

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 150



Number 150 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 30-05-2010**

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EVENTS, INCIDENTS & OPERATIONS



Another photo of the **KANARIS**, (which is on her maiden voyage), seen shifting from the Y-Palen to Amsterdam with assistance of the Iskes tugs **GINGER** and **TRITON** - Photo : Marcel Coster (c)

Singapore oil spill spreads to Malaysian waters

Some of the 2,000 tonnes of crude oil which spilled into the Singapore Strait following the collision of two tankers on Monday has spread to Malaysian waters. Efforts to contain the spill have failed. The oil slick reached Tanjung Ayam in Pengerang yesterday. Johor Department of Environment (DOE) director Dr Zulkifli Abdul Rahman said about a 1.6km-wide oil slick was detected 1km off Tanjung Ayam yesterday.

"We are doing our best to prevent the slick from reaching the beach area with the cooperation of the Southern Region Marine Department. We are installing booms at the affected area," he said. He said officers were monitoring the situation closely and hoped to be able to clear the slick within a week. The mt **Bunga Kelana 3**, a Malaysian-registered tanker, and bulk carrier **MV Waily**, which was registered in St Vincent and The Grenadines, collided in the strait, about 13km southeast of Changi East on Monday morning, causing the oil spill.

The Singapore Maritime and Port Authority is actively cleaning the slick by sucking the oil into the empty tanks of **mt Bunga Kelana 3**. The Marine Police have also deployed three boats to Pengerang waters as a security measure. They are expected to patrol the border between Singapore and Malaysian waters to prevent boats from going into the affected area. The area affected by the slick is about four nautical miles off Tanjung Stapa in Pengerang and 3.7 nautical miles off Singapore waters. **Source : The Star**

Oil slick keeps Singapore beaches closed

Singapore's popular east coast beaches remained closed on the first day of a month-long school holiday Friday, as an oil spill from a damaged tanker also hit parts of the northern shores, authorities said. Tuesday, an estimated 2,500 tonnes of crude oil leaked from the Malaysian-registered tanker **MT Bunga Kelana 3** into the sea after the vessel collided with a bulk carrier about 13 km south-west of Singapore.

"About 90 percent of the affected areas of East Coast Park have been cleaned up," the National Environment Agency said in a statement, adding that the beaches stretching about seven km were still closed.



Photo's : Mark C (c)

Friday, the oil spill also hit a 700-metre-long beach on Singapore's north-east coast, it said, prompting authorities to close the area for water sports. In addition, some oil patches had been sighted near a nature reserve on the northern island of Pulau Ubin, the agency said.

As a precautionary measure, authorities had earlier put a boom along the island's shores to protect its biodiversity.



Depending on the wind and the sea, any remaining oil patches might still be brought to Singapore's coast in the next few days, the agency said. The Maritime and Port Authority said "no significant patches of oil" had been spotted in the waterways off the east coast or in Singapore's anchorages.

The damaged tanker had been safely moved to a Malaysian anchorage in Johor province, it said. The vessel, operated by Malaysian company AET, collided with the bulk carrier **MV Waily**, registered under the

flag of St Vincent and the Grenadines, in one of the world's busiest shipping routes along the Singapore and Malacca straits. There were no reports of injured crew.

Ships mark 70th anniversary of Dunkirk evacuation

Dozens of Second World War-era ships crossed the English Channel on Thursday to mark the 70th anniversary of the Dunkirk evacuation.



Former troops saved in the rescue, Operation Dynamo, took part in the flotilla that re-enacted the time when Britain called upon every possible vessel to help save troops trapped on French shores by advancing Nazi forces during the Second World War. Among them was 93-year-old Lionel Tucker, who recalled his exhaustion upon reaching a boat called the Maid of Orleans.

"When I got on board, I flopped down and went to sleep and never woke up until I got there and saw the white cliffs of Dover," he said.

Some 338,000 troops were rescued from the French beaches between May 27 and June 4, 1940. Included in the flotilla are 50 of the original "little ships" -- yachts, fishing boats, and barges -- involved in the evacuation. Prime Minister Winston Churchill described the evacuation as a "miracle of deliverance" and it is an event -- even 70 years later -- that is seen as capturing Britain's national spirit of resilience.

"We can all be very proud of the 'little ships' of Dunkirk," Prime Minister David Cameron said in a statement. **Source : Associated Press**

Obama announces new offshore drilling restrictions

In a White House press conference on the Deepwater Horizon spill, President Obama yesterday announced new restrictions on offshore drilling. That is scarcely surprising given public outrage over pollution from the spill and growing evidence of the ineffectiveness of MMS, the agency supposedly regulating offshore drilling.

Here's a summary of what the restrictions amount to:

- Work on mobile rigs doing exploratory drilling in deep water is halted. This affects some 30 rigs
- Ban on all new applications for permits to drill in deep water continues for at least six months
- Planned exploratory well in the Arctic region is on hold for at least a year
- August 2010 lease sale in the western Gulf canceled
- An expected 2012 lease sale for a tract about 50 miles off the Virginia coast is called off
- Shallow water drilling permits can be approved again for operations within 500 feet of water.

The decision on shallow water permits is one piece of good news in what is otherwise a dismal series of setbacks for the offshore industry.

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API issued this statement: While understanding and correcting the causes of the Gulf of Mexico accident are essential, the American Petroleum Institute opposes lengthy open-ended delay of offshore oil and natural gas development, as proposed today by the administration. Offshore development is crucial to creating and saving jobs and strengthening U.S. energy security. API's President and CEO Jack Gerard offered this response to the president's announcement:

"We understand the concerns many people have about offshore drilling in the wake of this incident, and the frustration many feel toward oil companies. But this issue is much larger than the oil industry, since access to affordable energy impacts every sector of our economy, every state in our nation and every American family. Further, thousands of products - from toothpaste to iPods, cell phones to computers, and vitamins to vegetables - use oil and natural gas as a feedstock in the manufacturing process.

"An extended moratorium on safely producing our oil and natural gas resources from the Gulf of Mexico would create a moratorium on economic growth and job creation--especially in the Gulf States whose people and economies have already been most affected by the oil spill--by undercutting our nation's access to affordable, reliable, domestic sources of oil and natural gas.

"Deepwater development is a key component of domestic energy security. In 2007, deepwater provided 70 percent of the oil and 36 percent of the natural gas from overall federal Gulf of Mexico production. The 20 most prolific producing blocks in the Gulf are located in deepwater. "Additional moves to curtail domestic production by postponing exploration and development off the coasts of Alaska and Virginia, as well as areas in the Gulf, have the potential to significantly erode our energy and economic security.

