

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 161



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Above seen the damage to the BUNGA KELANA 3 after the collision with the WAILY off Singapore May 26th

Photo : Sanket Ashok Shukla (c)

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Above seen the 1972 built SVK flag tug **FELIS** towing pipes offshore Malta on Tuesday 2nd June 2010.

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

Wärtsilä swings ax in Netherlands

Wärtsilä is to start restructuring its Netherlands operations following what it describes as "a positive advice from the works council and approval of a social plan." Propeller production in Drunen and component production in Zwolle will cease. In all, 570 of 1,500 Netherlands jobs will go. Restructuring of production operations will be finalized by the end of 2010.

Wärtsilä's future focus in the Netherlands will be on R&D and services. Wärtsilä will develop a Technology and Services Center in the Drunen area. Also the Dutch training centre of Wärtsilä will be part of this Centre. This unit will employ approximately 300 persons.

All this is in line with Wärtsilä's announcement in January that it planned to reduce its industrial footprint in Europe with the target of reducing 1,400 jobs globally and transferring activities to China due to market developments. Part of the global plan was the closure of the propeller facilities in Drunen and engine component production DTS in Zwolle.

Restructuring measures in other locations have been carried out during the spring. Temporary lay-offs are currently underway in Finland and Norway. In France Wärtsilä recently announced a plan to close the Mulhouse workshop and reduce the workforce by 116 jobs. Other "readjustment programs" are continuing in a number of countries.

Source : MarineLog



Cineast **Pim Korver** presented Tuesday evening a movie about the salvage of the stern section of the **MSC NAPOLI** at the **KNVTS (afdeling Antillen)**, during this presentation 4 contributors of the Shippingnews clippings were present, which was a reason for a group photo of them together.

Above seen from the left **JOOP KOOIJMAN, KEES BUSTRAAN, ELS KROON** and **PIM KORVER**

Photo : **Clifford Neuman – KNVTS chairman (c)**

Second FSL Trust vessel chartered to Groda Shipping arrested

The second product tanker chartered by Groda Shipping from First Ship Lease Trust has been arrested for alleged unpaid bunker bills. **Nika 1** was arrested in Qingdao, China by Daxin Petroleum in Singapore over alleged unpaid bunker bills. The **Nika 1** was on long term charter to Groda Shipping and Transportation that defaulted on the lease of last month, along with sistership Verona 1. The **Verona 1** was arrested at the weekend in Japan over alleged unpaid bunker bills to Daxin.

In the case of **Nika 1**, FSL Trust Management has been told it needs to pay \$2.8m in security for the release of the vessel. "FSL Trust Management intends to defend its position vigorously in both cases and will explore all available legal options with its legal advisers," the Singapore company said.

"The immediate focus of FSL Trust Management is to secure the release of both vessels. Typically, the release of an arrested vessel can be arranged within a reasonable time by posting the required security to the maritime court of the jurisdiction." **Source : Seatrade Asia**



The **AL THAKHIRA** seen moored in Zeebrugge – **Photo : Henk Claeys (c)**



Russian Probe Sees No N Korea Hand In Cheonan Sinking

In what could be a morale-booster for North Korea in its stand-off with South Korea--and, by extension, the U.S.,-- Russian naval experts who inquired into the sinking of a South Korean warship March 26, found unconvincing the arguments put forward by a four-nation team of investigators, blaming Pyongyang for the tragedy, an Interfax-AVN news wire report, quoting an anonymous Russian Navy source, said Tuesday.

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The revelation followed the return Monday of a team of four Russian Navy submarine and torpedo experts to Moscow after making an independent assessment of the March 26 sinking of the 1,200-ton South Korean Navy corvette "Cheonan" near the disputed Yellow Sea border, in which 46 sailors drowned.

The report said the experts had not found convincing evidence that a heavy torpedo fired by a North Korean submarine sank the South Korean vessel. "After examining the available evidence and the ship wreckage, Russian experts came to the conclusion that a number of arguments adduced by the international investigation team in favor of the DPRK's (Democratic People's Republic of Korea) involvement in the corvette-sinking were not weighty enough," the Russian Navy source said.

A report by a team of investigators from Australia, Britain, Sweden and the United States, who pieced together portions of the South Korean warship's wreckage, and published last month, said there was overwhelming evidence that a North Korean submarine fired a heavy torpedo to sink the South Korean vessel.

