.

Two of these incidents began with attacks on the U.S. vessels. **USS Nicholas (FFG 47)** was attacked late in the evening by pirates on March 31, resulting in the capture of five suspects, while today's attack on **USS Ashland** netted an additional six. In the third incident, **USS McFaul (DDG 74)** responded to a distress call from **M/V Rising Sun** on April 5, helping thwart the attack and capture an additional ten suspected pirates. The U.S. Navy is now reviewing multiple options regarding these suspected pirates' legal dispositions. **Source : MarineLog**



The **STELLAR CUPID** seen departing from Cape Town – **Photo : Ian Shiffman (c)**

## **"The First Three Kilometres Are Laid" Nord Stream**

Construction of the Nord Stream natural gas pipeline has started in the Swedish Exclusive Economic Zone of the Baltic Sea. The pipelay barge **Castoro Sei (C6)** began offshore pipe laying near the Island of Gotland and with a distance of 675 kilometres from the pipeline's starting point near Vyborg, Russia, marking an important milestone for the Nord Stream project, Nord Stream press release said.

"The first three kilometers of the Nord Stream Pipeline has been laid," says Henning Kothe, Project Director, Nord Stream AG. "Now we are finally making our project a reality. During the permitting phase, we showed that we are planning a technically and environmentally safe project; now we will live up to our plans and create the infrastructure that will secure Europe's gas supply for decades to come." Since 2006, the Swiss-based consortium has thoroughly planned one of Europe's largest infrastructure projects. When completed, the Nord Stream Pipeline will transport 55 billion c. m. of natural gas a year to Europe.

Before Nord Stream could start constructing the first of its two pipelines, each of them with an inner diameter of 1.153 meters, the consortium underwent a permitting process involving all nine countries bordering the Baltic Sea. Detailed trans-boundary and national environmental impact assessments were carried out based on detailed studies of the Baltic Sea region. Nord Stream invested more than 100 million Euros in surveys and route planning. This led to the development of pipe-laying procedures and sequencing, as well as an environmental monitoring program to meet safety and environmental requirements while enabling the construction vessels to work efficiently.

Throughout the project, a number of vessels will be used for different activities such as pipe supply, surveying, or anchor handling. Pipe laying itself will be carried out by three lay barges: Saipem's **Castoro Sei** for most of the



offshore construction, Saipem's **Castoro Dieci**, near the German shore (from June 2010) and Allseas' **Solitaire** in the Gulf of Finland (starting in September 2010). Each of these vessels is a floating factory: Continuously, concrete coated steel pipes, each about 12-metres long and weighing about 25 tons will be supplied from five stockyards located around the Baltic Sea. On board, pipes are beveled and welded together to form the pipeline. Before they are lowered into their designated position on the seabed, each weld will be subjected to ultrasonic testing, millimeter by millimeter.

Source: nord-stream



The **MSC TOKYO** seen at the Westerscheldt River – Photo : Stefan Hofecker (c)

## PM flags maritime laws review

Australian prime Minister Kevin Rudd says he's open to the idea of putting more pilots on cargo vessels travelling near the Great Barrier Reef. He's also flagged a review of maritime laws following the grounding of a coal carrier inside the Great Barrier Reef Marine Park off Rockhampton.

Mr Rudd flew over the stricken ship and later said it was outrageous that a ship could be so far off course in a protected area. He said the ship remained a serious threat to the environment, having already leaked some oil, and multimillion dollar fines could be imposed if laws had been broken.

"The penalties which exist under the Great Barrier Reef Marine Park Authority go to a fine of some \$5.5 million under the current circumstances," Mr Rudd said. "They go to the payment of the costs of any restitution which arises from any damage to the reef." If the ship's captain was found guilty of negligence, he could be jailed for up to three years.

"That's what exists under the current act," Mr Rudd said. "And the Government will be entirely mindful of any advice in terms of further measures which may be necessary and any further strengthening of the act necessary."

Mr Rudd said the ship remained an environmental threat to the reef. "It is absolutely outrageous that a vessel this size could find itself 12km off course in the middle of the Great Barrier Reef," he said. "My view is that the law must be fully and absolutely applied in these circumstances. Australians take the Great Barrier Reef very, very seriously."

He said there were four key priorities to attend to in the wake of the grounding, including "looking at the laws for the future". "One, what do we do in terms of containing the oil? "Two, what do we do in terms of the salvage of the vessel and three, what are we doing in terms of the investigation to get to the bottomline explanation as to what's happened here and why?

"Four, looking at the laws for the future as well." Mr Rudd said a thorough investigation was underway involving federal authorities. "We have a wide open mind when it comes to any changes on the question of either pilotage or

what is often referred to as the system for providing vessel guidance which currently exists in far north Queensland and the Torres Strait. "Let's see what the experts have to advise." **Source : The Daily Telegraph**

## **Australia races to stabilise ship**

Australian authorities are battling to stabilise a stranded Chinese coal carrier which is threatening to break up on the Great Barrier Reef and spill more oil into the pristine waters of the World Heritage site.

The **Shen Neng 1** ran aground last week Saturday when it hit a shoal off the eastern state of Queensland at full speed, rupturing a fuel tank and causing a 3km-long slick. "One of the most worrying aspects is that the ship is still moving on the reef to the action of the seas, which is doing further damage," Patrick Quirk, the general manager of Marine Safety Queensland, said.