"Decisions that impact the industry's ability to produce the oil and natural gas this country needs in every sector of our economy and in every household in this country will affect the lives of every citizen, every day. We will encourage the administration and Congress to reconsider any decisions that would place previously available lease areas off limits, and to ensure that there is a process and a timeline for revisiting decisions that impact our energy and economic future." **Source : MarineLog**

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The Belgian pilot tender **GUIDO GEZELLE** seen operating off Vlissingen - **Photo : Helen Hoogendijk (c)**

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

USCG Bans Norwegian-Flagged Wilmina from for Three Years

The Coast Guard announced it is restricting the Norwegian-flagged **Wilmina** from U.S. ports for three years due to several marine environment-related offenses.

On May 4 the **Wilmina** was the subject of an examination conducted by officers from Coast Guard Sector Corpus Christi. Subsequent to the initial examination, a seafarer provided Coast Guard officials information that the vessel was discharging oily water overboard in violation of the International Convention to Prevent Pollution from Ships (MARPOL). Coast Guard officers returned to the ship to conduct a follow on examination.

The examination revealed inconsistencies in the vessel's oil record book, which its crew is required to keep; inoperable oily water separator equipment, which is required to remove oil from bilge water before it is pumped into the ocean; oily sludge in the ship's overboard discharge piping and a hose used to bypass the oily water separator with flanges containing oil inside. These findings all indicated deliberate acts to violate pollution prevention conventions and laws. The examination also revealed that the master and chief engineer were unfamiliar with and failed to comply with the safety management system for the vessel with regard to reporting critical equipment casualties and maintaining records and engine room alarms, including the oily water separator alarm printouts.

An investigation is ongoing, however, initial findings indicated that the vessel was not in compliance with the port entry requirements applicable to a tank vessel when it called on the port of Corpus Christi. The Coast Guard considers these extremely serious deliberate offenses that require equally serious action to ensure protection of the marine environment and compliance with U.S. laws, treaties and regulations.

The Coast Guard has the authority under 33 United States Code 1228 to deny a tank vessel entry into a U.S. port for several reasons.

Denial of entry may be imposed when a vessel has a history of accidents, pollution incidents or serious repair problems which creates a reason to believe that the vessel may be unsafe or may create a threat to the marine environment; or fails to comply with applicable regulations under the Ports and Waterways Safety Act found in 46 United States Code 37, or under any other applicable law or treaty; or discharges oil or hazardous material in violation of any law of the United States or in a manner or quantities inconsistent with the provisions of any treaty to which the United States is a party.

"This action related to the **Wilmina** is a result of our ongoing efforts to utilize the full range of available tools to ensure compliance with laws meant to protect the environment," said Capt. Eric Christensen, chief of the U.S. Coast Guard's Office of Vessel Activities. "Criminal prosecution is one such tool but administrative alternatives, such as banning certain ships, can be extremely effective."

On May 21, the Captain of the Port of Corpus Christi, Capt. R.J. Paulison, revoked the **Wilmina's** certificate of compliance and banned the vessel from returning to Corpus Christi for a period of three years. The Coast Guard's Office of Vessel Activities followed that up with today's action, notifying the owner of the vessel, Wilmina Shipping AS, that it intended to extend the ban to all U.S. ports for a period of three years. If the vessel develops and successfully implements an environmental compliance program to the satisfaction of the Coast Guard, the vessel may attempt to enter a U.S. port after one year, but the conditions will stay in place for the full three years. **Source : MarineLink**



The **HUDSON** seen on her way to Dordt in stoom – Photo : Lia Mets (c)

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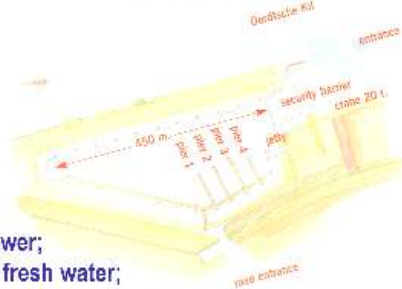
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Former ISCF commandant jumps from ship to avoid arrest

Former commandant in the Island Special Constabulary Force Harold Crooks, who was wanted by the police on allegations of sexual assault against a minor, was caught yesterday in this tourist resort town on Jamaica's north coast.

Crooks was captured at the Ocho Rios cruise ship pier shortly after 8:00 yesterday morning by cops who went in search of him on the **Carnival Liberty** cruise ship on which he was a passenger. Commanding officer for St Ann, Superintendent Gary Griffiths, said Crooks was captured by Marine Police after he jumped from the vessel in an effort to elude the cops. "He wasn't rescued, he was wearing a life jacket when he was apprehended by the Marine Police," Griffiths told the Observer. According to Griffiths, the police received information that Crooks was on board the **Carnival Liberty**, which docked at the Ocho Rios pier yesterday.

He said a police team, with the assistance of other enforcement officers, boarded the vessel to execute the warrant on Crooks when he allegedly jumped from the ship. Griffiths said Crooks was captured shortly after he jumped into the water and handed over to the Ocho Rios police. In March, Crooks' attorney, Vincent Wellesley, said his client had told him that he had fled the island and would not be returning to Jamaica, because he had no faith in the justice system

here. Crooks was wanted by the police, who are investigating allegations that he and another man sexually assaulted a minor.

He disappeared a day before he was scheduled to meet with investigators at the Centre for the Investigation of Sexual Offences and Child Abuse. Following his disappearance, a manhunt was launched for him after several visits to his home and a radio station where he was a correspondent proved futile. Crooks revealed in an interview with a local radio station that he was in Canada and dared local cops to come get him if they 'could stand the cold'. It could not be ascertained yesterday from which country Crooks had boarded the vessel. **Source : jamaicaobserver**

Exclusieve avond-cruise met de Holland

De kaartverkoop voor de **Dag van de Zeesleepvaart** op 5 juni loopt voorspoedig. Bij de voorverkooppunten in het **Sleepvaartmuseum** en **Maassluis Punt** zijn nog enkele kaarten te krijgen voor rondvaarten met de **Holland**, **Westgat** en **Furie**. Het belooft een prachtige dag te worden met de Maassluise varende monumenten in het middelpunt van de belangstelling. Diverse (zee)slepers zullen deelnemen aan de vlootschouw op de Waterweg, dit begint om 10.15 uur met het naar buiten slepen van de **Elbe** door de **Adriaan** en de **Buizerd**.