The report concludes: "The evidence points overwhelmingly to the conclusion that the torpedo was fired by a North Korean submarine. There is no other plausible explanation." However, there was no official confirmation from Moscow on its naval experts' findings with Russia's Armed Forces Chief of Staff Marshal Nikolai Makarov saying that only the Foreign Ministry would make an official statement on the issue after the experts presented their report.

Russian President Dmitry Medvedev accepted Seoul's offer to send specialists at May-end as he believed it was important to be sure of the cause of the sinking of the warship before taking action. Immediately after the incident, Russia called on all sides to show restraint amid fears that a further escalation of tensions on the Korean peninsula could develop into a military crisis. **Source : RTT**



The **ILE DE BREHAT** seen in Malta – **Photo : Anthony Vella ©**

Magic pipe costs ship operator \$850,000

Cooperative Success Maritime S.A., the operator of the **M/T Chem Faros**, a 21,145 gross-ton ocean-going cargo ship that regularly transported cargo between foreign ports and the United States, pleaded guilty and was sentenced in federal court for violating the Act to Prevent Pollution from Ships (APPS), and to making material false statements, the Justice Department announced.

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U.S. District Court Judge James C. Dever III for the Eastern District of North Carolina sentenced the company to pay a \$850,000 penalty of which \$150,000 will be paid to the congressionally-created National Fish and Wildlife Fund as a community service payment. The judge also sentenced the company to serve five years of probation, during which time they will implement an environmental compliance plan.

Federal and international law requires that all ships comply with pollution regulations requiring the proper disposal of oily waste water and sludge by passing the oily waste through an oil-water separator (OWS) aboard the vessel or burning the sludge in the ship's incinerator. Federal law also requires the ship's crew to record accurately in an oil record book (ORB) each transfer or disposal of oily waste water and sludge. These laws are designed to prevent pollution of ocean waters.

During a regular inspection of the ship on March 29, 2010, in Morehead City, N.C., an oiler with the engine crew passed a note to a U.S. Coast Guard inspector. The handwritten note stated:

"GOOD MORNING SIR, I WOULD LIKE TO LET YOU KNOW THIS SHIP DISCHARGING BILGE ILEGALLY USING BY MAGIC PIPE, IF YOU WANT TO KNOW ILLEGAL PIPE THERE IN WORKSHOP FIVE METERS LONG WITH RUBBER. SIR, I HOPE IF YOU DON'T MIND. WE HAVE A SECURITY FOR OUR SAFETY."
(spelling and grammar errors in original).

The oiler informed a member of Coast Guard boarding team that the "magic pipe" was located in the workshop in the engine department. The subsequent investigation revealed that from September 2009, through March 2010, engine department crew members pumped oil-contaminated waste directly overboard by using the pipe that by-passed the OWS on several occasions, up to 10 times according to some crew members. On March 18, 2010, the chief engineer, Vaja Sikharulidze, ordered the engine department crew members, through the second engineer, to by-pass the OWS and discharge oil-contaminated bilge waste directly overboard. This resulted in approximately 13,200 gallons of oil-contaminated waste to be discharged into the ocean.

Sikharulidze has acknowledged making false entries in the oil record book to hide the true amount of oil-contaminated bilge waste that was stored in a certain tank aboard the ship. The chief engineer stated that in order to hide the by-pass of over 70 cubic meters, he had to enter incorrect information in the ORB preceding the discharge.

Sikharulidze further admitted that transfer entries in the ORB from on or about March 6, 2010, through March 17, 2010, were false. He indicated he was continuing the practice of false entries made by the prior chief engineer for that particular tank. He explained that the prior chief engineer indicated in the ORB that a particular bilge tank contained 24 cubic meters of waste when, in fact, it contained 60 to 65 cubic meter of waste. In order to avoid bringing attention to the false entries, the chief engineer continued the practice of making false entries. Last month, Sikharulidze, 59, pleaded guilty to violating the APPS.

"Owners and operators of sea-going vessels who intentionally violate the law by polluting and falsifying records will be prosecuted by the Department of Justice," said Ignacia S. Moreno, Assistant Attorney General for the Justice Department's Environment and Natural Resources Division. "The Federal government will continue to investigate and prosecute these types of violations to stop illegal discharges and protect the environment." **Source : MarineLog**

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COMING TOGETHER

Roy Paul of the **ITF Seafarers Trust** delivered this opening address at the 5th Regional Welfare Committee Meeting of the South East Asia regional programme on behalf of the International Transport Workers Federation and the ITF

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Seafarers Trust. We meet in the home country of the largest single supplier of our world's seafarers. Approximately 330,000 seafarers come from the Philippines and this is around a quarter of the seafaring population. Importantly we meet at a time when we have so many opportunities to unite together to serve not only these Filipino but also the Cambodian, Indonesian, Malaysian, Singaporean, Taiwanese, Thai, and Vietnamese and all seafarers of the world.