Salvage experts boarded the Chinese-registered 230-metre bulk carrier, which is loaded with 65,000 tonnes of coal and about 975 tonnes of heavy fuel oil, last Monday. Quirk said the initial report was that the ship's main engine room had been breached, the major engine damaged and the rudder seriously impacted.

One tug boat was already at the scene to stabilise the vessel and another was to arrive later on Monday, while aircraft are being used to monitor the spill in waters teeming with marine life.

Anna Bligh, the premier of Queensland state, said the ship was in a restricted zone that was "totally off limits" to shipping and the ship's Chinese owners could be fined up to A\$1m (\$920,000) and the captain handed a A\$250,000 fine.

She said that salvage crews were assessing how they might refloat the carrier stranded some 70km east of the Great Keppel resort island, but warned that the operation could take weeks.

"This is going to be a very specialist and delicate operation," she told Australia's Nine news network. Bligh had earlier said there was "a very real risk that the vessel may break apart" and the authorities fear an oil spill will damage the world's largest coral reef.

"If this ship was to break further apart, if there was another very significant oil spill, then we would not only see tonnes of oil into the Great Barrier Reef Marine Park but modelling shows it is likely to come up onto the beaches of Shoalwater Bay, which is a national park area," Bligh said.

The vessel hit Douglas Shoal, in a protected part of the Great Barrier Reef Marine Park, 15km outside the nearest shipping channel and where shipping is restricted by environmental law. Conservationists expressed outrage that bulk carriers can travel through the reef without a marine pilot with local expertise and Larissa Waters, a spokeswoman for the environmentally focused Queensland Greens political party, said the state government was "being blinded by royalties and their short-sightedness will go down in history as killing the reef". **Source : Al Jazeera**



## **Crews begin moving oil from ship stuck on reef**



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 102

Salvage crews at a damaged coal carrier stuck on Australia's Great Barrier Reef began pumping fuel oil Friday from the stricken vessel onto another barge to carry it away and prevent it from leaking onto the delicate reef.

Patrick Quirk, general manager of Maritime Safety Queensland, said inflatable booms were in place around the vessels to trap and contain any oil that may spill during the procedure. "This is a delicate operation that will take days, not hours," Quirk said in a statement. "We're not going to rush into this operation. We want to manage the risk and manage it closely."

The **Shen Neng 1** had nearly 1,000 tons (950 metric tons) of heavy fuel oil on board when it crashed full speed onto Douglas Shoal, a protected area of the world's largest coral reef. Coral shredded one part of the ship, and three or four tons of oil leaked from a ruptured fuel tank. That oil was dispersed by chemical sprays and is believed to have caused little or no damage. Reef experts will assess damages to the area after the ship is gone.

Officials must remove the remaining oil in order to safely refloat the Chinese ship and prevent any further spillage. Fuel from the stricken Chinese coal carrier will be pumped onto the Larcom bunker barge, which can carry up to 1,500 tons of oil. Around 250 people are on standby in case oil reaches the coast, but that is now considered unlikely.

Maritime authorities are investigating how the accident occurred, and the Queensland government said the ship's owners would be responsible for paying the clean-up and salvage costs. The owners, Shenzhen Energy Transport, said Friday that they were cooperating with the investigation. They said the ship had been traveling through a legal channel when it inexplicably failed to turn eastward to avoid Douglas Shoal.

Hu Wei, chief of shipping and development, said the company and ship's crew were working with the salvage crews to ensure an environmentally safe refloating of the ship. "Shenzhen Energy Transport recognizes the importance of the Great Barrier Reef and is deeply concerned to avoid endangering lives or damaging the environment," Hu said in a statement. The Great Barrier Reef is a World Heritage site because of its gleaming waters and environmental value as home to thousands of marine species. The accident occurred in the southern tip of the reef, which is not the main tourism hub. **Source : miamiherald**



Last Friday April 9<sup>th</sup> 2010 the tug "**Swiber Else Marie**" – underway from Shanghai to Rotterdam – made a short bunkerstop at Walvis Bay with the new barge **H-332** in tow, loaded with another series of Chinese newbuilding hulls, destined for **Ruytenberg Transport & Duwwerk** in Werkendam. This tow departed from Shanghai on 13th February 2010 and is expected to arrive in Rotterdam on 7th May 2010.

**Photo : via Landfall Transport & Towage bv**

Simply reliable



**AVRA**  
TOWAGE BV

Avra Towage BV  
Scheepmakershaven 32b  
3011 V8 Rotterdam  
chartering@avra.nl  
0031 10 281 0886

[www.avra.nl](http://www.avra.nl)



The **OOSTERSCHELDE** seen moored in Genoa  
Photo : Giovanni Palumbo ©

# Cruise ship Pacific Dawn stops just 70m from Gateway bridge

**A fuse failure, caused by a saltwater leak, is being blamed for the incident on board a P&O cruise...**

PASSENGERS on the cruise ship that stopped just 70m from the Gateway Bridge in Brisbane have paid tribute to the captain who saved them from disaster. Brisbane Marine Pilots Captain Peter Liley was at the helm of the 245m-long **Pacific Dawn** on Saturday morning when the liner lost all power and steering just 700m away from the six-lane bridge over the Brisbane River.