Photo : Roger van der Kraan - www.rogervanderkraan.nl (c)

Exclusief voor de bezoekers van de **Dag van de Zeesleepvaart** organiseert de legendarische zeesleepboot **Holland** een eenmalige cruise door de Rotterdamse Haven. Tweeënhalf uur varen inclusief eten voor de onmogelijke prijs van **27,50 per persoon**. Een prachtige vaartocht als afsluiting van een dag vol activiteiten, met een captainsdinner als echte zeemansmaaltijd. De **Holland** gaat varen met een minimum aantal deelnemers van 40 personen, vol is vol. Het schip vertrekt om 17.30 uur aan de Burgemeester de Jonghkade en is rond 20.00 uur weer terug in Maassluis.

Boekingen kunnen gedaan worden via info@zeesleepbootholland.nl of telefoonnummer 06-54384237.

Hellas: Shipowners pour in more than \$1.2 billion in newbuildings during April alone

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In what could very well prove to be one of the most active months for Hellenic ship owners in terms of new building investments in the post-crisis era, brokers and research companies estimate that during April, a total of 45 vessels were contracted for a total of \$1.2 billion. The rising tide in the shipping market, fuelled in a large part by China's imports of iron ore and coal, has boosted optimism among owners. Another critical factor is the fact that many owners now have the ability to secure financing from Chinese banks, provided that their orders are placed with Chinese shipyards. Thus, it was not by mere chance, that Cosco's President Captain Wei Jiafu said during his recent visit in Athens, that in recent weeks the group's yards secured orders for 32 vessels from Hellenic shipping companies. As every month goes by, more and more owners are feeling ready to secure new building orders, with the recent trend expected to pick up in the coming weeks, after the recent report from South Korean shipyards, looking to increase their prices. According to Clarksons data, April was the highest turnover month for newbuilding orders worldwide in 15 months (since January 2009). A total of 114 vessels were contracted for a total of \$2 billion, in a monthly increase of 21%. Out of them, 69 were dry bulk carriers, while an additional 34 was for tankers. The research company said that one of the key reasons for this increase were the lower pricing policy adopted by many Asian shipyards, which in turn have triggered sales. Still, despite this rise in orders, the global orderbook is steadily decreasing since August of 2008, with more deliveries scheduled this year. Of course, it still stands at a massive 7,989 ships with a capacity of 494 million tons.

Ranked among the leading maritime nations, Hellas couldn't be absent from this investment trend. According to brokers reports shipowners have invested almost \$2 billion in contracts for 45 new buildings, most of which were finalized during April. Among the busiest ones were the publicly traded companies. Paragon Shipping Inc. entered into shipbuilding contracts with a Chinese shipyard for the construction of two Handysize drybulk vessels, each approximately 37,200 deadweight tons and two Kamsarmax drybulk vessels, each approximately 82,000 dwt, for an aggregate purchase price of approximately \$111.5 million. The company said it expects to take delivery of the Handysize drybulk vessels in the fourth quarter of 2011 and the Kamsarmax drybulk vessels in the second and third quarters of 2012. Following the delivery of these four vessels, the Company's fleet will expand to 16 vessels with an aggregate carrying capacity of approximately 1,000,000 dwt. Furthermore, the Company has the option to build an additional two Handysize and two Kamsarmax drybulk vessels with expected deliveries in the third and fourth quarters of 2012, respectively. Similarly, Diana Shipping Inc. announced that it has signed, through its 100% owned subsidiaries, two shipbuilding contracts with China Shipbuilding Trading Company, Limited and Shanghai Jiangnan-Changxing Shipbuilding Co., Ltd for the construction of two Newcastlemax dry bulk carriers of approximately 206,000 dwt each for a contract price of \$59 million per vessel. The company expects to take delivery of the vessels during the second and third quarters of 2012, respectively. Meanwhile, Safe Bulkers, Inc. entered into shipbuilding contracts for the construction of two Chinese-built, drybulk Kamsarmax-class vessels of approximately 82,000 deadweight tons at contracted price of \$32.2 million each, with expected delivery dates in the fourth quarter of 2011 and the first quarter of 2012. The Company's fleet after these two newbuild acquisitions will expand to 21 vessels with deadweight capacity of approximately 2 million tons by early 2012.

OceanFreight Inc., earlier had announced that it has entered into an agreement to build three 206,000 DWT Very Large Ore Carriers (VLOCs) at Shanghai Waigaichao Shipbuilding. Two of the vessels are scheduled to be delivered in the second and fourth quarters of 2012 and the third vessel is scheduled to be delivered in the first quarter of 2013. The total purchase price for the three vessels is approximately \$204 million. Basset Holdings, its founding shareholder controlled by our CEO, Anthony Kandylidis, has agreed to support the Company's expansion plan by making a commitment to provide up to 50% of the total contract price or \$102 million in the form of an unsecured shareholder loan. The pricing of the shareholder loan will be on an arms-length basis and in line with third party market pricing. Finally, Star Bulk Carriers Corp. signed a contract with ship-builder Hanjin to build a second Capesize vessel of 180,000 deadweight tons, a sistership to the first vessel ordered, with expected delivery in November 2011. Star Bulk intends to finance both newbuildings through a combination of company cash and bank debt. Star Bulk has received offers for debt financing at favorable financing cost/terms. The company has not yet decided the ratio of Company cash to bank debt that it will utilize. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Above seen The Northern Lighthouse Board Tender, **Pole Star**, berthed Oban on 21/4/10

Photo : Iain Forsyth (c)



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BP: 'top kill' operation going to plan

Operations on the top kill procedure continue. Heavy drilling fluids were pumped under pressure into the BOP starting May 26 at 1300CDT, and top kill operations continue through 2400CDT on May 27. It is estimated that the full top kill procedure could extend for another 24 to 48 hours, the BP press release said.

This turns out the first encouraging news for BP, which has been under intense pressure for previously failed attempts to stem the gushing oil well. BP officials said it could be a couple of days before they know whether the "top kill" operation has worked, BBC reported. If the well were successfully 'killed', it is expected that cementing operations would then follow. The top kill procedure has never before been attempted at these depths and its ultimate success is uncertain. In parallel with the ongoing top kill operation, preparations have been made for the possible deployment of the lower marine riser package (LMRP) cap containment system, the BP statement said.

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Deployment would first involve removing the damaged riser from the top of the failed BOP to leave a cleanly-cut pipe at the top of the BOP's LMRP. The cap, a containment device with a sealing grommet, will be connected to a riser from the Discoverer Enterprise drillship, 5,000 feet above on the surface, and placed over the LMRP with the intention of capturing most of the oil and gas flowing from the well.

