

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 155



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Location : After the Tsunami passed earlier this year, the 1911 built historic steam tug PODEROSO is seen resting on the breakwater of Talcahuano.

Photo is made from the tug Puelo whilst on a delivery voyage by Redwise

Photo : Adriaan Hendriksma (c)



EVENTS, INCIDENTS & OPERATIONS



Above seen the **Belle Masuka** arriving at Port Chalmers to load logs for Asia. - **Photo : Ross Walker (c)**

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You don't believe this Aruban divestory, but it's really happened !



On November 11th 2009 **Toine van der Klooster** and undersigned, **Dick de Bruin**, were diving on the big **Eagle Beach** anchor, what is now a WWII monument on the Marine Barracks in Savaneta. During the dive when they sawing the chain of the big anchor and Dick unfortunately lost his underwater camera.

Because it had a positive bouancy it floated away. Today somebody told us, that the camera was found in Florida, Key West !!!! The finder of the camera put the latest film of the camera on you tube.com , but.....

The film wasn't made by Dick ? What happened ?

In january this year a seaturtle activated the camera somewhere in the Caribbean sea and made a real movie of himself!!

Hilarious!!

After the filmshooting the camera floated further to Florida Key West and washed ashore at the half of may. The finder immediately started an search operation on Scubaboard.com, cruisecritics.com and aruba.com to find us. Below the links to the you tube film and the 2 forums, Amaze yourself and have fun !

<http://www.youtube.com/watch?v=E43sg-Ytt58>

<http://www.scubaboard.com/forums/basic-scuba-discussions/335831-found-camera-stage-com-help.html>

<http://boards.cruisecritic.com/showthread.php?t=1209894>

Source : Dick de Bruin – Aruba

BP says its Gulf of Mexico operation costs \$990

The cost of the response to date amounts to about \$990 million, including the cost of the spill response, containment, relief well drilling, grants to the Gulf states, claims paid and federal costs, the BP press release said.

BP says it is too early to quantify other potential costs and liabilities associated with the incident. This week BP continues its efforts to control oil leak. It will deploy the lower marine riser package (LMRP) cap containment system.

Operations are ongoing to cut through and separate the damaged riser from the LMRP at the top of the **Deepwater Horizon's** failed blow-out preventer (BOP).

Deployment of the system will involve connecting the containment cap to a riser from the Discoverer Enterprise drillship and then placing it over the LMRP, with the intention of capturing most of the oil and gas flowing from the well and transporting it to the drillship on the surface.

BP said that all of these operations, including the cutting of the riser, are complex, involve risks and uncertainties, and have to be carried out by ROVs at 5,000 feet under water. Systems such as the LMRP containment cap have never before been deployed at these depths and conditions, and their efficiency and ability to contain the oil and gas cannot be assured. It is currently anticipated that attachment of the LMRP cap will be attempted later this week; however, operational delays could impact anticipated timeframes.

Meanwhile, BP continued its operations on the first and second relief wells, started on 2 and 16 of May. Both wells are still estimated to take around three months to complete from commencement of drilling. **Source : PortNews**



The **Seli I**, which stranded in Table Bay on 2009/9/7 seen burning last night. Cause not yet determined
Photo : Christo Wessmann (c)

U.S. Navy Ship Disrupts Suspected Pirate Attack

The U.S. Navy guided missile cruiser **USS San Jacinto** disrupted nine suspected Somali pirates from attacking a Maltese-flagged vessel that was transiting here.

The **San Jacinto** responded to a distress call from the **M/V Avenue Beauty**, which was transiting 90 miles north of Somalia when the crew reported they were under attack by pirates. Upon hearing gun shots, the Avenue Beauty's chief officer sounded a general alarm and directed the crew to execute counter-piracy measures, which caused the pirate skiff to call off the attack.

The **San Jacinto** responded to the attack and dispatched a helicopter to follow the fleeing skiff. Aboard the aircraft, Navy Petty Officer 2nd Class Casey Halliwell tracked the skiff on radar as it speeded south toward the Somali coast.

The skiff, with nine suspects on board, failed to comply with the chopper's order to stop. Navy Petty Officer 2nd Class Corey Whittle then fired warning shots across the suspect vessel's bow and stern, compelling the skiff to stop.

The **San Jacinto** has interdicted 22 suspected pirates over the past week.

Earlier, the **San Jacinto** dispatched a Navy/Coast Guard boarding team onto the pirate skiff. The sailors and Coastguardsmen quickly took control of the vessel and searched the skiff and crew, who had previously thrown their weapons, ammunition, and other incriminating paraphernalia overboard. The suspects were released in the skiff after the boarding team confiscated one engine and several gallons of fuel, ensuring the suspects could reach shore while limiting their ability to continue piracy attempts.

On May 26, the **San Jacinto** rescued five Yemeni mariners from 13 Somali pirates, while conducting routine counternarcotics operations 68 miles southeast of Ras Fartak, Yemen. The pirates were turned over to Yemeni Naval Forces.

U.S. forces conduct maritime security operations to help set the conditions for security in the maritime environment. Such operations complement the counterterrorism and security efforts of regional partner nations and assists in the disruption of violent extremists' use of the maritime environment as a venue for attack or to transport personnel, weapons or other material.

Marine gereed voor orkaannoodhulp

Hulpverlening voor, tijdens en na een orkaanpassage is één van de hoofdtaken van defensie in het Caraïbisch Gebied. Omdat vandaag (1 juni) officieel het Atlantisch orkaanseizoen weer begint, staat het orkaannoodhulpdetachement van de 32ste marinierscompagnie op Aruba gereed voor inzet.



Hulpverlening bij orkaanpassages is één van de taken van de marine in het Caraïbisch Gebied is. Deze taak wordt – net als alle andere hoofdtaken van de marine – uitgevoerd door een integrale capaciteit van vloot en mariniers. Zo verleende het marineschip Hr.Ms. Van Amstel in 2005 hulp nabij de stad Biloxi, ten oosten van New Orleans, na de verwoestende orkaan Katrina. Ook boden Hr.Ms. Van Nes en Hr.Ms. Pelikaan in 2007 humanitaire noodhulp aan de bevolking van het door orkaan Felix zwaar getroffen Nicaragua. De laatste militaire bijstand in het Caraïbisch Gebied vlak voor en na de passage van een orkaan werd in 2008 verleend. Toen vertrok een gedeelte van het orkaannoodhulpdetachement naar Sint Maarten voor hulpverlening voor en na passage van orkaan Omar.