Two tugboats got the **Pacific Dawn** under control, bringing her to a complete standstill 70m shy of the bridge, which is 1.6km long and 64.5m high. A Logan reader said: "The situation was handled very well by Captain Turnbull and his crew, and passengers were informed of all developments."



File photo of the **PACIFIC DAWN** – Photo : Garry Luxton ©

Capt Liley said he managed to stop the ship before it got to the Gateway. "I was piloting the ship and we lost all propulsion. It's unusual, but we are trained for these sorts of things. If it was under the Gateway we could have drifted clear but it was before the Gateway."

Capt Liley said a ship without power was prone to drift, and there was a danger it could not be stopped before hitting the bridge's pylons. He said the ship's captain was investigating what caused the fault, saying he believed a fuse had been affected by a saltwater leak. "There's an investigation into what occurred," he said. "We used two tugs to pull the ship up, and we pulled up before the Gateway."

"We waited on the chief engineer on what services he could provide, but he couldn't provide any services so we devised a plan to take the 'dead' ship back to Hamilton." A spokesman for Carnival Australia, which operates the **Pacific Dawn**, said the cruise liner had suffered power problems but the fault was not a major one and she would set sail again on Saturday afternoon.

"It was a temporary loss of power," the spokesman said. "It was a controlled situation. "The ship is OK and will set off for a South Pacific cruise."





The **HIGH MARS** seen moored in Colombo – Photo : Piet Sinke ©

**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)

## North Korea denies involved in South ship sinking

North Korea has denied involvement in the sinking of a South Korean navy ship that broke in half after an explosion last month, leaving 44 sailors still missing, a newspaper reported on Saturday. Tensions mounted on the Korean peninsula after the ship sank near a disputed maritime border between the two Koreas that has been the scene of deadly clashes in previous years.

The cause of the explosion has not been identified, but South Korea's defence minister has said the ship may have been struck by a North Korean torpedo. The head of a North Korean military delegation visiting China told Chinese officials in Beijing on March 30 that Pyongyang had nothing to do with the sinking, South Korea's Dong-a Ilbo newspaper quoted a diplomatic source as saying.

The meeting between North Korean and Chinese military officials included a deputy chairman of China's joint chiefs of staff and an external affairs official from its defence ministry, the report said.

The bodies of two sailors were pulled from the waters last week as recovery work hampered by bad weather and strong currents continues off the peninsula's west coast. Fifth-eight people were rescued as the ship sank after dark on March 26.

North Korea has made no mention of the sinking in its official media but issued a new threat against the South on Saturday of military action unless Seoul stops insulting the North's **Source : DNA India**



The **MIKHAIL ULYANOV** seen approaching Rotterdam-Europoort – **Photo : Fred Vloo ©**

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

## **Jewel of Muscat sails out on voyage of ancient mariners**

**The vessel [Jewel of Muscat](#) leaving the Kochi port for Colombo on Saturday morning.**

A few days short of a month after it docked at the port here, [Jewel of Muscat](#), built on the lines of a 9<sup>th</sup> century Indo-Arab trade vessel, left for Galle in Sri Lanka on Saturday. On farewell, it was accorded a ceremonial escort by

Navy and Coast Guard ships and helicopters. The vessel, built in the Sultanate of Oman employing ancient shipbuilding techniques, had set sail from its shores on February 16 before docking at Kochi on March 15.

It will arrive in Galle on April 18. From there, it will sail to Penang and Malacca in Malaysia before reaching Singapore in June where it will be converted into a maritime history museum. As the Jewel prepared to depart Kochi on Saturday morning, Home and Tourism Minister Kodayeri Balakrishnan interacted with the crew in a goodwill gesture. On the second leg of the voyage, the ship has a 17-member crew with three replacements. Pushpadas Elamassery and Sajid Valappil, two Keralite crewmembers of the Jewel, are continuing their voyage.

Built using planks sewn together with braided coconut fibre (without driving even a single nail into it) on the model of a 9<sup>th</sup> century vessel whose wreck was found off Indonesia over a decade ago, the wind-powered Jewel is on a historic voyage in that it revisits the ancient trade route between the Middle East and the Far East.

Besides Mr. Balakrishnan, Chief Commissioner of Customs Vineeth Ohri; Port Trust Chairman N. Ramachandran; Commodore V.K. Garg from the Navy and Commander Chauhan from the Coast Guard were present on the occasion to bid farewell to the Jewel. It was cast off by Mr. Balakrishnan, who let off the last rope. Earlier, Jewel's Captain Saleh Al Jabri said it was significant to note that the anti-fouling coat with goat fat and lime given to the vessel prior to its maiden trip was intact even after the first leg got over. However, the exterior of the ship was given another coat of anti-fouling using fish oil during its stay at the dry dock here. In Kochi, its crew visited schools and held public and professional interactions. **Source : The Hindu**

## CASUALTY REPORTING



## CCNI Antartico collides with Quay crane at Guayaquil

Below are links to youtube footage of an incident involving the Liberia-flagged containership **CCNI Antartico** (IMO 9261449) on last Monday.

<http://www.youtube.com/watch?v=ywm2BY9Mg4o>

It shows the moment when the vessel first hits the quay then collides with Eurys Oslo (IMO 8716083) which was also berthed at the port and finally demolishes a modern gantry crane and a dozen containers stacked on a berth at ICTSI's Conatecon terminal in Guayaquil. Local newspapers stating general damage estimated at more than 1 million USD. The 2002-built, 4,100 teu boxship was on its maiden voyage to the port as part of the CCNI fleet, where it has been deployed on their service.