The LMRP cap is already deployed alongside the BOP in readiness for potential deployment. If it is decided to deploy this option, this would be expected to take some three to four days. In addition to these steps, planning is being advanced for deploying, if necessary, a second BOP on top of the original failed BOP. Drilling of two relief wells began on May 2 and May 16. It is estimated that each of these wells will take three months to complete from the commencement of drilling. **Source : PortNews**



Above seen the **COSTA MAGICA** moored at the cruise terminal in the port of Klaipeda
Photo : Sergj Kulagin (c)

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NAVY NEWS



The 1984 built Ropucha I class tank landingship of the Russian Baltic Fleet **BDK 102 Kaliningrad** seen arriving in the port of Zeebrugge

Photo : Willem Kruit (c)

TECHNICAL DETAILS

D: 2,768 tons light (4,080 fl) S: 17.5 kts

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A: 2 twin 57-mm 70-cal. AK-725 DP—some: 4 4-round Fasta-4M SAM syst. (32 Strela-3 or Igla-M/Gremlin missiles)—some also: 2 40-round 122-mm UMS-73 Grad-M artillery RL (360 BM-21 rockets)—all: 2 mine rails (up to 92 1-ton mines)

Electronics:

Radar: 2 Don-2 or MR-212/201 Vaygach-U (Palm Frond) nav.; 1 MR-302 Rubka (Strut Curve) surf./air search; 1 MR-103 Bars (Muff Cob) gun f.c.

M: 2 Type 16ZVB 40/48 16-cyl., 500-rpm diesels; 2 props; 19,200 bhp

Electric: 1,920 kw tot. (3 × 640 kw; Cegielski-Sulzer 6A25 diesels driving)

Range: 3,500/16; 6,000/12 Endurance: 30 days (with landing force)

Crew: 8 officers, 79 enlisted (accomm. for 17 officers, 81 enlisted) + 150 troops

SHIPYARD NEWS

Swiftships delivers first in Iraq patrol boat series

P-301, the first in a series of 35-meter patrol boat built for the Iraqi Navy under a Foreign Military Sales contract by Swiftships, Morgan City, La., has been provisionally delivered to the U.S. Navy at Swiftships in Morgan City, La.



Swiftships is under contract with the U.S. Navy build up to 15 35-meter patrol boats for the government of Iraq in an effort to reconstitute the country's maritime security. This first patrol boat will now be stationed at Swiftships' Training Village, adjacent to the shipyard, where it will remain until a first group of Iraqi sailors completes training in July 2010. The patrol boat, along with the second boat in the series, will then be shipped

to Iraq.

The PB 301 made her first machinery runs on March 31. The new Swift Boat achieved an average speed of approximately 34+ knots at 84 percent installed power. PB 301 exceeded the contract speed requirement of 30 knots on her first run. **Source : MarineLog**



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STX in cooperation on Russian order

STX Finland may receive a Russian order for a combined icebreaker and oil spill combat vessel of Aker Arctic Technology's ARC 100-design. The Finnish companies STX Finland Oy, Aker Arctic Technology Oy and Southeast Trading Oy have signed a cooperation agreement and the Russian companies OAO Sovcomflot and FSUE Rosmorport, with the purpose of developing and building such a vessel for Sovcomflot. The asymmetrical hull of this multipurpose vessel is based on new icebreaking technology developed by Aker Arctic Technology, enabling sideways movement while collecting oil in demanding ice conditions. By proceeding with the side ahead the vessel is able to break a 50 metres wide channel. The vessel is also designed for escorting and towing large tankers. Equipped with three rudder propeller devices, the 67 metres long and 19 metres wide vessel will also be able to solve a wide range of

other towing and rescue tasks. Source : ShipGaz

ROUTE, PORTS & SERVICES

China's oceanic research ship returns home

China's state-of-the-art research ship used to explore for oceanic mineral resources, **Da Yang Yihao**, or Ocean One, berthed at Qingdao port Friday morning after completing its 21st expedition. The mission discovered five new hot liquid sulfides areas -- two in the Atlantic Ocean, two in the Pacific Ocean and one in the Indian Ocean -- chief scientist for maritime exploration Tao Chunhui said.



Scientists call hot liquid sulfides "black chimneys," according to Tao, and they are an important oceanic mineral resources that provide clues for the study of the origins of life. A new remotely operated underwater vehicle (ROV) that can collect samples from as deep as 3,500 meters underwater accomplished its first mission exploring the "black chimneys" by taking a sample.

The hydrothermal sulfide samples contained a variety of metals, Tao added. The expedition also mapped out the ocean floor for possible future deep-sea mining operations and collected sea life samples.

Setting off from China's southern coastal city of Guangzhou last July, **Da Yang Yihao** travelled 53,300 nautical miles (about 98,712 kilometers) over 315 days and visited the Pacific, Atlantic and Indian oceans. The expedition was divided into eight work trips and about 216 scientists and staff took part in the mission. China began oceanic scientific research in the 1970s and drew up its oceanic mine resource plan in 1984. It has since established hi-tech work platforms for deep-sea mineral exploitation, transport and smelting. **Da Yang Yihao**, China's major oceanic scientific research vessel, was launched in 1995. Source : Xinhua



Above seen the 2009 built ITA flag crude oil tanker **VALFOGLIA** anchored at Bunkering Area 1, Malta on 28th May.

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

Mexican port captain jailed for alleged drug ties

Mexican marines have arrested the captain of a major Pacific coast port that has become a hot spot for the smuggling of methamphetamine precursor chemicals, accusing him of drug trafficking ties. Manzanillo port Captain Jorge Arturo Castaneda was the second top official to be arrested for alleged drug links this week. On Tuesday, federal police arrested Cancun Mayor Gregorio Sanchez for allegedly protecting two violent drug cartels.

The Mexican Navy said Castaneda was arrested Wednesday in a joint operation with the organized crime unit of the federal Attorney General's Office. The statement said he was suspected of ties to organized crime but gave no details.

Navy officials said there would be no further comment, and the Attorney General's Office had no immediate information. As captain, Castaneda was in charge of authorizing the arrival and departure of ships in Manzanillo.

Security forces have made several major seizures of methamphetamine precursors in Manzanillo and Lazaro Cardenas, the two biggest ports on Mexico's Pacific coast. In April, nearly 4 tons (3.6 metric tons) of ephedrine were seized in Manzanillo. Last week, authorities seized 88 tons (80 metric tons) of ethyl phenyl acetate, also known as phenylacetic acid in five shipping containers sent from China to Manzanillo. It was the second seizure of its type this month in the port.

Drug traffickers have turned to phenylacetic acid for making methamphetamine since Mexico effectively banned imports of another precursor, pseudoephedrine. Corruption is a major impediment in Mexico's efforts to combat drug trafficking. Since President Felipe Calderon took office in December 2006, hundreds of officials have been fired or arrested for allegedly protecting drug gangs, from municipal police officers to top federal officials.