Het broeinest van orkanen die het Caraïbisch Gebied teisteren, ligt in de buurt van de Kaapverdische Eilanden bij de Afrikaanse westkust. Als de zeewatertemperatuur daar tot zesentwintig graden stijgt, kan een tropische depressie uitgroeien tot een storm. Deze tropische stormen drijven dan – zich al dan niet ontwikkelend tot orkaankracht – met de noordoostpassaat de Atlantische oceaan over, om vervolgens naar het noorden af te buigen. Daar liggen de

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Bovenwindse eilanden Sint Maarten, Saba en Sint Eustatius vaak in de baan van het natuurgeweld. Dit jaar wordt door diverse experts een zwaar orkaanseizoen voorspeld.

In het orkaanseizoen – dat loopt van 1 juni tot 1 december – houden de medewerkers van Afdeling Operaties van de Commandant der Zeemacht in het Caraïbisch Gebied (CZMCARIB) op Curaçao het weer dan ook nauwlettend en zeer regelmatig in de gaten. Elke depressie en storm wordt op de voet gevolgd, de afgelegde baan bekeken en de verwachtingen bijgehouden. Bij een dreigende orkaanpassage kan de Gouverneur van de Nederlandse Antillen een verzoek voor militaire bijstand indienen. Mocht het nodig zijn, wordt het noodhulpdetachement na de orkaanpassage aangevuld met onder andere Hr.Ms. Pelikaan en het stationsschip. Ter voorbereiding op het orkaanseizoen zijn er diverse verkenningen uitgevoerd op de Bovenwindse eilanden en zijn de noodverbindingen getest. Ook onderhoudt de commandant van het orkaannoodhulpdetachement nauwe contacten met de rampenstaf op de Bovenwindse eilanden.



Als het orkaannoodhulpdetachement wordt ingezet, ligt direct na aankomst de prioriteit bij het opzetten van een communicatienetwerk. De ervaring heeft geleerd dat telefoonlijnen uitvallen en het GSM-netwerk het begeeft. En zonder communicatie kan geen hulp worden aangevraagd of mensen naar locaties worden gedirigeerd. Als de verbindingen zijn zeker gesteld, worden de mariniers ingezet om waar mogelijk te helpen met de laatste noodmaatregelen. In de nacht van orkaan passage bemannen de mariniers de orkaanbestendige opvanglocaties (shelters) om daar de rust te bewaren en bewaken. Na een orkaanpassage maakt het orkaannoodhulpdetachement de balans op van de schade en van de benodigde hulpverlening. Uiteraard helpen ze waar mogelijk met het ruimen van puin, het verlenen van medische assistentie en kunnen ze worden ingezet voor het bewaren van openbare orde en veiligheid.

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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Shipping companies ride out troubles in Greece

Optimism has returned to the shipping boardrooms of Greece, despite the harsh financial burden imposed on the country by the International Monetary Fund. Greek interests have nearly 65 million tonnes of tanker and product carrier hulls on order in Asian yards to meet an unflagging demand in China and India for fuel, coal and iron ore. "A dynamic increase in demand for raw materials has sustained the dry bulk freight market," the Union of Greek Shipowners said in its latest annual report.

The value of such an increase to Greece was spelt out by Theodore Vokos, project manager for Posidonia, a biennial international shipping showcase. "In this country," he said, "shipping is the only creator of wealth."

At 39 million tonnes, the Greek-flag merchant fleet accounts for just under 22 per cent of the EU's total. Moreover, Greek interests control 103 million tonnes, or about 15 per cent of world tonnage. But a slump in freight rates last year hit earnings hard. Net receipts came to about €6.5 million on earnings of €13.5 million, against €9.8 million and €19.1 million in 2008. The Union of Greek Shipowners is pushing its Government to simplify red tape for foreign investment and restructure the country's inefficient shipyards to make them cheaper. But the shipowners are unlikely to be heeded. When the Socialists took power last year, one of their first acts was to abolish the Merchant Marine Ministry and squeeze it into the Economy Ministry. "Too many people still buy into the old left-wing notion of the shipping tycoon as callous and selfish," Mr Vokos said. Dimitris Kapranos, a shipping commentator, added that the Prime Minister "had no real idea of the issue and was very badly advised".

Greek shipping companies pay some of the lowest taxes in the country, averaging 6 per cent on profits, and shipping is the only national sector where there was no rise in unemployment last year. Recruitment of cadets at merchant marine academies has gone up by 50 per cent in the past 12 months. **Source: Time**

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US-EU check suspicions of container trade price fixing

US REGULATORS and European Union competition authorities are looking for evidence of price fixing among container shipping companies, reports the Wall Street Journal. Regulatory suspicions have been aroused because freight rates continue to rise despite a flood of shipping capacity entering the market, said the report.

Shipping lines, including Maersk, deny operating a price fixing cartel, but the confusing conditions have provoked a "fact finding mission" by the US Federal Maritime Commission, which will produce an interim report June 15 and a final report July 31.

The agency's mission is to make ensure collaboration among shipping lines does "not result in unreasonable increases in transportation costs or decreases in services," said Commissioner Michael Khouri. In Europe, regulators say they are "actively monitoring" the situation, but EU spokeswoman Amelia Torres would provide no further detail on the European investigation. **Source : Schednet**



The tug **SHILOH** seen in Rotterdam-Europoort – Photo : Henk Dekker (c)

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Spares company boss imprisoned

The controversy over 'unofficial' spare parts from a few years ago looks likely to reignite after the imprisonment of the managing director of a separator spares company.

Alfa Laval Tumba reports that a one year suspended prison sentence for contempt of court was imposed in 2009 against the managing director of a spares company. The accused was sentenced after attempting to obstruct the execution of a Court Search Order obtained by Alfa Laval which required disclosure of the whereabouts of documents containing confidential technical drawings.

The High Court in London has now lifted the suspension because the accused had failed to comply with undertakings given to the court, and the accused, Mark Pacy, has been sent to prison for six months. The case is attracting attention because it involves not a Far Eastern 'pirate' manufacturer, but a UK company, Separator Spares International Ltd (SSI), based on the Isle of Wight, of which Pacy is the former managing director.