## NAVY NEWS

**Navingo Maritime & Offshore Career Event 2010**  
28 april 2010 - Beurs - WTC

**BEZOEK ONS  
OP STAND  
R110-111**

**Voor schepen in management  
zoeken wij collega's:**

- ▶ JUNIOR & SENIOR DPO'S
- ▶ WERKTUIGKUNDIGEN
- ▶ STUURLIEDEN
- ▶ KRAANDRIJVERS



**Redwise**

**Zoek jij regelmaat?**



GLOBAL SHIP DELIVERY & CREWING

info@redwise.nl

www.redwise.com



The **A 836 AMSTERDAM** departed again from Amsterdam – Photo : Joop Marechal (c)

## Sweden to invest in new submarines

The Swedish military is set to shell out billions of kronor for two new state-of-the-art submarines while also upgrading two older vessels, defence minister Sten Tolgfors has revealed, defence minister Sten Tolgfors has revealed.

Writing in the Sunday edition of Stockholm daily Svenska Dagbladet, the minister conceded that the Baltic Sea area remained stable, with only Kaliningrad and St. Petersburg breaking the circle of EU and NATO-affiliated countries.

"However, one can never rule out long-term risks and incidents, which could also be of a military nature," Tolgfors wrote. The multi-billion kronor investment is to be included in next week's spring budget proposal, he added.

Ship builder Kockums said in February that it had signed a contract with FMV (the Swedish Defence Materiel Administration) regarding the construction of next-generation submarines.

"This is an important first step, not only for Kockums, but for the Swedish Armed Forces as a whole," said Kockums CEO Alfredsson in a statement released at the time.

"We shall now be able to maintain our position at the cutting edge of submarine technology, which is vital in the light of current threat scenarios. **HMS Gotland** demonstrated what she is capable of during two years of joint exercises in the water off the USA. This next-generation submarine marks a further refinement of technology", he said.

Until now however the Swedish government had not given any indication of the scope of its plans. Along with the two new vessels, two Gotland class attack submarines will also receive major upgrades as part of the investment.

Tolgfors said the move would ensure that Sweden's submarine fleet maintained its "top international calibre". The minister also shared Kockums' view that the next-generation Swedish submarine would attract a great deal of interest abroad and would likely lead to export deals in the future. **Source : The Local.se**



Above seen the Dutch 1993 commissioned multi purpose Frigate **Hr Ms Van Amstel (F831)**, entering Leith 10th April 2010. In the background is seen the 2002 commissioned air defence and command frigate Hr Ms **De Zeven Provinciën (F802)** outside the lock. They joined **Hr Ms LUYMES (A803)**, Hydrographical survey ship, which arrived the day before. (see Sunday's DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 101) and the first rate French Frigate, Chevalier Paul (D621), which arrived on the 8th April 2010. **Photo : Iain McGeachy (c)**

## Commander Stresses Enemies' Weakness against Iran's Navy

Enemies of Iran are well aware of our country's naval power and they do not dare to attack our country, Iranian Army's Navy Commander Rear Admiral Habibollah Sayyari reiterated on Saturday.

"Today the world arrogance is observing the might of the (Iranian) Navy and has no word to say vis-à-vis this might and power," Sayyari said, adding, "The Army's Navy is fully ready to use all its potentials to defend the water borders, water resources and interests of the Islamic Republic of Iran."

He also underlined the necessity and importance of the preparedness of the Army's Navy for standing against any enemy aggression. Iran started boosting its military, specially naval, power after it witnessed that decades-long sanctions and threats by the US-led West continued and even intensified in recent years.

The country then pushed an arms development program in recent years in a bid to reach self-sufficiency.

Iran announced in June 2009 that a home-made submarine, named **Ghadir 948**, had joined the naval brigade of the first naval zone. In November, the country announced that its first domestically built Ghadir class submarine launched operation.

The Iranian military said that the submarine can easily evade detection as it is equipped with sonar-evading technology and can fire missiles and torpedoes simultaneously. Tehran's plans for boosting its military might speeded up after the US and Israeli war rhetoric intensified against Iran and plans showed that the Persian Gulf would be a determining scene of any possible war with the US.

Israel and its close ally the United States accuse Iran of seeking a nuclear weapon, while they have never presented any corroborative document to substantiate their allegations. Both Washington and Tel Aviv possess advanced weapons of mass destruction, including nuclear warheads.

Iran has warned that it would target Israel and its worldwide interests in case it comes under attack by the Tel Aviv.

Iran has warned that in case of an attack by either the US or Israel, it will target 32 American bases in the Middle East and close the strategic Strait of Hormoz. An estimated 40 percent of the world's oil supply passes through the waterway. In a Sep. 11, 2008 report, the Washington Institute for the Near East Policy also said that in the two decades since the Iran-Iraq War, the Islamic Republic has excelled in naval capabilities and is able to wage unique asymmetric warfare against larger naval forces.