There have also been fears that drug cartels may try to influence the country's July 4 state and local elections, concern that was heightened with the arrest of Cancun's mayor, who had taken a leave of absence to run for governor in the Caribbean coast state of Quintana Roo.

On Thursday, Ricardo Najera, the spokesman for the federal Attorney General's Office, said Sanchez had denied the drug trafficking, organized crime and money laundering charges against him at his arraignment Wednesday night. The judge in the case will decide by Saturday whether the evidence warrants ordering Sanchez to stand trial.

Sanchez's party claims the charges are a politically motivated attempt to knock him out of the race, an accusation the government has denied. Speaking during a visit to Canada, Calderon said Sanchez's arrest "in no way had any political motive. I even regret that it could generate political tension, a possible confrontation between political parties. I really regret it."

In the northern city of Piedras Negras, meanwhile, a soldier was killed and another wounded when gunmen ambushed army troops inspecting flood-risk zones, the Defense Department said Thursday. Three gunmen in a car opened fire on the military patrol Wednesday in the city across the border from Eagle Pass, Texas. The soldiers had been inspecting neighborhoods to prepare for floods after several days of heavy rains.

Officials said soldiers captured the gunmen and seized 12 guns, including 10 assault rifles, ammunition and bulletproof vests from the assailants—an arsenal typical of Mexico's brutal drug cartels. The statement did not say if the gunmen were affiliated with any particular gang. Soldiers have increasingly come under attack in northeastern Mexico, where the Gulf cartel is battling its former ally, the Zetas gang of hit men. Mexican and U.S. officials said the Gulf cartel has aligned itself with the Sinaloa and La Familia gangs seeking to wipe out the Zetas in the region. The Defense Department also said a member of the Arturo Beltran Leyva cartel was killed in a gunbattle with soldiers Wednesday in the northern city of Monterrey.

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The agency identified the man as Sergio Adrian Martinez, a former state police officer who was allegedly the leader of the Beltran Leyva cartel's operations in San Pedro Garza Garcia, a wealthy suburb of Monterrey. **Source : Breitbart**



The **OPDR TANGER** seen outward from Rotterdam – **Photo : Kees Torn (c)**



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Floating oil storage ending-Maersk

The volume of crude oil held in floating storage globally is now at 25 tankers with 20 of those holding Iranian stocks, the chief executive of Maersk Tankers told the Reuters Global Energy Summit. Crude oil storage hit record highs last year helped by an oil market structure known as contango where the price of prompt oil trades at a discount to oil for future delivery.

In recent months, Iran has been also storing crude oil on tankers due to trade related reasons. Soren Skou, CEO of Maersk Tankers, a unit of Danish shipping and oil group A.P. Moller-Maersk, said 25 very large crude carriers were being used to hold crude. A VLCC can holding up to 2 million barrels of oil.

"The data I have suggests that actually 20 out of the 25 are being used to store Iranian oil. It is not an exact science - that is what our data suggests," he said. "They are not doing it as a play on the forward curve for oil as they don't want to sell at today's prices." Trade sources have said the economics of Iranian crude have been undermined by the republic's aggressive policy in setting monthly official selling prices for its customers.

Marco Dunand, chief executive and president of Mercuria Energy Trading told the energy summit earlier on Thursday up to 200 million barrels of oil were stored on tankers last year. "Most of that has been cleared up now," he said. "Generally speaking the crude contango has narrowed to a level where it is sufficient to justify to have oil in tank but it doesn't justify having oil in ships." Skou said 25 VLCCs storing crude was high in historical terms but was below levels seen in 2009. "Last year we had maybe at some point more than 50 ships used for storage. So it has come down," he said. Over the last year, price spreads between prompt crude oil and futures prices have narrowed significantly, ending an active trading play that had seen oil companies buy oil for immediate use and store it for long periods before selling it at a profit.

Commenting on the current spread between prompt and forward crude oil prices, Skou said: "That is not going to be able to pay for storage." World economic recovery and rising oil demand this year have helped prospects for tanker markets but the sector still faces challenges due to deliveries of more ships ordered before the economic slowdown. Skou estimated fleet growth this year at "upwards towards 10 percent". "For the short term, 2010 is a mixed and difficult market," he said, adding that Maersk was "quite positive" about tanker prospects in 2011-2012 helped by slower fleet growth. **Source: Reuters**



The **FAIRPLAY I** seen assisting the **DA MING HU** in Rotterdam - **Photo : Jacco van Nieuwenhuyzen (c)**

Horizons Terminals Ltd Selects Malta for their New Terminal

As part of its continuous efforts to expand and build on its network of terminals across the world, Horizon Terminals Limited (HTL), a wholly owned subsidiary of Emirates National Oil Company (ENOC), has identified Malta as the next destination for their new terminal. Malta is the Mediterranean hub for shipping lines, located at the crossroads of some of the world's busiest shipping routes that carry over 120 million tonnes of oil products. The new terminal of HTL is

located near the Marsaxlokk Port and will feature advanced equipment. It will have a capacity of 600,000 cubic meters for black and clean products, with one Jetty for VLCCs (very large crude carrier) and two for vessels up to 120,000 DWT.

Commenting on the expansion plans, Saeed Abdullah Khoory, ENOC's Group Chief Executive, said: "This is significant move that will consolidate HTL's position as a global leading terminal operator. ENOC's investment in this facility through HTL, reiterates our confidence in Malta as a strong business model and as our gateway to the European market. We are confident that such investments will put us in good stead to take advantage of growth opportunities offered by Europe's oil sector."

HTL is in the process of obtaining the necessary permits, including the EIA permits. According to the company's plans, the work on site is planned to commence in the second half of 2011. HTL, the independent terminal arm of ENOC, manages more than 5 million CBM of storage with a network of seven terminals ranging in location from South Korea to Morocco. It provides world-class terminal services for bulk liquids storage as well as a range of value-added logistics services.

Established in 1993 as a wholly-owned company of the Government of Dubai, ENOC aims to promote the interests of its shareholders through the development of further downstream and upstream activities in the oil and gas sector and beyond and to encourage the economic diversification of Dubai and the rest of the UAE.

ENOC's vision is to be a leading regional integrated oil & gas group that is highly profitable and socially responsible towards employees, the community and environment. Driving this vision, ENOC is committed to achieving sustainable development and highly profitable growth and serving the growing energy needs of Dubai.