The International Maritime Organisation has decided that this year be observed as "2010: Year of the Seafarer". The aim is to "pay tribute to the world's seafarers for their unique contribution to society and in recognition of the risks they shoulder in the execution of their duties in an often hostile environment".

The sea remains a hostile workplace

As we meet the activities of the pirates have increased with the arrival of better weather and have gone deep into the Indian Ocean. Last month Seafarers' Union delegates at ITF meetings in Germany authorised the ITF to build a campaign that is hoped to deliver half a million signatures to governments by World Maritime Day, September 23rd. The campaign will call on them to close the circle on protection of ships, and for those states now ignoring their responsibilities to stand up and follow the example of those which are actively involved in combating the threat.

The petition will call on nations to:

- Dedicate significant resources and work to find real solutions to the growing piracy problem.
- Take immediate steps to secure the release and safe return of kidnapped seafarers to their families.
- Work within the international community to secure a stable and peaceful future for Somalia and its people

Sadly in other parts of the world piracy and robberies from ships and seafarers have increased, the sea continues to be a hostile place.

We meet here also at a time when the ILO Maritime Labour Convention appears to be attracting a great deal of support. 8 countries have ratified and the hope is that the 27 countries of the European Union will do so later this year. We continue to urge the governments to ratify this Convention and would hope that countries that have seafarers will lead the way in doing this, especially those that have a quarter of the world seafarers living there.

The Convention calls for greater welfare provision and the importance of National Seafarers Welfare Boards and Port Welfare Committees is obvious and so timely that this programme of the ICSW is taking place in this region now. For years the Filipino and South East Asian seafarers have been welcomed and provided with support and welfare in many parts of the world. Seafarers Centres have been opened and TV's switched on at all times of the night and early morning when Manny Paquiao has been fighting, sorry I should say winning. So our welfare programme looks to help the South East Asian ports to provide a similar welcome to seafarers from around the world who visit your ports. This welcome includes the right to shore leave for the crews and access to the ports and terminals for the Chaplains and welfare workers. It means shore based facilities such as internet and phone calls home. A place where the seafarers can be safe in the hostile conditions that the IMO speak of.

Where these centres need to be established the Seafarers Trust is committed to offering finance, support and assistance and we welcome the partnership of local government, port authorities, churches and welfare agencies in establishing these and encourage the introduction of ship levies to maintain the care.

We are fortunate during this meeting that thanks to Capt Oca and AMOSUP we will have an opportunity to visit the training academy at Bataan and have some time to think about the welfare of the young seafarers.

We believe that we are seeing the end of the recession in shipping and still face a shortage of officers and in the years to come we believe that there will be a shortage of seafarers. Here in the Philippines there is a growth in the number of nurses and medical staff going to work overseas and this has become the number one choice of a career, followed by computer technicians. Isn't it difficult to explain to a young person considering their career that if they train as a nurse and work in Europe they will receive the European standard of wages but if they choose to be a seafarer and work in European waters they will be paid as a Filipino. Also as a seafarer they will spend many months away from

their families not just when they are at sea but also when they have to spend months in Manila looking for a new contract, taking reviews, having medicals and processing their papers. Is this really the picture of a maritime industry we offer young people?

The welfare of seafarers is the priority of this programme and we are fortunate to be here for this midterm meeting in the home country of many of them. At this meeting let's commit ourselves again to this aim so that when these young people stand on the bridge of their ships as captain or in the engine room as chief engineers they will say yes looking back 2010 was the year of the seafarer. **Source : Shiptalk**

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CADET SUICIDE

A 19-year-old merchant navy aspirant allegedly committed suicide by hanging himself in his hostel room at the Exalt Merchant Academy in the Mahesh Nagar area of Uttam Nagar in west Delhi on Tuesday afternoon. According to police, 19-year-old **Sunil Kumar** left a suicide note pinned to the cupboard in his room, accusing the hostel warden of beating and harassing him, because of which he had taken his life.

Police said that they are investigating the matter and are questioning hostel staff. Sunil shared his room with three other students, one of who is currently out of station. "One of my friends asked Sunil around noon to attend class since he had missed one in the morning. But Sunil told him he had a headache. Later, at 3pm, we found his room locked from inside. When we broke open the door, we saw Sunil had hanged himself from the ceiling fan," said one of Sunil's classmates who did not wish to be named. A native of Guna in Madhya Pradesh, Sunil had been living in Delhi since April this year.