"We take this very seriously", said Magnus Nordin, general manager parts and service equipment at Alfa Laval. "We can never accept illegal attainment and use of our drawings or other infringements of our intellectual property."

Source : The Motorship

Cruise captain welcomes Newcastle base

TRANSPORTING troops while under fierce attack in the Falklands War may have earned him prestigious service decorations, but **Trevor Lane** is looking forward to plain sailing in his role as captain of luxury cruise liner **Pacific Sun** in its inaugural Newcastle season. The P&O Cruises ship will first set sail in September and Mr Lane will command the luxury liner on its voyages around the Pacific Ocean region.



Newcastle will be home to the **Pacific Sun** for the next three years and English-born Mr Lane said he would make every effort to fit into the Novocastrian way of life. "I hear great things about Newcastle and it will be a pleasure to welcome passengers from the Hunter on board **Pacific Sun**," Mr Lane said. "Mariners know about Newcastle's proud maritime history and its connections with the great maritime centres of England where I grew up. "I am also an avid soccer fan, which means I may have to become a Newcastle Jets supporter along with following the Knights."

Mr Lane attended London Nautical College and was captain of P&O's cruise liner **Canberra** when it was requisitioned by the British Defence Ministry to ferry the Parachute Regiment and Royal Marines into the Falklands in 1982.

Source : Garry Luxton

Simply reliable



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Slow steaming absorbs tonnage as slower loops take on more ships

BY the end of May, slow steaming had absorbed 100 ships totalling 580,000 TEU, or 4.1 per cent of the world's cellular fleet, reported the Paris-based Alphaliner agency. Twelve months ago, slow steaming could only be said to have given five ships employment, aggregating 46,000 TEU, said the maritime agency which tracks containership employment worldwide.

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Some operators deployed slow steaming only on the Europe-Asia back haul via Cape Town to save fuel costs and Suez Canal fees, but the impact of slow steaming has since grown to be much more important, said Alphaliner.

Extra slower speeds have become the norm on the Asia-Europe where 78 per cent of strings have slowed and 53 per cent on the transpacific. Ships in these trades run at 17-19 knots, down from 20-22 knots. A Europe-Asia loop can be run at 21 knots in the westbound direction and at 15 knots eastbound, averaging 18 knots.

But recent fuel price declines may well discourage further carrier involvement. Moreover, shippers do not regard slower cargo movement with the same equanimity carriers do. "But as long as fuel oil prices remain above US\$400 per ton, the services currently in extra slow steaming is likely to stay," said Alphaliner.

Alphaliner records also show that 98 strings are operated on extra slow steaming. Of these, 38 are on the Far East-Europe sector while 36 are transpacific. On the Far East-north Europe route, 26 out of 28 services are currently in extra slow steaming mode.

Transpacific newcomer, The Containership Company (TCC), has adopted slow steaming on its Taicang-Los Angeles shuttle. The TCC service deploys five ships sailing running at 15-16 knots. If this running speed was increased to 19 knots, the service could be run with only four ships.

"TCC has however chosen to take advantage of low charter rates and realises fuel cost savings by maintaining the service at these slower speeds," said Alphaliner. **Source : Schednet**



After a 5 years absence, the semi-submersible rig **Pride South Seas** arrived in Tableview Harbour, Cape Town. The rig entered the port at approximately 0900hrs on the 1st of June. The rig was safely secured on her assigned berth in the early afternoon.

Photo : Capt. Kris De Decker - Master Kissama ©

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Cruise liner is detained in Belfast after faults found

A cruise ship has been detained in Belfast docks by the Maritime and Coastguard Agency after officers discovered numerous faults on board. The Italian-flagged **Vistamar** had sailed from Invergordon on the west coast of Scotland when it docked yesterday morning.

Surveyors boarded the 384ft long vessel to perform an inspection and identified broken or missing fire doors and failure to maintain the vessel in line with International Safety Management (ISM) code. There were further deficiencies with the PA systems and emergency lights for liferafts were not working.

The inspection of the 1989-built ship has now been suspended pending an audit by an ISM auditor. Once this has been satisfactorily completed, MCA Surveyors will board the ship again and continue their inspection. If they feel that the deficiencies have been rectified the vessel will be allowed to carry on its passage.

Bill Bennett, surveyor in charge from the MCAs Belfast Marine Office, said: "The MCA take passenger safety extremely seriously and we will not allow vessels to traverse our waters where clearly international standards of safety are being breached. "We apologise to any passenger who may have been inconvenienced by this action. But we hope they understand this detention has been undertaken in their best interest." **Source : belfasttelegraph**



The **FEDERAL POLARIS** seen enroute Rotterdam – **Photo : Ruud Zegwaard (c)**

CASUALTY REPORTING

Zeeschip lek geslagen na botsing in Antwerpse haven



Dinsdagnacht is het zeeschip **Federal Saint Laurence** van ongeveer 200 meter lek geslagen in de Antwerpse haven. Het schip botste rond 1 uur tegen een kaaimuur.

Het schip had meststoffen aan boord. Door de botsing raakte de boeg beschadigd en begon het ruim vol met water te lopen. Er zitten twee scheuren in het schip, tot 3 meter.

Foto : Stefaan Ledeganck

De havendiensten zijn het schip nog aan het leegpompen. De brandweer heeft ook de bijstand van de Civiele Bescherming gevraagd. De situatie is wel onder controle.

Source : Gazet van Antwerpen



Passenger Ferry Collides With Two Fishing Boats

A passenger ferry undergoing tests at the Haji Bidi platform, Kampung Seberang Kota in Kuala Kedah, last Tuesday, collided with two fishing boats, causing one to sink and damaging the other.

The ferry owned by Sunflower Sdn Bhd, which plies the Kuala Kedah-Langkawi route, was being tested following repairs. The owner of the sunken boat, Mohamad Musa, 58, said his boat was tied to the side of the platform and several friends were nearby making preparations to go to sea in the evening when the incident occurred at 2pm.

"I saw the ferry, **Marine Star 3**, speed up after making a U-turn and crash into my 15-tonne boat from behind, causing it to sink slowly. "The speed of the ferry also caused it to crash into a 50-tonne boat and damaged its cabin, but thankfully no one was injured," he said at the scene.