ENOC actively participates in an increasingly broad range of business ventures. Its joint ventures with major international companies allow partners to pool their technology, know-how and expertise along with their resources to further their commercial success. Since its inception, ENOC has been guided by its philosophy of quality and professional management based on modern business concepts for commercial success and sustainable growth. Today it is poised to engineer a new and challenging period of growth and diversity. ENOC's vision is to be the reliable Energy Partner of Choice in each sector in which it operates. Horizon Terminals Limited is an independent bulk liquid storage terminalling company established in 2003 by the Emirates National Oil Company. Horizon Terminals' objective is to expand its network of terminals to capture a growing global demand for independent terminalling facilities and management. Horizon Terminals currently owns and operates bulk liquid storage terminals in the United Arab Emirates, Saudi Arabia, Djibouti, Morocco, Singapore and South Korea. **Source: ENOC, Horizon Terminals Ltd.**

Halt privatisation move, port union tells ministry

The Cochin Port and Dock Employees' Union has written to the Union Ministry for Shipping, Surface Transport and Highways, urging that the Cochin Port's move to privatise facilities like the harbour workshop, dry dock and the container freight stations, be dropped.

The letter urged the port not to privatise these facilities but to plough in enough funds to turn these facilities as the port's assets.

The employees suggested in the letter that the Cochin Port Trust should build a bigger dry docking facility, which can attract bigger vessels.

On the subject of dredging, the union suggested that the port trust should procure two high capacity hopper suction dredgers, which will lead to saving the large amount of money being spent on dredging operations by private companies. It has also suggested that the container freight station currently on the port premises should be made more profitable. Discussions that have begun between the management and employees should be carried on to arrive at a solution.

The union urged the ministry to legally bring back in-house stuffing and de-stuffing operations. The introduction of Ro-Ro system between Willington Island and Vallarpadam would do a world of good for the container freight station.

The port management has also been urged to ensure that train services to and from the Harbour Terminus, stopped for a long time now, be restored. The union said that works on the stretch, which have been stalled for some time now, should be completed quickly.

It also suggested that the Venduruthy and Mattancherry bridges should be preserved as heritage monuments.

Source : The Hindu



The **DA MING HU** seen swinging in Rotterdam-Europoort 7th Petroleum harbour enroute the ETT, in the background seen two VLCC's moored at the VOPAK terminal the **Samco Europe** and the **Gemini Glory**.

Photo : Rik van Marle (c)

OOCL announces rate increases on Southeast Asia-Australia services

To ensure the continued provision of high quality services and sufficient capacity to cater for our customer requirements, OOCL is implementing the next phase of our revenue recovery programme with effect from July 1, 2010. Freight rates for traffic from Southeast Asia (Singapore, Malaysia, Thailand, Indonesia, Vietnam, Cambodia, Philippines, Indian Subcontinent and Middle East) to Australia, will be increased by USD 250 per TEU.

Orient Overseas Container Line (OOCL) is a wholly-owned subsidiary of Hong Kong Stock Exchange listed Orient Overseas (International) Ltd. Headquartered in Hong Kong, OOCL is one of the world's leading container transport and logistics service providers, with more than 280 offices in 58 countries. Linking Asia, Europe, North America, the Mediterranean, the Indian sub-continent, the Middle East and Australia/New Zealand, the company offers transportation services to all major east/west trading economies of the world. OOCL is one of the leading international carriers serving China, providing a full range of logistics and transportation services throughout the country. It is also an industry leader in the use of information technology and e-commerce to manage the entire cargo process.

Source: OOCL



Pilot and newsclippings contributor **MARIJN VAN HOORN** seen ready to join the tanker **DORIS** at Maaspilot station
Photo : Rik van Marle (c)

CONTAINERSHIPS starts Sweden-St. Petersburg service from June 23

Shipping company Containerships opens new service line from the Swedish Stockholm Soedertälje area to St. Petersburg operational from the end of June every 7-10 days, the Company statement said.

The first voyage of the MV Jork Ranger container carrier with a capacity of 800 TEUs is to start operating on the route in June 23. The vessel will call at St. Petersburg on June 25th.

CONTAINERSHIPS offers services from / to Finland, Russia, Scandinavia, Eastern Europe, Baltic States, Western Europe and Eastern Mediterranean. The Company operates its fleet of 13 vessels with a capacity of 750-1400thsTEUs.

Source : PortNews

World fleet will grow in the coming years

According to a study from the Clarkson Research Services, the world fleet will grow 7.2 per cent in 2010 and 8.7 per cent in 2011. European owners account for 46 per cent of the present order book. Greece has the largest order book, valued at USD 54 billion, followed by Germany, China, Japan, United States, Norway, South Korea, Italy and Denmark. Denmark has the ninth largest order book, valued at USD 12 billion.

The size of the present world order book equals 39 per cent of the existing fleet. Clarkson predicts that around 50 million DWT will go to recycling in 2010 and only 20 million DWT in 2011. In 2009 South Korea was the world's leading shipbuilder with 35 per cent of all deliveries. China was the second largest shipbuilding country with 27 per cent, followed by Japan. In 2010, China is expected to become the largest shipbuilding nation in the world.

Source : ShipGaz



Celebrity Mercury to Become Second Ship in TUI Cruises Fleet

Celebrity Cruises' **Celebrity Mercury** will become the second ship in the fleet of TUI Cruises, a cruise brand established in 2008 through a joint venture between Royal Caribbean Cruises Ltd. and TUI AG, tailored for the German market. The new ship, to be named **Mein Schiff 2**, will become sister ship to **Mein Schiff** (the former **Celebrity Galaxy**), which set sail in May 2009.

"**Celebrity Mercury** has been a cherished member of the Celebrity family since she entered service in 1997, and has offered countless guests outstanding vacation experiences," said Celebrity Cruises President & CEO Dan Hanrahan. "We are dedicated to offering the same impeccable service our brand is known for right up until the ship transitions to TUI Cruises, and we are confident that the ship's future with TUI Cruises is very bright."

Hanrahan assured that the future for the crew on **Celebrity Mercury** is equally bright. "With the rapid growth and momentum of the Celebrity brand, and the fourth member of our five-ship Solstice Class fleet, Celebrity Silhouette, launching in July 2011, we have abundant opportunities for the fine crew on **Celebrity Mercury** to transfer to another Celebrity ship."

Celebrity Mercury joined the Celebrity Cruises fleet in November 1997, and was built by Meyer Werft in Papenburg, Germany -- builder of Celebrity's widely heralded, new Solstice Class fleet. The 77,713-ton ship carries 1,898 guests (double occupancy) and 909 crew.

"The timing for expanding the TUI Cruises fleet could not be better," said TUI Cruises CEO Richard J. Vogel. "Mein Schiff has firmly established its place in the German market, and now, it is time to broaden and further develop the concept. The cruise industry has shown its resilience in the midst of the economic crisis, and we look forward to growing it further, with our expanded fleet and our unique 'premium all-inclusive' concept."