Hanumat Singh, Sunil's father, said he had spoken to his son only a week ago and that he had not shown any signs of being troubled. "I last talked to him on the phone on May 27, he sounded in high spirits. I don't know what could

have induced him to do something so drastic," said Singh, who came to Delhi from Guna on Wednesday after getting news of his son's death.

Sunil, after completing his schooling from Madhya Pradesh, took admission in the merchant navy course and came to Delhi to join preparatory classes for his upcoming merchant navy entrance examination. "He had enrolled for a six-month course here," said Tej Kumar, Sunil's brother.

Exalt Marine Academy hostel officials denied all claims made in Sunil's suicide note. "We spoke to every student after the incident and they said they have never been troubled by the warden. Neither had anyone seen the warden beat anyone up," said Arun (he refused to give his second name), a hostel official. There had been reports that another student, Manoj Kumar, had committed suicide in the same hostel in April this year. Said a senior police officer, "A boy killed himself in April but we have not drawn any connections between the two incidents."

Sharad Aggarwal, DCP (west), said, "Right now we don't have anything to corroborate the deceased person's claims with," said Aggarwal. Another police officer added that the hostel warden had been questioned. "The warden claimed he had asked Sunil to attend class on time because Sunil had missed a few classes recently," said the officer. The body was handed over to the family after a postmortem was conducted at DDU hospital. **Source : ShipTalk**



The **PRINCE ALBERT II** seen at the river Tyne – **Photo : Kevin Blair (c)**

DNV launches service to extend periods between dry docking

DNV now offers an Extended Dry Docking service, developed to enable shipowners to extend periods between dry-dockings. Developed in cooperation with ship owners and flag states, DNV's Extended Dry Docking Service project team evaluated in service experience and improvements to hull coating performance, as well as assessed quality of in-water repair and survey technology.

According to DNV's Geir Dugstad, Technical Director, a combination of these approaches can extend periods between bottom surveys in dry dock for eligible ships to 7.5 years, provided that the consecutive in-water bottom surveys are conducted with satisfactory results during the intervening period. "Safety remains our top priority," he says. "But we have concluded that compliance with the stringent maintenance regimes and technical requirements will ensure safe, quality operations".

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Dugstad says that the eligibility of vessels will be decided on a case-by-case basis, evaluating technical issues and the performance of the management company. However, as a general rule passenger vessels and ships subject to Enhanced Survey Programme (ESP) will not be accepted for the scheme due to SOLAS regulations and IMO Res.A.744 (18). As the inspection outside of the ship's bottom is a part of statutory requirements, prior to implementation of the extended dry docking scheme, acceptance from the Flag administration of the vessel must be obtained. No vessel over 15 years of age can participate in the programme.

"In order to be accepted for the scheme, the ship must be provided with a high quality underwater coating designed to last for the extended period. The ship must furthermore comply with the in-water survey provisions in accordance with DNV Rules for BIS notation and have a shafting arrangement fulfilling the requirement for tailshaft monitoring," says Dugstad. "In addition, the owner is required to demonstrate that a comprehensive maintenance system for hull and machinery is effectively implemented. This will be reflected in maintaining good coating condition (both external and within the ballast tanks) as well as regular maintenance and replacement of cathodic protection anodes."

Source: DNV



Looking very clean and tidy inbound for the Greenock on the River Clyde to pick up a part cargo of paper reels is the very recognisable the **SPIEGELGRACHT**.

Photo : Tommy Bryceland, SCOTLAND (c)

CASUALTY REPORTING

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Vessel capsizes in Mozambique, 40 missing

Nine illegal Somali immigrants died after the boat they were travelling in capsized and sank in the Mozambican northern province of Cabo Delgado, police said on Tuesday. Police spokesperson Pedro Cossa said the boat carrying 82 Somali nationals capsized on Monday. He said 40 passengers were still missing while 33 people were rescued. "There's a whole effort that is being done to at least recover the bodies of the missing persons," he said. Mozambique has seen a high number of illegal immigrants in the last few years, many en route to neighbouring South Africa. Last week Mozambican police dismissed a South African newspaper report that the country was home to al-Qaeda training camps that could launch an attack on the soccer World Cup.