Mohamad, who estimated his losses at RM50,000, lodged a report at the Kuala Kedah police station. A spokesperson of the Kuala Kedah Marine Department said they would retrieve Mohamad's boat from the water. **Source : Bernama**

NAVY NEWS

Seoul asks Beijing to come and check sunken Navy ship

South Korea has asked China to send a team of naval inspectors to Seoul to conduct its own investigation into the sinking of the Navy vessel Cheonan, but there has been no response yet, diplomatic sources here said Tuesday.

"We told the Chinese days ago that we were ready to cooperate with its own probe, but are still not getting an answer," a source said on condition of anonymity. "We already shared the full results of the international investigation with China and Russia."

China reportedly proposed a joint investigation with the United States and the two Koreas before taking any punitive action against North Korea. South Korea, following weeks of joint examinations with foreign experts, claimed the ship sank after being attacked by a torpedo from a North Korean submarine that had violated the inter-Korean sea border. Reports said North Korean leader Kim Jong-il, at a summit with Chinese President Hu Jintao in Beijing in early May, denied the North's involvement in the sinking.

"China has failed to respond to our request to send its own inspectors, but it doesn't mean that it doesn't want to. We are still awaiting a positive answer," another source said. Russia dispatched a team of Navy experts to Seoul Monday and started its own inspection to verify the outcome of the South Korea-led investigation.

They plan to examine the wreckage of the sunken ship and a North Korea-made torpedo collected from the seabed as well as visit the site of the disaster, according to officials here. The Russian team will announce a report on the incident next month.

Russia said it will clarify its position on Seoul's plan to refer Pyongyang to the U.N. Security Council for sanctions after completing their own probe. **Source : Koreatimes**

First LM2500-Powered Ship for Indian Navy

GE Marine reports that the Indian Navy commissioned the **INS Shivalik** stealth frigate on April 29, 2010, at the Indian Navy's shipyard in Mumbai. This first-in-class frigate, built by Mazagon Dock Ltd. (MDL), is powered by two GE LM2500 aeroderivative marine gas turbines with two diesels in a combined diesel or gas turbine (CODOG) configuration. This project marks the first LM2500-powered ship to enter service with the Indian Navy.

The 4,600-ton **INS Shivalik** measures 469 ft in length with a beam of 55.7 ft. The stealth frigate can reach its maximum speed of 30 knots when operating the gas turbines, and 18 knots cruising on the diesel engines. The Indian Navy expects to commission two sister stealth frigates -- **INS Satpura** and **INS Sahyadiri** -- each powered by two LM2500 gas turbines in a CODOG system.

GE also provided four LM2500 gas turbine kits to Hindustan Aeronautics Ltd. (HAL), Bangalore, which HAL assembled and tested for the Indian Navy's indigenous aircraft carrier; the keel laying took place on February 28, 2009. This brings the total to 10 LM2500 propulsion modules HAL provided to the Indian Navy.

The LM2500 gas turbine kits were manufactured at GE's Evendale, Ohio, facility, and assembled and tested by HAL's Industrial & Marine Gas Turbine Division. HAL is one of the world's leading aerospace industries involved in the manufacture and maintenance of aircraft, helicopters, avionics and aerospace defense equipment. HAL's Industrial and Marine Gas Turbine Division is a licensed packager in India of GE's LM2500 marine gas turbines. MDL, India's prime shipyard, manufactures warships and submarines for the Indian Navy, as well as offshore platforms and associated support vessels for offshore oil drilling. **Source : MarineLink**



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Civilian Mariners to crew Navy JHSVs

The Chief of Naval Operations has approved the Navy's joint high speed vessel (JHSV) crewing approach developed by Military Sealift Command. Because the ships are new and could conduct a wide variety of missions, MSC determined

that the best course of action is to institute a pilot program where the first two vessels (JHSV 2 and JHSV 4) will be crewed with civil service mariners, and the following three will be crewed with civilian contract mariners.

"Crewing the first two JHSVs with civil service mariners will give us the experience that MSC needs to best operate and maintain these new platforms," said MSC Commander Rear Adm. Mark H. Buzby. "It will also give us insight into ship limitations, crew experience levels and level of management control needed to develop contracts for crewing the next three JSHVs, and will give us the most comprehensive information to determine how MSC will crew and operate these ships in the long run." MSC presently uses both crewing models for its ships. The first Navy JHSV, **USNS Vigilant**, is scheduled to be delivered to MSC in fiscal year 2013, and the second, **USNS Fall River**, is scheduled to be delivered in fiscal year 2014. The crews will arrive on the ships before they are turned over to the Navy.

A total of 10 JHSVs are planned under the current contract, five for the Navy and five for the Army. JHSVs 2, 4, 6, 8 and 10 will belong to the Navy and JHSVs 1, 3, 5, 7 and 9 will be delivered to the Army. The Navy ships will have crews of 21, while the Army plans to have larger crews composed of soldiers. MSC operates approximately 110 noncombatant, civilian-crewed ships that strategically preposition combat cargo at sea around the world, move military cargo and supplies used by deployed U.S. forces, conduct specialized missions and replenish U.S. Navy ships at sea.

Source : **MarineLink**

World War II Submarine

This is pretty cool.

You can put your mouse on the pictures and drag for a 360 look in every aspect.

It is 65 years old but still pretty impressive.

http://www.nonplused.org/panos/uss_pampanito/html/01.html

US carrier to join S.Korea anti-submarine drill

A US aircraft carrier will join a major anti-submarine naval exercise with South Korea next week in a show of strength to North Korea after the sinking of a warship, reports said Wednesday. South Korea, which accuses the North of torpedoing its ship Cheonan in March with the loss of 46 lives, is also mounting a diplomatic drive at the United Nations but indicated it would not seek new sanctions.

The **USS George Washington** will leave its base in the Japanese port of Yokosuka around Saturday and arrive in the Yellow Sea early next week, Yonhap news agency quoted a military source as saying. Major newspapers carried similar reports. Seoul's defence ministry and a spokesman for US forces in Korea declined to comment.

The joint drill was initially planned for late June or early July but was brought forward to send a "strong signal and show off a firm defence posture", the source said. Yonhap said the nuclear-powered carrier will head a battle fleet comprising some 10 ships including an Aegis destroyer and nuclear-powered submarines.

The South will deploy a 4,500-ton destroyer, a submarine and F-15K fighter jets. Tensions have risen sharply since South Korea announced a series of reprisals against its communist neighbour after investigators concluded last month that a North Korean submarine sank the warship near the disputed Yellow Sea border.