Celebrity Mercury will complete its scheduled sailings through the February 14, 2011, itinerary. Guests with individual bookings and named group bookings on **Celebrity Mercury** on or after February 26, 2011 have the option to either cancel their booking or move to any **Celebrity Mercury** sailing from Baltimore from October 18, 2010, through February 14, 2011, with the exception of the December 20, 2010 itinerary.

Celebrity Mercury will enter service with TUI Cruises in May 2011, as **Mein Schiff 2**, following an extensive refurbishment resulting in additional verandas, an expanded spa and fitness area, inclusion of a teen bar, and a host of design elements and other attributes consistent with those found on Mein Schiff.

Mein Schiff 2 will spend her first cruising season in the Baltic and Nordic regions. Full itinerary details will be published when bookings open June 1, 2010.



Three in one photo, with in the Foreground going backwards :

The 1853 grt 1988 built General cargo ship **CABRANA** [IMO 8700022] ARG Shipping, ex North-Western Fleet, built 1988. Renamed 2009, ex **Yeya 1**, going up river for Grangemouth from St Malo. Behind is seen the 2006 built Chemical Tanker **FEN** [IMO 9359600] 8,450 gt, 12,934 dwt, operated by OPEN WATERS FEN PTE LTD / COLUMBIA SHIPMGMT SINGAPORE,. Renamed 2007, ex **Liquid Blue** (2007), ex **Brovig Ocean** (2006). Built as **Songa Onyx**. Going down river from Grangemouth to Antwerp. And in the back is seen the 2005 built **BRITISH CVGNET** [IMO 9297345] Crude Oil Tanker 63,462 gt, 113,782 dwt, SONATA LTD / BP SHIPPING LTD, at Hound Point terminal Firth of Forth with Edinburgh in the background. **Photo : Iain McGeachy (c)**

Baltic Trading Limited Takes Delivery of Fifth Drybulk Vessel

Announces Plan to Sign Spot Market-Related Time Charter for Baltic Cougar

Baltic Trading Limited, a drybulk company focused on the spot charter market, announced that it has taken delivery of the **Baltic Cougar**, a 2009-built Supramax vessel. The Baltic Cougar is the fifth vessel to be delivered to the Company under agreements signed in February 2010 to acquire four 2009-built Supramax drybulk vessels from an unaffiliated third party as well as two Capesize newbuildings from another unaffiliated third party. Baltic Trading Limited will receive \$206,000 in compensation related to the previously announced delivery delay of the vessel.

The Company also announced that it has reached an agreement to enter into a spot market-related time charter for the **Baltic Cougar** with AMN Bulkcarriers Inc. for 11 to 13.5 months. The rate for the spot market-related time charter will be based on 96% of the average of the daily rates of the Baltic Supramax Index (BSI), an index published by The Baltic Exchange reflecting the average freight rate for six major Supramax time charter routes, as reflected in daily published reports. Hire will be paid every 15 days in arrears net of a 5% brokerage commission, which includes the 1.25% commission payable to Genco Shipping & Trading Limited. Baltic Trading will not be responsible for voyage expenses, including fuel.

The spot market-related time charter for the **Baltic Cougar** is expected to commence on or about July 28, 2010 following the expiration of the vessel's current time charter and is subject to the completion of definitive documentation. Until the commencement of the new charter, the vessel will be earning \$19,750 per day under the time charter that was attached to the vessel at the time of purchase.




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INCHCAPE SHIPPING APPOINTS NEW MD FOR TURKEY

Kadir Kaya has been appointed Managing Director of **Inchcape Shipping Services** in Turkey, effective 1 July 2010. Kadir joins ISS from the AP Moller – Maersk Group where he has enjoyed a distinguished career in a variety of management positions both in Turkey and abroad, after completing his military service as an officer in the Turkish Navy. Kadir holds a marine engineering and naval architecture degree and is currently General Manager of Seafreight

for A.P Moller – Maersk subsidiary, Damco in Asia, based in Singapore. Kadir will be based in our Istanbul office where he will manage ISS' businesses throughout Turkey, reporting to the Senior Vice President – Europe, Lars Rosenkrands.

"The appointment of Kadir has been made to strengthen our overall management in Turkey and finalises an organisational restructuring process which has been underway over the past several months," commented Lars Rosenkrands. "We welcome him to the ISS team and look forward to the benefits of his considerable experience in developing this important and developing market." **Yavuz Tarku** is leaving ISS to pursue other interests and **Peter Miller**, currently Senior Advisor in ISS Turkey, has stepped in as Acting General Manager with immediate effect until Kadir is in place.



In the Grootdock in Ostend, Mammoet Maritime started with the sheerleg **AMSTERDAM** and the **JUMBO** with the salvage of the inland water ship **AQUILLE** which sunk May 12th after breaking in two parts during the loading of cargo

Photo : Jan Simons ©

SMM fully booked despite crisis

The 24th international shipbuilding fair in Hamburg, SMM 2010, is already fully booked with the same number of exhibitors and the same amount of space as the previous fair, i.e. 2,000 exhibitors from 60 countries all over the world. Around 50,000 visitors are expected between September 7 and 10. It is much to our surprise as we have to remember that we have a deep crisis in shipping, which started only a few weeks after our previous fair in September 2008, explains Bernd Aufderheide, CEO of Hamburg Messe und Congress GmbH. Bookings started only a month after the 2008 fair and interest from the exhibitors has been strong ever since.

At the 2010 fair, more countries will have national pavilions. This year, Sweden will join the countries with national pavilions. Denmark and Norway already have national areas in the grounds of the fair in Hamburg. The largest exhibitor will be the Netherlands with more than 4,000 square metres with Denmark as the fourth largest at the fair. As a new feature this year Hamburg Messe und Congress will arrange a Global Maritime Environmental Congress just prior to the SMM fair. On September 7-8, a congress will be held focusing on environmental issues in today's shipping.

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The congress will be opened by German chancellor Angela Merkel and IMO President Efthimios Mitropoulos and one of the key speakers will be Micky Arison, CEO of Carnival Corporation. **Source : ShipGaz**



The 1936 built (WIX 327) **USCG EAGLE** (ex Horst Wessel) arrived in Willemstad – Curacao

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

Van zaterdag tot en met maandag houdt het schip open huis van 10.00 tot 18.00 uur !

TECHNICAL DETAILS

D: 1,519 tons light (1,816 fl) S: 17 kts (10 under power)

Dim: 89.92 (70.41 wl) × 11.92 × 5.18

Electronics: Radar: 1 Raytheon SPS-64(V)1 nav.