The Sunday Times had quoted the director of the NEFA Foundation, which investigates possible terrorist activities, as saying Pakistani and Somali militants were running training camps in northern Mozambique and their trainees may have already crossed into South Africa. On Tuesday Mozambique police said they arrested last week 15 Pakistanis staying in the country illegally, while two were arrested over an explosion that damaged 23 stores on May 31.

Source : Reuters

Bangladesh Ferry Capsizes

At least 12 people have died and five are missing after a packed ferry capsized in storms in north-east Bangladesh. The ferry was carrying about 35 passengers including many school children. The accident took place in Sunamganj district, about 140km north of the capital, Dhaka. In recent days Bangladesh has been hit by bad weather which local people say created big waves and made the boat capsize in a huge wetland.

NOTE : Reporting on this accident is very confused. Estimates of the number on board, the number missing, the cause of the accident and even the distance from Dhaka vary substantially.

NAVY NEWS

US Navy orders material for JHSV 4 and 5

Construction is under way on the first JHSV at Austal's US facility in Mobile

The US Navy has exercised contract options funding Austal's acquisition of long lead-time equipment associated with the construction of two additional 103m **Joint High Speed Vessels (JHSV)**. As the prime contractor, Austal currently has contracts to build the first three JHSVs as part of a 10-vessel program valued at up to AUD \$2 billion (\$1.64 billion). The award funds the acquisition of long lead time material for **JHSV 4** and **5**.

Austal was awarded the initial contract to design and build the first 103m JHSV in November 2008, with contracts for an additional two vessels awarded in January this year. Options for the remaining seven vessels are expected to be awarded between FY10 and FY13.

Similar to the Austal-built **WestPac Express** operated by the US Marines for the past eight years, the JHSV will be capable of transporting troops and their equipment, supporting humanitarian relief efforts, and reaching speeds in excess of 35 knots fully loaded. The vessels will be a joint-use platform operated by both the United States Army and Navy.

Construction of **JHSV 1 Spearhead** is currently underway at Austal's US facility in Mobile, Alabama, with a keel laying ceremony to be held in coming weeks. **JHSV 2** is scheduled to commence construction in September this year, with **JHSV 3** to commence in mid-2011. Long lead-time material for **JHSV 4** and **5** will include main propulsion engines, water jets, reduction gears and other major equipment items. **Source : The Motorship**

KAPITAN PATIMURA CLASS IN INDONESIAN NAVY



The Indonesian Kapitan Patimura class **386 SILAS PAPARE** seen off Belawan (Indonesia)
(ex Cut Meutia – ex Gadebusch, P6167 ex 211)

Photo : Ni Lijun, Neal (c)

The **Kapitan Patimura class** is original known as the **Parchim class** (Soviet designation Project 133) corvettes which were developed for the East German Navy in the late 1970s, and built by the **Wolgast Peene-Werft**. The ships were designed for coastal anti-submarine warfare. In case of an all-out NATO-Warsaw Pact war in Europe their prime targets would have been the small U-206 coastal submarines of the West German navy. The first ship, the **Wismar** (now the Indonesian **Sutanto**), was launched on 9 April 1981 in Rostock, and subsequently another 15 ships were built until 1986. To make production more economical, the Soviet Union agreed to purchase another 12 ships from Wolgaster Peenewerft, which were built between 1986 and 1990, thereby effectively subsidising the East German shipbuilding industry.

The 16 Parchims from the GDR were purchased by Indonesia in 1992 in a deal worth USD\$12.7 million arranged by then Vice President, Dr B.J Habibie. The transfer from the Volksmarine also included, 14 x Frosch class landing ships and 9 x Kondor class minesweepers

The 16 units in the class are named : **Kapitan Patimura (371), Untung Suropati (372), Nuku (373), Lambung Mangkurat, (374), Cut Nyak Din, (375), Sultan Thala Syafuddin, (376), Sutanto, (377), Sutedi Senoputra, (378), Wiratno, (379), Memet Sastrawiria (380), Tjiptadi (381), Hasan Basri (382), Iman Bonjul (383), Pati Unus (384), Teuku Umar (385), and Silas Papare (386)**