According to the report, the Islamic Revolutionary Guards Corps Navy (IRGCN) has been transformed into a highly motivated, well-equipped, and well-financed force and is effectively in control of the world's oil lifeline, the Strait of Hormuz. The study says that if Washington takes military action against the Islamic Republic, the scale of Iran's response would likely be proportional to the scale of the damage inflicted on Iranian assets. **Source : FARS Agency**

## **SHIPYARD NEWS**

### **Ferrostaal feels heat of bribery probe**

German engineering group Ferrostaal is under suspicion of paying bribes to secure contracts, and of organising bribery payments on behalf of other firms for a fee. The case could have repercussions for the whole of German industry, says one former executive of MAN, Ferrostaal's former parent company.

For many years there have been stories about bribes by Essen-based plant construction group Ferrostaal. In one case, the company allegedly paid 200000 Deutsche marks ( à 102258) to former Indonesian President Bacharuddin Jusuf Habibie. In another, the family of former Nigerian dictator Sani Abacha is said to have received 460-million marks for construction of a metal-processing plant.

Few allegations stood up in court, however, partly because payments occurred during a period when so-called "useful expenditures", or payments made to procure contracts, were not yet illegal in Germany.

But now there are indications that bribes were common at Ferrostaal. Klaus Lesker, a member of the executive board, was arrested two weeks ago and the Munich public prosecutor's office is also investigating two former board members and other senior executives for "a particularly serious case of bribing foreign officials in connection with international business arrangements", as well as for suspected tax evasion. The list of suspects numbers about a dozen and investigators have their sights set on five projects, worth a total of almost à1-billion, which the group is believed to have secured through bribery.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 102

The investigators believe the numbers could quickly rise in the coming days. "What we have now is just the beginning," said one official. Key documents fell into the hands of prosecutors last year during their corruption probe into Ferrostaal's former parent company, engineering group MAN. In July authorities raided Ferrostaal offices in Essen as they suspected bribes had been paid in the sale of eight ocean-going tugs to a Hamburg shipping company.

The investigators can apparently rely on testimony of two witnesses. The allegations against Ferrostaal are serious: did the company not only pay bribes itself for years, but also do the dirty work on behalf of other companies in return for a fee?

A case in point is that of Giesecke & Devrient, a Munich-based company that specialises in banknote and securities printing. The case concerns the sale of five printing and embossing machines, as well as a system used to destroy banknotes, to the Indonesian state-owned banknote printing company. Ferrostaal is believed to have brokered the deal and paid bribes to local officials.

Giesecke & Devrient, which is also under investigation, said it "has not been aware of any irregularities to date". But company officials said they had been asked to review business relationships with Ferrostaal. The probe also involves a company in the northern German port city of Bremen, for which Ferrostaal allegedly brokered a €28-million deal to sell a coast-guard vessel to the Colombian navy.

Ferrostaal is believed to have collected a 5% commission for its services. Subsidiary Ferrostaal de Colombia is believed to have arranged bribes of up to €850,000 to "decision-makers in the navy and at the ministry". The parent company presumably collected fees in the high six figures.

Ferrostaal is also believed to have paid bribes for the Bremen company to the Argentine coast guard in 2006, also in return for a contract. An employee of the Argentine defence ministry allegedly received a six-figure sum of euros from the local Ferrostaal office, which he apparently shared with two high-ranking navy officers. Prosecutors believe that board member Lesker was at least partly aware of the payments.

Ferrostaal will not comment on the charges, but tempers ran high at a board meeting last month. "The company is on shaky ground," said one auditor. Insiders suspect that even more cases in which the Essen company did dirty work for other companies could turn up soon. A current internal corruption scandal at Ferrostaal revolves around delivery of two Type 209 submarines to Portugal. Ferrostaal, which bid against submarine builder HDW and shipbuilder Thyssen Nordseewerke, won the €880-million contract in 2003 - with the help of bribes and a number of phony consulting contracts.

According to the investigators' files, a Portuguese honorary consul approached a Ferrostaal board member in 1999. The man allegedly said he could be helpful in the initiation of the submarine deal. According to the files, the honorary diplomat demonstrated his influence by setting up a direct meeting in the summer of 2002 with then Prime Minister José Manuel Barroso.

The Ferrostaal executives in Essen were apparently so impressed that they signed a consulting agreement with the honorary consul in January 2003, in return for his "constructive assistance". The Portuguese diplomat was to be paid 0.3% of the total contract volume if the deal went through. The consul ended up collecting roughly €1.6-million, which the investigators see as a clear violation of his duties as a diplomat. But it appears that Ferrostaal did not rely solely on its adviser's good connections to land the submarine deal. It is believed that a consulting agreement was concluded between Ferrostaal and a partner, on the one hand, and a rear admiral in the Portuguese navy on the other. That deal was worth €1-million.

A Portuguese law firm is also believed to have played a role in ensuring that Ferrostaal won the contract, with bribe money being paid. Prosecutors have identified more than a dozen suspicious brokerage and consulting agreements related to the submarine deal. Investigation files show that all of these agreements were designed "to obfuscate the money trails", so as to pass on payments "to decision-makers in the Portuguese government, ministries or navy".