M: 1 Caterpillar D-399, V-16 diesel; 1 prop; 1,000 bhp (10 kts); 1,983 m2 sail area

Electric: 450 kw Range: 5,450/7.5 (diesel) Fuel: 79 tons

Crew: 19 officers, 46 enlisted, 175 cadets and instructors

Training ship at the US Coast Guard Academy. Sisters operate in the Portuguese Navy and Russian merchant marine.
Has 344 tons fixed ballast. Mast heights: foremast and mainmast: 45.8 m, mizzen: 40.2 m.

TUI Cruises to post operating profit in 2010

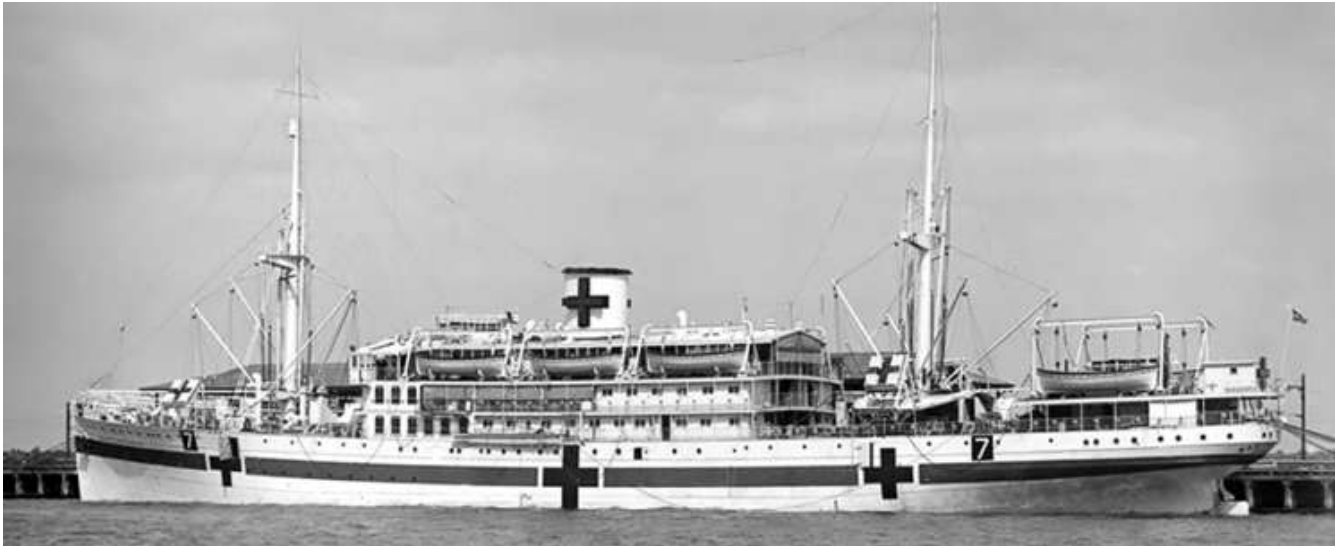
Premium cruise ship operator TUI Cruises expects to post an operating profit in its current fiscal year as it sails on a wave of strong demand for cruise vacations, its chief executive said on Thursday. "We will not be loss making on an operating level," Richard Vogel told Reuters in a telephone interview, adding that TUI Cruises's operating result was currently at the higher end of its expectation range.

TUI Cruises is a joint venture of German travel group TUI AG and Royal Caribbean, which floated its first ship last year and plans to add another ship in May 2011. Start-up costs had weighed on the joint venture last year.

Cruise vacations have been high up on holiday makers' wish list for the past couple of years and bookings for cruises stayed up in 2009 while the travel industry overall struggled with weaker demand as a result of the global recession.

German travel association DRV said the number of German guests on cruise liners rose by more than 10 percent in 2009 to 1.4 million. "We are optimistic that this (trend) will continue over the next few years," Vogel said. **Source : Reuters**

OLDIE – FROM THE SHOEBOX



The **Maetsuycker**, a Dutch Registered vessel owned by KPM Shipping Co Batavia Dutch East Indies was completed in 1937. She was converted to hospital ship at the cost of the Dutch government to treat transport 250 patients. However she was crewed by Dutch Officer's and Javanese (Indonesian) sailors. She sailed under the title AHS, but she flew the Dutch Flag. She served in New Guinea and the Southwest Pacific area

Photo : Gordon Ross

.... PHOTO OF THE DAY



Seen in Teesport, mobilizing for the next job, the **Olympic Hera**.

Photo : Julian Jager ©

BOEKBESPREKING

Door : Frank NEYTS

“Marinekorps Flandern”.

Eind april verscheen bij uitgeverij Flying Pencil in het Belgische Erembodegem de tweede versie van het prachtige boek “**Marinekorps Flandern**”. Johan Ryheul tekende als auteur. De Eerste Wereldoorlog betekende op militair gebied veel meer dan de stellingenoorlog in de Vlaamse Westhoek alleen. Over een territorium van het IJzerfront tot de Nederlandse grens regeerde het illustere Marinekorps Flandern.

De opdracht van het Marinekorps was dan ook cruciaal: van hieruit werd de strijd op én in de Noordzee uitgevochten, en werden de bevoorradingsroutes naar en van Groot-Brittannië onder vuur genomen. De havens Zeebrugge en Oostende werden de uitvalsbases voor de Duitse onderzee- en torpedoboten. Gezien het uitermate strategische belang ervan, bouwde het korps een onwaarschijnlijk netwerk uit van gigantische kustbatterijen, bunkers, loopgraven en vliegvelden. De Brugse binnenstad was het zenuwcentrum van wat haast een aparte militaire staat leek.

Johan Ryheul wordt internationaal aanzien als dé autoriteit van het Marinekorps Flandern. Hij is de medebezieler van het internetforum Eerste Wereldoorlog dat vandaag een onuitputbare bron is met duizenden leden. Zijn eerste versie van ‘**Marinekorps Flandern**’ werd in het Duits vertaald. Hij verleende zijn medewerking aan documentaires van BBC en History Channel.

Wie interesse heeft voor de (maritieme) geschiedenis van de Eerste Wereldoorlog moet dit boek gewoon kopen! “**Marinekorps Flandern**” (ISBN 9 789078 878131) werd op A4-formaat prachtig uitgegeven. Het boek telt 271 pagina's en kost 44 euro. Aankopen kan via de boekhandel. Bestellen kan ook bij Flying Pencil, Erembodegem-Dorp 80, B9320 Erembodegem, België, door storting van 44 euro (+ 5 euro P&P) op rekening 063-4145898-56. Betalingen vanuit Nederland en EU: IBAN:BE20-0634-1458-9856 – BIC: GKCCBEBB.

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