D: 792 tons light; 873 tons normal (908 fl) S: 24.3 kts
Dim: 75.20 (69.00 pp) × 9.78 (8.95 wl) × 2.65 (hull; 4.40 sonar)
A: 1 twin 57-mm 70-cal. AK-257 DP; 1 twin 30-mm 65-cal. AK-230 AA; 2 4-round SA-N-5 Fasta-series SAM sys.; 4 fixed 406-mm ASW TT; 2 12-round RBU-6000 ASW RL; 2 d.c. racks (6 d.c. each)
Radar: 1 TSR-333 nav.; 1 MR-302 Rubka (Strut Curve) air/surf. search; 1 MR-123 Vympel (Muff Cob) f.c.
Sonar: MG-332T hull-mounted MF; HF dipping sonar
EW: 2 Baklan-B (Watch Dog) intercept (2–18 GHz); 2 16-round PK-16 decoy RL
M: 3 Type M-504A-3, 56-cyl. diesels; 3 props; 14,250 bhp
Electric: 900 kw tot. (1 × 500-kw, 2 × 200-kw diesel sets)
Range: 1,200/20; 2,200/14 Endurance: 10 days
Crew: 9 officers, 71 enlisted (normally operated with 59 tot.)

First Norwegian-Russian shooting exercises

For the first time in history, Norwegian and Russian warships have conducted joint shooting exercises. POMOR 2010, the first joint Norwegian-Russian naval exercises since 1994, today entered the active phase. Two Russian and Norwegian warships today practiced firing live artillery and machine gun rounds at simulated surface and aerial targets in waters west of Norway.

- The exercises are historical, says Commanding Officer of the exercises Commodore Henning Amundsen on the Norwegian Armed Forces' web site. – It is the first time the Norwegian and the Russian navies have joint shooting drills, he explains.

The Northern Fleet's anti-submarine destroyer "**Severomorsk**" practiced firing live 100 mm artillery rounds at simulated surface targets, while the Norwegian frigate "**KNM Otto Sverdrup**" fired with 12.7 mm heavy machine guns on simulated aerial targets.

- The Russians shot very well, and had several direct hits, says Commander of the "**KNM Otto Sverdrup**" Captain Per Morten Sandquist.

During the exercises Russian and Norwegian helicopters will be conducting so-called cross-deck swaps, where Russian helicopters land on the Norwegian vessel and vice versa, the Northern Fleet's press secretary Vadim Serga says to RIA Novosti.

The two navies will also be exchanging personnel, Serga says. Every morning five people from each side go by boat or helicopter to the other vessel and spend the day there, learning about the other navy's service and onboard life while taking part in the exercises. – This helps the sailors to learn about the other side in order to be able to cooperate more effectively in the future, he explains.

Intensive combat training and a continued presence in the world's oceans are priorities for the Russian Navy, Russian news agency RIA Novosti writes. In the second half of 2010, Russian warships will take part in a number of large-scale naval drills, continue patrolling the pirate-troubled waters off the Somali coast and make about 50 foreign port calls, the news agency reports. Watch video from the shooting drills at Telekanal Zvezda [here](#)

Source : BarentsObserver

SHIPYARD NEWS

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Seen at Scheldepoort in dry-dock at Vlissingen mt " **BOLD WORLD** " of Messrs Bryggen Shipping & Trading after completion of underwater painting and survey and just before undocking last Sunday

Photo : Joop Bartels.(c)

Asian ship repair and conversion sector picks up as global economy improves

As Singapore prepares to announce its 2009 report on the state of its marine business later this month, the island state maintains its optimism for a slight growth in the ship repair and conversion sector where it boasts the world's number one spot for FPSO/FSO vessels. "In the aftermath of the global economic downturn, we have seen a slight growth in the second half of 2009 compared to the first six months of last year spearheaded by an uptake in the offshore sector," said Winnie Low, Executive Director, Association of Singapore Marine Industries speaking at Posidonia 2010, the 22nd edition of the world's largest sea transportation event being held at the Hellenikon Exhibition Centre at the Athens waterfront.

"Singapore has 20 per cent of the global repair and conversion market share for ocean going vessels due to our strategic geographic location as the shipping link between east and west, our state-of-the-art infrastructure, the country's comprehensive spectrum of marine industry services and our exemplary project management capabilities," she said. With a total of 80 licensed ship yards and 7,000 vessels on average per year undergoing repairs and conversions, Singapore's 45 year long ship repair sector today contributes US\$ 4.6 billion to the country's marine industry turnover, or 42 per cent of its total shipping activities.