The hardline state has furiously denied involvement and has responded to the reprisals with threats of war.

The South also wants the UN Security Council to take up the issue. But Vice Foreign Minister Chun Yung-Woo, in Washington for talks with US officials, said Seoul may not push for additional UN sanctions. "You don't have to think

that any Security Council action is for imposing new sanctions," Yonhap quoted him as saying Tuesday after meeting Deputy Secretary of State James Steinberg.

"We expect the Security Council to send a political, symbolic and moral message that such acts as the **Cheonan** incident cannot be tolerated and that North Korea should be held accountable and should not repeat this kind of military provocation."

Chun noted that South Korea and its allies already "have every means to impose sanctions unilaterally or multilaterally" on the impoverished North, which is already subject to a range of sanctions to curb its nuclear and missile development. Foreign Minister Yu Myung-Hwan said Washington is looking for new ways to dry up the North's hard currency sources. "While the United States is applying existing sanctions thoroughly, it is also paying close attention to the North's production of fake notes, fake cigarettes and drug trafficking," he was quoted as saying in an interview with Chosun Ilbo newspaper published Wednesday. "For the North to develop weapons of mass destruction such as nuclear weapons and missiles, it must import most components and parts from abroad and for this, it needs hard currency," Yu was quoted as saying.

"If cash flows are blocked, it would therefore create hurdles to developing weapons and also restrain the North from staging provocative acts." South Korea estimates that its own reprisals will cost the North up to 300 million dollars a year.

UN Security Council action needs backing from veto-wielding members Russia and China, which have traditionally been close to Pyongyang. The South has briefed Russian naval experts who arrived Monday to review the findings of the probe. China has also been invited to send a team but has not publicly responded.

The sinking was expected to have a significant impact on local elections in the South Wednesday.

Analysts predict a strong showing for President Lee Myung-Bak's ruling party since cross-border threats at election time -- known as the "North wind" -- tend to cause voters to rally to the conservatives. **Source : AFP / Google**

UPA report card surprise: A look at n-submarine

India's nuclear submarine **Arihant** — classified as top secret so far — has finally been revealed to the world after its picture was carried in the UPA's report to the people that was released by Prime Minister Manmohan Singh on Tuesday.

The first-ever photograph of the super secret submarine, which was launched in July last year at Visakhapatnam, has been published in the 'security' section of the report, surprising experts and analysts who had been trying for months to catch a glimpse of India's first indigenous nuclear submarine.

Till now, the project had been highly classified and all the world had seen of the nuclear attack submarine were artist's impressions and cross sections drawn by a handful of people, including mediapersons, who saw the submarine at the launch ceremony last year. The photograph in the report seems to be of the same ceremony and shows the submarine in the same dock where it was constructed.

The navy, which is in charge of the security of the project, still considers the photographs of the **Arihant** as classified. After the submarine was launched almost a year ago, it was moved to another closed dock in Visakhapatnam under the cover of darkness to prevent hovering observation satellites from getting a snapshot.

The government now seems to have decided to release a photograph of the submarine given that it will shortly undertake harbour trials and subsequent trials on the high seas.

The nuclear submarine was launched at a simple ceremony with the traditional breaking of a coconut on its hull by Prime Minister Manmohan Singh's wife Gursharan Kaur in July last year. It will be ready for induction into the Navy by 2011 after a series of exhaustive trials. Once inducted, the 6,000-tonne **Arihant** would be the vital third leg of India's nuclear policy that hinges around the second strike theory — use of nuclear weapons only as a retaliatory measure against a first strike by the enemy. **Source : IndianExpress**

SHIPYARD NEWS

Danaos cancels three Yang Ming 6,500-TEUers from Hanjin yards

MAJOR shipowner Danaos Corporation, of Greece, has cancelled orders of three 6,500-TEU newbuildings from Hanjin Heavy Industries, after deferring them last year for two years, reported Paris-based Alphaliner. The cancellations have the consent of Yang Ming, which would have chartered the ships, naming them the **YM Majesty**, **YM Modernity** and **YM Motherhood**. They were part of a five-ship series ordered by Danaos in March 2007 to be operated by Yang Ming. Already the **YM Mandate** was delivered last month while the **YM Maturity** will be delivered this month. Danaos' other containership orders with Hanjin Heavy will go ahead, having secured full funding from banks. **Source : Schednet**

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Ibn Battuta enters service

On May 26th 2010 the cutter suction dredger **Ibn Battuta** was delivered to its owner by Uljanik Brodogradiliste d.d. shipyard in Pula (Croatia). **Ibn Battuta** is the first of four large self-propelled cutter suction dredgers built at the Pula shipyard. Earlier this year, the identical sister vessel, **Zheng He**, was launched, and next month **Fernão de Magalhães** will be launched. After the launch, the keel laying of the fourth and last cutter, **Niccolò Machiavelli**, will take place. The four identical cutter suction dredgers are part of Jan de Nul's 2007-2011 investment programme and have a total installed power of 23,250kW and a cutter power of 7,000kW. **Source : Dredging News Online**

Danaos Corporation Adds One More Newly Built Vessel to Its Fleet

Danaos Corporation, a leading international owner of containerships, announced that on May 27, 2010, it took delivery of one more newly built containership, the **Hanjin Buenos Aires**, expanding its operational fleet to a total of 45 containerships aggregating 193,629 TEU. The **Hanjin Buenos Aires**, built at Hanjin Heavy Industries & Construction Co. Ltd. has a carrying capacity of 3,400 TEU, is 222.5 meters long 32.2 meters wide and has a speed of 23 knots. The **Hanjin Buenos Aires** has commenced its 10-year time charter at a fixed charter rate immediately upon delivery.

. Source: Danaos Corporation

FIRST LOAD OUT FOR STEMAT SPIRIT



Above seen the **Stemat Spirit**, newbuild cable lay vessel of **Visser & Smit Marine Contracting**, loading **Walney I Offshore Windfarm Export** cable at the Prysmian factory in Arco Felice, Naples (Italy). The Walney windfarm is presently under construction in the Irish sea near Barrow in Furness.

Photo's : ADEP (c)



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Felixstowe port project "on target" - more than 3 million m3 of material dredged to date

The latest chapter in Costain's long-running relationship with the Port of Felixstowe is now less than a year away from its targeted completion, with the team behind the current Felixstowe South Reconfiguration project aiming to bring it in on time despite the past winter's abysmal weather.