It appears that, in the end, Ferrostaal paid so many consulting fees that not much was left of the profits from the submarine deal. **Source : Der Spiegel**

## ROUTE, PORTS & SERVICES



**MARINT**  
(OFFSHORE SERVICES) LTD

Independent Consultants and Brokers in the International Tug and Supply Vessel market  
(offices in London and Singapore)

Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1633

E-mail : [tugs@marint.co.uk](mailto:tugs@marint.co.uk)

Internet : [www.marint.co.uk](http://www.marint.co.uk)



The **MSC DON GIOVANNI** seen at the Westerscheldt River  
Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)

## Plan speedy completion of Chettuva harbour

Fisheries Minister S. Sarma presents a memento to Union Agriculture Minister Sharad Pawar at a function to launch the construction of the Chettuva harbour, near Thrissur, on Saturday.

Thrissur: The coastal region of Chettuva is poised for large-scale growth with the upgrading of its fish landing centre to a harbour. Inaugurating the launch of the construction of the harbour, Union Agriculture Minister Sharad Pawar said the harbour would help tap fishing wealth, create infrastructure for operation of mechanised fishing vessels, mitigate navigation hazards, save fishermen's lives and encourage hygienic handling of marine catch.

"The State government should draw up an action plan to complete the Chettuva harbour project within the approved span of three years so that the intended benefits would start flowing to the fishermen without delay. The Union Fisheries Ministry will extend support for speedy completion of the project," he said. He noted that facilities for berthing of boats and fish landing were woefully inadequate in the country. "I expect the States to adopt a proactive approach and formulate appropriate projects to improve landing facilities."

He observed that clean and hygienic landing facilities were a prerequisite for meeting international quality standards for seafood. "The European Union regularly deputes teams to India to inspect fishing harbours, seafood processing units, fishing vessels and fish landing centres. If the team detects poor hygienic conditions, it may impose restrictions on import of seafood from India. It can affect India's labour-intensive fisheries sector," he said.

He stated that the fisheries sector contributes 1.07 per cent to the GDP and 5.4 per cent to the agricultural GDP. The sector earned Rs.8,000 crore in 2007-08 in foreign exchange and accounted for about 14 per cent of agricultural exports.

Fisheries Minister S. Sarma said that studies had described Chettuva as a "fish bank." He said that 47 fisheries projects had been sanctioned for Thrissur district by the Kerala State Coastal Development Corporation. They would be implemented in the Chavakkad, Nattika and Kodungalloor Assembly segments. Chief Minister V.S. Achuthanandan will inaugurate the projects at Kaipamangalam towards the end of April. Rudra Gangadharan, secretary, Union Fisheries Department; Collector A.T. James; K.V. Peethambaran, chairman, welfare standing committee, district panchayat; Vasantha Maheswaran, block panchayat president, Thalikkulam; and M.A. Haris Babu, president of Engandiyur grama panchayat, were among those present. **Source : The Hindu**



The **MSC LIBERTY** seen approaching the port of Colombo - **Photo : Piet Sinke (c)**

## **102nd Ship of "Mitsui's 56" Series Delivered by MES**

**- M.V. "NORD ANGEL", 56,000 DWT Type Bulk Carrier with Huge Cargo Hold Capacity (over 70,000m3) -**

Mitsui Engineering & Shipbuilding Co., Ltd., (MES) completed and delivered a 56,000 dwt type bulk carrier M.V. "**NORD ANGEL**" (MES Hull No. 1745) at its Tamano Works on 9th April, 2010 to Helios Navigation Inc.

This vessel is a handy-max type bulk carrier of 56,000 dwt with a huge cargo hold capacity over 70,000m3 and marks the 102nd ship of its series. This 56,000 dwt type bulk carrier series of MES is widely called "Mitsui's 56" and is highly appreciated in the market. More than 150 units of this series have been ordered from MES.



Length overall: 189.99 m  
Length (between perpendiculars): 182.00 m  
Breadth (molded): 32.26 m  
Depth (molded) 17.90 m  
Gross Tonnage: 31,228  
Deadweight: 55,696 metric tons  
Main Engine: MITSUI-MAN B&W Diesel Engine 6S50MC-C x1set  
Maximum Continuous Output: 9,480 kW x 127.0rpm  
Service Speed: 14.5 knots  
Complement: 24 persons  
Classification Society: NK  
Flag: Panama  
Date of Delivery: April 9, 2010



The **SEAJACKS LEVIATHAN** seen enroute Rotterdam – Photo : Fred Vloo (c)

## **Savannah Box Throughput Jumps 32.5 percent**

Container volume handled by the Port of Savannah jumped to 227,860 20-foot equivalent units in March, an increase of 32.5 percent over the same month last year, making March the fourth consecutive month of double-digit growth. The Georgia Ports Authority said Friday that overall tonnage handled at its ports in March grew by 24.9 percent, which brings the GPA's fiscal year-to-date (July 2009 through March 2010) volume to a 4.9-percent increase compared with the same time period last year.

"The increased cargo passing through our ports may signal that consumers are beginning to purchase again," said Curtis J. Foltz, the GPA's executive director. "Our growth in both imports and exports indicates that overall recovery is taking hold."

Containerized imports increased 45.3 percent for a total of 112,233 TEUs in March 2010 compared with March 2009.

While commodity statistics are not available yet for March, there have been substantial increases for retailers of general merchandise, home improvement, electronics and appliances compared with March 2009. Furniture has seen moderate improvements compared with this time last year. Export throughput remained strong as well with an increase of 22 percent for a total of 115,628 TEUs.