European ship repair and conversion specialists are less optimistic as to the sector's prospects. Leading Dutch player Damen Shiprepair Rotterdam has seen a decline in its business in the 2nd half of 2009 due to the negative impact of the global recession. "Three years ago our business was booming but the last six months of last year have been even slower than the first half of last year. In 2008 we had eight projects from Greek shipowners but today we have only

two,” said J. Hans van Doorn, Sales Manager. “We mainly focus on Western and Northern Europe and our best clients come from Holland, the UK, Norway and Germany, thanks to Rotterdam’s geographic position and its leadership as a sea trade hub,” he said. “We have been a loyal Posidonia exhibitor for decades as we believe this to be one of the world’s most important networking events for the marine industry and we will certainly be back in two years time,” said Doorn. And while the Dutch find it difficult to attract Greek business, 7,640 kilometres to the east, Shanghai-based China’s Cosco Shipyard Group is eyeing an even bigger slice of its already inflated order book containing names of Greek shipowners.

“Currently a quarter of our order book comprises Greek projects and we aim to increase this to 30 per cent this year,” said Steven Zhang, Deputy Manager, Repair & Conversion Department. “In 2009 we repaired and converted a total of 400 international vessels and we believe that these volumes will be maintained for 2010, despite the aftershocks of the recession and the completion of the single-to-double haul projects that kept injecting high revenues to our conversion business for a few years. Norway and Hong Kong are also two very important markets for us, but we always have a special message for the Greek shipowners: “We highly appreciate the trust of the Greek maritime community to our services and we thank them for their constant project flow. Our operations are known for the win-win offering to our clients who value our high quality-cost effectiveness balance provided in our six yards across China,” said Zhang. Cosco also plans to launch one more ship yard later this year.

And as the Chinese continue to benefit from the ship repair and conversion and invest in new infrastructure, neighbouring South Korea has taken a strategic decision to abstain from the sector and focus on shipbuilding activities which allow for higher profit margins. “In 1999 we opened a subsidiary ship repair and conversion company in Vietnam to enter the fray but as of next year, both of the yard’s docks will specialize only in shipbuilding,” said M.H. Park, a spokesman for Hyundai MIPO Dockyard Co. Posidonia 2010 is sponsored by the Ministry of Economy, Competitiveness and Shipping, the Municipality of Piraeus, the Hellenic Chamber of Shipping, the Union of Greek Shipowners, the Greek Shipping Co-operation Committee, the Hellenic Shortsea Shipowners Association, the Association of Greek Passenger Shipping Companies and the Union of Marine Enterprises. **Source: Posidonia Exhibitions**

P&O’s new ropax ferry launched



The launching of the car-passenger ferry “**Spirit of Britain**”, built for P&O Ferries by STX Europe’s Rauma shipyard, took place recently. At the same time as the launching of the **Spirit of Britain**, preparations for the keel laying of the

ship's sister vessel **Spirit of France** began by carrying out the traditional lucky coins ceremony when the vessel's first building block is lowered on to the top of the keel-block which has the lucky coins on top of it.

Construction activities on the newly launched ship, **Spirit of Britain**, will continue and test runs are expected to take place in early August 2010 and the ship's sea trial is expected to take place mid October 2010. Delivery to P&O Ferries is scheduled in December 2010.

When the vessel is completed, the newbuilding will be the biggest ferry operating on the English Channel. The 49,000 gt vessel is 213m long with a capacity of 3,746 lane metres for trailers, cars and other cargo. In addition to space for approximately 180 freight trucks and 195 passenger cars, the vessel has capacity for 1,750 passengers. The newest and the most advanced technology is being utilised in the design and construction of the vessels with special attention being paid to environmentally friendly solutions and safety **Source : The Motorship**

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The DAMEN built **SEA AXE 5009 IV** equipped with the Ampelmann gangway - **Photo : Jan Verhoog ©**

Drydocks World - Dubai "Jadaf Dubai" marks World Environment Day with clean-up drive

Jadaf Dubai, one of the oldest ship repair yards in the Arabian Gulf area and a part of Drydocks World Group marked World Environment Day 2010 by organising a 'Clean Jadaf Dubai Drive'. The environmental drive was attended by

Hamad Al Maghrabi, Jadaf Dubai Managing Director who delivered the opening speech. Hamad Al Maghrabi said: "Jadaf Dubai believes that corporations have a responsibility towards the environment and communities they operate in. The United Arab Emirates has one of the largest per capita carbon footprints in the world. It is our duty to not only encourage sustainable actions and environmental awareness but also to bring about a change in the mindset of local communities. On our part, we are spreading the awareness and call for action to be green. There are many ways to do something positive for the environment - organise and initiate clean-up drives, recycle, car-pool, conserve water, turn off appliances and lights when not in use and always be mindful of the environment." Khalid Salem Selaiteen, Head of Environmental Emergency Office, Dubai Municipality, gave the closing ceremony speech. He spoke about the effects of our actions on the environment and how we all need to work as one global family to help protect the earth.