The first phase - 440m of quay - has been completed and handed over for delivery of the new quay cranes. The second section, involving a 300m length, is now underway, together with paving work inland.

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The freezing winter weather early in 2010 presented a number of challenges in the first phase due to the low temperatures affecting the laying of the concrete sub-base, says Deputy Project Director Nigel Desert. Although the team was able to claw back some of the deficit, losing that amount of time close to the end of that section of the project had an inevitable effect on handover schedules.



Nevertheless, the aim is still to finish the second stretch of quayside by 12 September and the overall project on time in May 2011. The new quay wall consists of 2.56m diameter piles capped with site-fabricated precast concrete units, the heaviest of which weighs 90 tonnes.

Left : The **CORNELIA** seen operating in Felixstowe
Photo : **Andrew Moors (c)**

The project requires huge amounts of fill; to date, more than 3 million m³ of material has been dredged from the seabed just outside the port and from off Great Yarmouth. As well as the quaysides themselves, which will offer deeper berths for the largest container vessels, there is also a huge expanse of container stacking areas to complete on the 35-hectare site, requiring more than 18 million paving blocks. **Source : Dredging News Online**



The **ADMIRAL SHABALIN** seen departing from Ijmuiden June 1st - **Photo : Erwin Willemsse (c)**

Ningbo Port float to set sail after approval from regulator



The China Securities Regulatory Commission (CSRC) will review the application for an initial share sale by Ningbo Port Co on Friday. Analysts said the company's plan to go public during a bearish market period will lead to a low valuation price.

Ningbo Port Co plans to raise up to 13.3 billion yuan (\$1.95 billion) in its initial public offering (IPO) in Shanghai, according to a statement posted on the CSRC website. The company is scheduled to sell 2.5 billion shares in its Shanghai IPO, and to further sell up to 2.35 billion shares in Hong Kong, said the statement.

As a leading port in China, Ningbo Port has all the makings of a listed company,

and the final approval from the regulator is just a matter of time, said Zhang Hongbo, an industrial analyst with Citic China Securities.

According to Zhang, Ningbo Port started preparatory work on the IPO several years back. During the sidelines of the annual National People's Congress in March, Li Linghong, board chairman of the company, told China Daily that Ningbo Port will look to list its shares by the end of the second quarter at the latest.

The recent slide in the capital market dealt a blow to most of the listed ports. Shanghai International Port (Group) Co Ltd (SIPG), the nation's largest port operator, tumbled 20.1 percent since April 16, even as the Shanghai Composite Index shed 17.95 percent. Shenzhen Yantian Port Holdings Co Ltd also dropped 21.1 percent since the middle of April.

From January to April, major domestic ports' cargo throughput totaled 2.48 billion tons, up 20.2 percent year-on-year, while the container throughput reached 43.68 million twenty-foot equivalent units (TEU), up 22.4 percent over the same period of 2009.

"The shipping industry walked out of the recession shadow in 2009, and has since then been showing a steady growth," said Yu Jianjun, an analyst with Huatai Securities. Like its major competitors in the Yangtze River Delta, Ningbo Port also experienced a bumpy road in business performance, but the outlook is still promising given China's burgeoning shipping demand.

Ningbo Port's business mainly comes from companies based in Zhejiang, Jiangxi, and south of Anhui province. While SIPG's shipping customers are from Shanghai, Jiangsu, Anhui and along the Yangtze River.

"Though there is client overlap in regions like north of Jiangxi province, south of Jiangsu province and north of Zhejiang province, the two ports would prefer to avoid a direct rivalry and rather forge some kind of cooperation," he said. The two ports also differ in their respective positioning. Ningbo Port aims to be an important regional shipping center, while SIPG plans to be a global shipping hub.

For the moment, both the two ports are strictly following their plans by charting IPOs and venturing overseas. Last Friday, SIPG inked its first overseas deal by buying a 25 percent stake purchase in the Zeebrugge container terminal in Belgium for 27.16 million euros (\$32.96 million). **Source : China Daily**



ITC's **TYPHOON** seen departing from the river Tyne with the **UR 94** - Photo : Kevin Blair (c)

OOCL names its newest container carrier OOCL Jakarta



An official naming ceremony of OOCL's newest container ship has been held at Samsung Heavy Industries shipyard on Geoje Island, Korea, the OOCL press release said.

The ship was the last vessel of 32 line ordered at the shipyard by OOCL. The order included sixteen 4,578 vessels and sixteen 8,063 vessels. Among the guests who attended of the christening ceremony were OOCL's CEO Mr Philip Chow, Mr SY Bae, President and Shipyard General Manager, and the ceremony sponsor Mrs Tamlyn Steinke, wife of Executive Director of the Port of Long Beach. Mrs Steinke named the ship **OOCL Jakarta** (4,578 TEUs).

The Hong Kong-based Orient Overseas Container Line (OOCL), a subsidiary of Orient Overseas (International) Ltd, is one of the world's largest integrated international container transportation, logistics and terminal companies. The Company's 280 offices are located in 55 countries - in Asia, Europe, North America, the Mediterranean, South Asia, Middle East and Australia.

Port of Samsun eyes Viking project, to join soon

Port of Samsun, the largest in Turkey may join the Viking project in the near future. The issue is scheduled for discussion of government delegations of four countries – Lithuania, Ukraine, Belarus and Turkey, Ivan Liptuga Vice - President of FIATA (International Federation of Freight Forwarders Associations) said at the 2nd meeting of the industry representatives during the Day of International Freight Forwarders.

Port of Ilyichevsk (Ukraine, Odessa region) ferry service to Turkish Samsun could be a "starting point" for the expansion of the Viking project, said Ivan Liptuga. Earlier, Ukraine and Turkey have sealed the intergovernmental draft agreement on organization of direct international freight rail and ferry service line.

The Viking shuttle train, Odessa (Ilyichevsk) - Minsk (Kolyadichi) - Klaipeda has run from February 2003. This is a joint project for development of Baltic Sea - Black Sea freight traffic. The agreement was signed by the heads of Transport Ministries of Belarus, Ukraine and Lithuania. In two months of this year the train carried 8,265 containers.