At the Port of Brunswick, the movement of auto and machinery units has also experienced growth for the past four months. Colonel's Island Terminal moved 31,417 total units in March 2010, which is a 54.8-percent increase compared with March 2009. "We've survived an extremely tough time by doing a great job of capturing additional market share as the strategic hub for shippers and beneficial cargo owners in the South Atlantic," said GPA's Chairman of the Board Stephen S. Green. **Source: Journal of Commerce**



Above seen at Brunsbüttel STENERSEN's newbuilding **STEN FJELL** IMO 9460241 on Kiel-Canal transit on April 10<sup>th</sup>  
**Photo : Michael Brakhage (c)**

## ZIM launches AME service

ZIM has announced the launch of the Asia-Med-Europe (AME) service, a new Cross Suez direct service between Asia, the Indian subcontinent, the Mediterranean and Europe, the Sri Lanka Daily News reported. The new service, running 11 x 3,800 TEU vessels, will take effect with the first westbound call at Colombo on April 20. The service will offer additional direct links to west Mediterranean, Black Sea, North Africa, Central America and Caribbean from China, South East Asia and the Indian subcontinent. Port rotation will be as follows: Shanghai - Da Chan Bay - Port Kelang - Colombo - Nhava Sheva - Haifa - Ashdod - Felixtowe - Antwerp - Hamburg - Alexandria - Limassol - Haifa - Ashdod - Colombo - Shanghai.

**Source: cargonewsasia**

## Tianjin Port optimistic despite \$6.1m loss in 2009

Tianjin Port Development is optimistic that it can return to profit this year after sinking into the red in 2009. The operator of the northern Chinese port incurred a US\$6.1 million net loss in 2009, compared with a \$16.8 million net profit in 2008, the South China Morning Post reported. The global financial crisis caused a rise in throughput of empty

containers and domestic trade containers, which carry lower revenue than international containers, Tianjin Port Development chairman Yu Rumin said.

Other factors contributing to the net loss last year included expenses of \$8.4 million related to its \$1.4 billion acquisition of 56.81 percent of its Shanghai-listed sister company, Tianjin Port Company. The merger has resulted in Tianjin Port Development becoming the operator of the world's fifth-largest port and the third-largest on the mainland, behind Shanghai and Shenzhen, with a total container capacity of 12 million TEUs and two billion tonnes of cargo.

Source: [CargonewsAsia](#)



The **MAERSK DENPASAR** seen in the port of Colombo – Photo : [Piet Sinke \(c\)](#)

## SuperCat Fast Ferry acquires new vessel

SuperCat Fast Ferry Corp. has bought a new vessel, **SuperCat 38** that would boost its Bacolod-Iloilo route.

**SuperCat 36**, the twin of **SuperCat 38** is also servicing the Calapan-Batangas routes. The new vessel, which has the first ever state-of-the-art resilient mounting that acts like a shock absorber in rough seas this results in a smoother and more comfortable ride said Capt. Jose Correos, the Master Mariner of **SuperCat 38**.

Aside from the new vessel, SuperCat announces servicing a new route - Manila-Batan and vice versa.

After the initial talks with Cong. Abet Garcia and Governor Tet Garcia of the Province of Bataan, the management of SuperCat has agreed to deploy MV **SuperCat 25** to serve the riding public. The ferry ride from SM Mall of Asia Jetty Port to the Port of Orion in Bataan will approximately take one hour instead of the current travel time by land of 2-3 hours.

According to Supercat Fast Ferry Corp. President Mr. Ramon G. Villordon, Jr. "this deployment is in consonance with the company's direction of promoting domestic tourism by serving tourist oriented destinations such as Bataan which is the home of the famous Corregidor and a place which boasts of rich culture and history and the beauty of unspoilt beaches."

The port of Orion will be the home of Supercat in Bataan. It is now transformed onto a modern port complex and is readily accessible through mini buses and other local transport coming from Balanga and nearby municipalities.



Orion is the gateway of its neighboring provinces like Pampanga and Zambales. Travelling by sea via SuperCat serves as an alternative in reaching Subic and Olongapo. Supercat Fast Ferry Corp. President Mr. Ramon G. Villordon, Jr. said: "While we place the highest importance on making every voyage safe, enjoyable and comfortable, we also want to continue making SuperCat an affordable option for the riding public." **Source : The Manila Bulletin**



The Sailaway of the **PertoRig 3** from Singapore to Mexico via Walvisbaai (Nab.)  
The in 2009 in Cuxhaven, (Germany) built 285 tonnes (!) BP "**Uranus**" will be the tug for the voyage  
**Photo : Richard Qualm (c)**

## **Sydney group to decide on dredging**

The Sydney Marine Group says it will cost \$38 million to dredge the harbour so it can handle the largest cargo ships coming through the Suez Canal. The group pushing to turn the port into a container terminal says it has sorted through the bids for deepening the harbour and settled on a price.

The group has not yet announced the winning bidder, but said that a team from the Netherlands has submitted a "preferred bid." A news release from the group said it has until April 29 to accept a bid, with a possible extension into May. In order to do that, they need to secure funding for the project. **Source : Canadian Chronicle Herald**

## **Radar deal clears the sky for £7bn offshore wind farm expansion**

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 102

Energy companies have agreed to pay for a new radar system to allay Ministry of Defence concerns about the threat to national security posed by wind farms. The deal paves the way for a £7 billion investment in offshore wind turbines.

The MoD had objected to five new wind farms off the Norfolk coast, but it withdrew its opposition yesterday after an agreement between the Crown Estate and four energy companies.

Plans for 924 wind turbines off the East Coast had alarmed the Royal Air Force, which said that the turbines could cause a security threat by creating blind spots in air defences.

In a landmark deal brokered by Serco, the defence services company, a Lockheed Martin TPS-77 radar system will be installed at Remote Radar Head (RRH) Trimingham in the autumn of next year to coincide with the opening of an offshore wind farm, with 88 turbines, at Sheringham Shoal.

As the number of wind farms has increased, the number of radar blackout zones has also risen. Aircraft passing through the area can disappear in the blackout and air traffic controllers can lose their position. Tests have shown that the Lockheed Martin radar can filter the movement of offshore turbines with other air and seaborne activity.

The £20 million cost of the system will be shared by the Crown Estate (which owns the seabed out to 12 nautical miles from the coastline of the UK), the Department of Energy and Climate Change and four energy companies, which are proposing to build wind farms in the Greater Wash in the next few years. The companies are Scira Offshore Energy, which is behind the Sheringham Shoal farm; Centrica; Warwick Energy; and RWE npower renewables.

Nicola Vaughan, head of aviation at RenewableUK, the trade body, said: "This was a major obstacle to offshore wind farms in the Greater Wash, which has now been lifted."

Planning applications for four further wind farms, in the line of sight of Trimingham, are expected to be brought forward. If all five farms were developed, the turbines could deliver more than 3,000 megawatts of energy — enough to power 1.7 million homes. **Source : timesonline**



The **EVERT SMART** seen arriving in Colombo yesterday - **Photo : Piet Sinke (c)**

## OLDIE – FROM THE SHOEBOX



The Stella Scarlett was built in 1974 by **Jos L Meyer, Papenburg**, She was used on the route from Landskrona to Copenhagen, In 1981 **Stella Scarlett** was sold to Nordisk Faergefart A/S, Fåborg, for use on the Faaborg-Gelting route as **Gelting Syd**. The route was closed in 1999, following the end of on board duty free sales between EEC countries, and Gelting Syd was sold for use between Tangier and Cadiz (later Algeciras-Tangier) as the **Atlas** for the International Maritime Transport Corporation, Casablanca.

**Photo : Coll Kees van Huisstede – info about vessel : [Simplonpc.co.uk](http://Simplonpc.co.uk)**

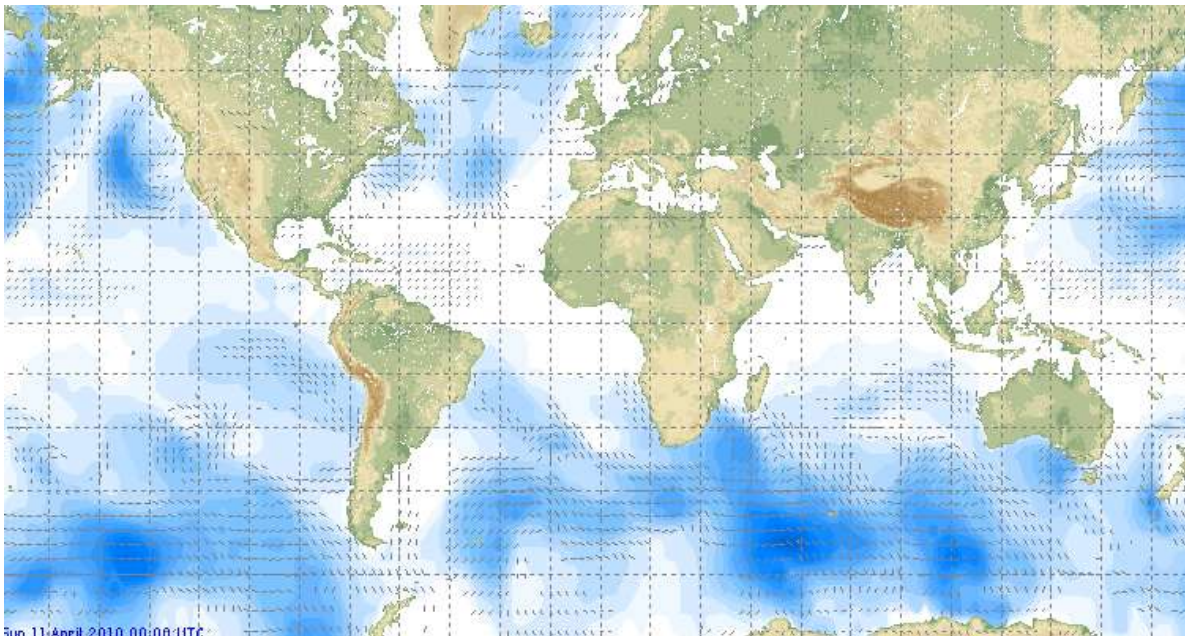
## MARINE WEATHER

**THIS SECTION IS BROUGHT TO YOU BY :**



**Internet: [www.spos.eu](http://www.spos.eu) Tel : +31 317 399800 E-mail : [sposinfo@meteo.nl](mailto:sposinfo@meteo.nl)**





Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

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



The TSHD **GEOPOTES 15** seen operating in Rio de Janeiro – **Photo : Maarten Vermeulen ©**

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 102

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