Source : PortNews

Seaspan Accepts Delivery of Fiftieth Containership

Seaspan Corporation announced that it accepted delivery of the **Calicanto Bridge** from Jiangsu Yangzijiang Shipbuilding Co., Ltd. ("YZJ") on May 28, 2010. The 2500 TEU containership is Seaspan's eighth delivery in 2010, expanding the Company's operating fleet to 50 vessels.

Kawasaki Kisen Kaisha Ltd. ("K-Line") of Japan accepted delivery of the **Calicanto Bridge** on May 30, 2010. The vessel is on charter to K-Line under a ten-year, fixed-rate time charter. It is the last of two 2500 TEU sister ships and the second of a total of seven vessels to be chartered by Seaspan to K-Line. Furthermore, this ship is the last of ten 2500 TEU vessels delivered from YZJ to Seaspan.



The **CARRY** seen assisted by the **RT Margo** and a Smit tug in Rotterdam-Caland canal May 26th

Photo : Frans Sanderse (c)

Namibia Walvis Bay port expansion seen late 2012

The expansion of Namibia's port at Walvis Bay to handle larger quantities of copper and uranium will be completed by the end of 2012, the head of the African country's ports authority Namport said late on Monday.

Namport plans to open a new container terminal and dry dock facility for oil rigs at Walvis Bay in a move to become the west coast's alternative for congested ports in the southern and eastern parts of Africa. "Construction of the (\$264 million) terminal will start in January 2011," Namport Chief Executive Bisey Uirab told Reuters in an interview. "The expansion will enable Namport to handle a larger number of containers and commodities, such as copper from Zambia and uranium from our own Erongo Region." Cargo numbers at the port have increased as miners expand uranium operations and new mines come on stream in Namibia, the world's fourth-biggest uranium producer, in response to growing global demand for low-carbon energy sources. Uirab said the expansion would be financed from Namport's own balance sheet and via funding sourced from international and local financial institutions and development funding.

Uirab, who also chairs the Walvis Bay Corridor Group (WBCG) that promotes the port as a gateway into the continent, said freight from Europe or the Americas destined for the Gauteng province in South Africa would save about a week using the Transkalahari highway instead of sailing to Cape Town.

"Because the port (at Walvis Bay) is not congested, cargo is cleared quickly enabling transports to reach Johannesburg within 48 hours," he said. "For ships from the Indian Ocean it is also feasible to come around the Cape because of long turnaround times in South African ports."

South African companies are increasingly looking at other export routes in the region, especially after a three-week transport strike in South Africa crippled railways and ports, denting exports and imports for weeks.

Namibia also allocated land in the port to other members of the Southern African Development Community (SADC), Botswana, Zimbabwe and Zambia. The Zambian government started construction of a dry port earlier this year. Namport is looking for private investors for an \$52 million expansion of its dry dock facilities servicing oil rigs from Angola. The upgrade must be completed by the end of 2012. Proximity to the oil fields and favourable weather conditions in the sheltered harbour have spiked interest from the offshore industry. Uirab said servicing their vessels in Walvis Bay instead of Cape Town cuts the journey by "up to two weeks", saving millions of dollars. On average the port handles two oil rigs a year, docking for three months at the time.

Sixty percent of the port's traffic include transshipments for Western Africa, 30 percent is destined to landlocked countries and only the remaining 10 percent for Namibia. **Source : Reuters / Busrep**

Wärtsilä Supplies Chinese Semi-Submersible

Wärtsilä has signed a contract to deliver a ship power system for a 38,000 tonnage semi-submersible heavy-lift vessel for Chinese customer Zhejiang Share-ever Business Co., Ltd. Zhejiang Share-ever Business Co., Ltd is a privately owned company with more than 20 large-size vessels, including 236-ft offshore platform supply ships, ocean cargo carriers of between 27,000 and 50,000 tonnes, and drag-suction dredgers. The company seeks to utilize the latest marine technologies and works closely with domestic vessel design institutes.

This vessel will operate in offshore waters around the world, and will be mainly used in loading and transporting large-size offshore equipment required by the offshore oil and gas industry. Such equipment includes large-size steel structures, various kinds of platforms, platform jackets, and main platform blocks, etc. used in prospecting and

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exploration. The vessel will also assist large commercial vessels and naval ships in re-floating and similar operations. The vessel will be delivered in the end of 2011.

The engine configuration is based on the proven Wärtsilä 32 medium speed engines. The scope of supply includes three 9-cylinder in-line Wärtsilä 32 generating sets for a diesel electric installation, and three tunnel thrusters.

Wärtsilä's fully diesel electric machinery allows for reliable and flexible power. For example, in order to optimize engine loading, rationalize fuel consumption, and ensure the most economical operation under all conditions, only the necessary number of generating sets will be engaged at any one time. Furthermore, in addition to providing fuel efficiency and cost savings, this flexibility ensures that the level of emissions is automatically controlled. **Source :** **MarineLink**



The Sri Lanka flagged **MAHAWELI** (homeport Colombo) seen moored in Cape Town – **Photo : Aad Noorland (c)**

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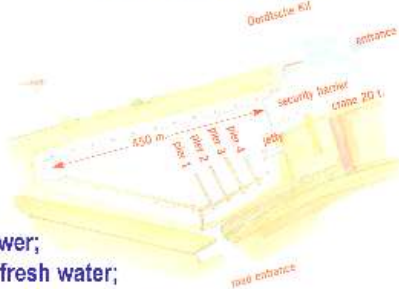
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ANOTHER NEW OFFICE FOR INCHCAPE SHIPPING SERVICES IN NORTH & CENTRAL AMERICA



Inchcape Shipping Services have announced further expansion into its North & Central America region with the opening today of a new office in Vancouver, BC, Canada.

"The opening of this office will give ISS a much needed presence in western Canada," said Tod Gannett, VP US & Canada West Coast & Hawaii. "This will allow us to better serve our current client base as well as explore new business opportunities opening the door for ISS to spread throughout British Columbia."

Lars Westerberg, Senior Vice President for the region added: "Although this area was covered by our Seattle office in the past, by having a local presence we are planning for further expansion particularly into the bulk and tanker trades, which are prevalent in this area."

The office is manned by Port Manager, Elie Kozhaya and Port Captain, Capt. Daniel Cheung (see photo above)

Stena Bulk Order Another Ultramodern Suezmax Tanker of 160,000 DWT for 70 Million Dollars

Stena Bulk, which recently confirmed an order at Samsung Shipyard for six in-house designed Suezmax tankers for delivery in 2011/2012, has now placed further one order of a Suezmax tanker – the seventh in the series.

The vessels have been designed by Stena's own design department in accordance with the most advanced technology available today. The result is dramatically improved energy efficiency, which will, among other things, reduce fuel and bunker consumption by up to 15 percent compared with most efficient, conventionally designed Suezmax tankers currently in operation.

"Stena Bulk have been patient in viewing the markets these past couple of years, to expand its fleet of Suezmax tankers (160,000 dwt). And we have taken the time to integrate our proven track record for innovative tanker design by creating the most environmentally friendly large tanker of its size, with minimal fuel consumption, available today", said Ulf G. Ryder, President & CEO of Stena Bulk.

"The order for these seven vessels will all be excellent additions to the Stena Sonangol Suezmax Pool", Mr. Ryder continued. "The pool, which is in the premium class of the operating tanker pools, will now further cement its lead with an emphasis on new and environmentally friendly tankers".

The operation and chartering of the Stena Sonangol Suezmax Pool is run from Stena Bulk's offices in Houston, London and Singapore. And this spring, the joint venture celebrated the addition of their newest representative office opening in Rio de Janeiro, Brazil.

Aboitiz Transport raring to compete with budget airlines, Roro operators

ABOITIZ Transport System Corp. is ready to compete with budget airlines and smaller roll-on/roll-off (Roro) operators when the firm's new vessels start operating starting the middle of this month

Endika M. Aboitiz, president and chief executive officer, said two of the company's new vessels-**SuperFerry 20** and **SuperFerry 21**-will enable the company to accommodate 5,200 more passengers.

Budget airlines and smaller Roro operators are the closest competitors of Aboitiz. Over the past two years, shipping company has bought at least 10 new ships to add to its lost capacity which included the MV **SuperFerry 9** that sank in September last year and the several other vessels that were sold since 2008.

The 10 new ships include two freighter vessels for its 2Go brand, four new fast-craft ferries for its Supercat brand, two for SuperFerry brand and two for CebuFerry brand. "The volatility of fuel prices continues to be an area of concern that we must live with," Aboitiz said, adding, however, that: "We have built shock absorbers into our networks, that is the ability to flex up or down as economic conditions and volumes shift."

For 2010, the company allocated some P2.5 billion in capital expenditure, mainly for the acquisition of the two vessels, drydocking of its existing ones, and for other administrative expenses. Earlier, Aboitiz Transport bought two Roro passenger vessels, currently named the MV **Sunflower Kogane** from the Diamond Ferry Co. Ltd and the MV **Sunflower Nishiki** from Kansai Kisen Kaisha. Both are Japanese firms based in Oita and in Osaka, respectively.

The vessels each cost \$7.5 million and can accommodate 2,000 passengers each. Each weighs about 9,700 gross tons and are currently undergoing repairs and physical changes in Batangas.

Aboitiz Transport revealed a net loss of P141.9 million during the first three months of the year as a result of the drydocking of the vessels. It said that by the end of the year, its passenger and freight capacity will increase by 82 percent and 45 percent, respectively, as a result of the full-capacity operations its two new ships during the second half of the year. **Source : businessmirror.com.ph**

Kenya: At Last, New Ferries Arrived

Kenya's two new ferries made their grand entry into Mombasa last Wednesday morning.

A carnival mood awaited the arrival of the German-made vessels which are expected to ease transport woes for thousands of commuters who use the Likoni channel everyday.

The arrival had been delayed to 6am Wednesday morning to enable the residents view the grand entry of the ferries, which are aboard a mother ship that carried them from Hamburg, Germany, where they were manufactured.

Their arrival is an end on the speculation on a deal that had sparked "doubt and controversy" for years following the signing of the contract with a German shipbuilder in 2004.

On Tuesday, sources which are not allowed to talk to the press, said the mother ship entered Kenyan waters on Tuesday before being held in the high seas under tight security awaiting the Wednesday morning arrival.

The controversial tender, which saw one of the ferries' length changed from 48 to 70 metres, rose in value from Sh900 million to Sh1.3 billion with speculation it could hit Sh1.8 billion mark.

"We wanted everybody to witness the grand entry into the port so that those who have been doubting us can confirm the new ferries are in the country," a Kenya Ferry Services source said. **Source : AllAfrica**

OLDIE – FROM THE SHOEBOX



The **NORWIND** seen in the port of Hull in 1978 - Photo : Willem Kappert (c)

..... PHOTO OF THE DAY



The Dutch Customs patrol vessel **JAN VAN GENT** seen operating in the "Oostgat" near Groot Valkenisse (Westerscheldt river) with in the background seen the highest dunes (60 mtr height) of the Netherlands

Photo : Rob Oostdijk ©

BOEKBESPREKING

Door : Frank NEYTS

“Postcards from the Edge”.

Christopher Nicholson stond in voor het samenstellen van een boekje “**Postcards from the Edge. Remote British Lighthouses in Vintage Postcards**”, uitgegeven bij Whittles Publishing. Wie van ons shreef op vakantie nooit een prentbriefkaart of postkaart naar familie of vrienden? Als die vakantie dan ook nog aan zee was, kozen wij niet zelden een beeld van een vuurtoren. Dat was honderd jaar geleden al zo. Vuurtorens hebben door de eeuwen heen altijd al tot de verbeelding gesproken. Dat verklaart ondermeer het feit dat tot op vandaag er met de regelmaat van de klok boeken verschijnen over vuurtorens. Het hier besproken boekje is het stelligste bewijs van deze vaststelling.

“**Postcards of the Edge**” bespreekt alle belangrijke vuurtorens langsheen de Britse kust, en dit aan de hand van oude postkaarten. Alleen al gezien het onderwerp, maar mede ook door de prachtige, in het boek opgenomen postkaarten, zal iedere vuurtorenliefhebber plezier aan dit werk beleven.

“**Postcards from the Edge. Remote British Lighthouses in Vintage Postcards**” (ISBN 978-1-904445-59-3) telt 143 pagina's en werd als softback uitgegeven. Het boek kost £18.99 (exclusief P&P). Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij, Whittles Publishing, Dunbeath Mains Cottages, Dunbeath, Caithness KW6 6EY, Scotland, UK. Tel: +44.1593.737333, Fax: +44.1593.731400, e-mail: info@whittlespublishing.com

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