Employees of Jadaf Dubai, Drydocks World and officials and guests from internal companies based in Jadaf Dubai also took part in the clean -up drive including "Irrigation Trade Middle East", Grandweld, Al Bwardy, Goltens, Blue Sea, Royal Boats, Arc Marine to mention a few. Abela Catering has been participated as co-sponsor in this campaign. World Environment Day on 5 June 2010 is one of the principal vehicles through which the United Nations stimulates worldwide awareness of the environment and enhances political attention and action.

Jadaf Dubai, which began operations in 1978, provides comprehensive maintenance and repair services to owners of small and mid-sized vessels, large wooden boats, luxury yachts and cruise ships. **Source: ABQ Zawya Ltd.**

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World Bank lends GAC US\$35 million to buy six supply vessels

THE World Bank's International Finance Corporation (IFC) is lending GAC Group to the help global shipping, logistics and marine services provider acquire new vessels to support offshore oil operations.

The US\$35 million loan to GAC from the Washington-based IFC will finance the group's purchase of up to six supply vessels to support offshore oil rigs. Three vessels will operate in Kazakhstan, while the others will operate in Africa and the Middle East.

"IFC is pleased to support the GAC Group, a reliable marine services and offshore supply vessel operator, to expand its services in Kazakhstan and in other markets. The project will have significant development impact in terms of greater efficiency, safety and training and transfer of industry best practices to local staff," said IFC infrastructure director Anita George.

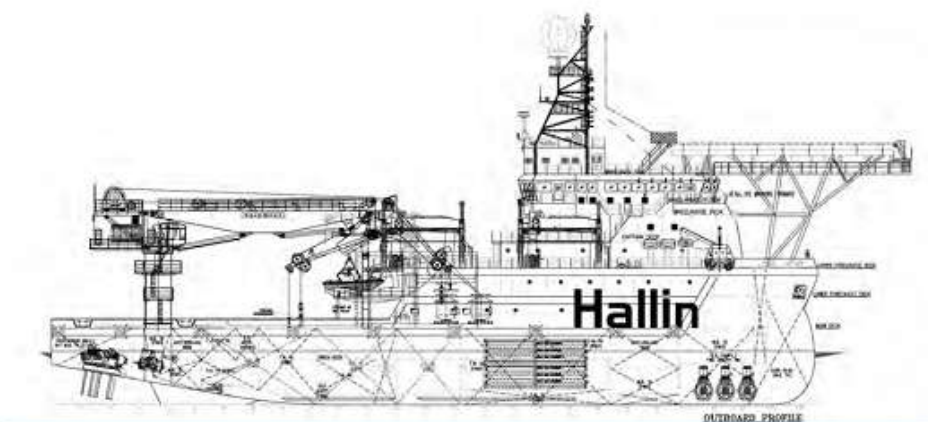
Said GAC vice president Erland Ebbersten: "GAC's expansion underlines the group's commitment to the Caspian region. We believe we can contribute significantly to development of the energy infrastructure in the Caspian, and we welcome IFC's support in making this meaningful task possible for us." **Source : Schednet**

HALLIN LATEST NEWBUILDING ARRIVES IN LOYANG



Hallin's new delivery "**WINDERMERE**" arrives at Loyang Supply Base to prepare for her naming ceremony. The Windermere is a state of the art DP2 Dive Support and ROV Vessel. She is equipped with an inbuilt 15 man Saturation Dive System, a 50 tonne Active Heave Compensated subsea crane and innovative diesel-electric Voith Schneider propulsion.

**Photo : Mike Meade
M3 Marine Pte Ltd ©**





The **MAERSK ALGOL** seen departing from Southampton – Photo : Andrew Mcalpine ©

New East Africa service launched from Colombo port

New Middle East-based **SIMATECH Shipping**, together with **EVERGREEN** and **WANHAI** launched a joint container service namely, East Africa (EAF) Service linking the Indian Subcontinent and East Africa, effective from 12th May, 2010. For this service, all three lines have deployed one vessel each with a carrying capacity of 1200 TEUs. The unique and inimitable feature of this service is that it will turn back at Colombo and as a result, all exports from Indian Sub Continent and Far East for East Africa will be transhipped via Colombo.

The inaugural vessel of the EAF service MV "**HANSA SONDERBERG**" operated by SIMATECH, called at Jaya Container Terminal (JCT) of Sri Lanka Ports Authority (SLPA) on 5th June, 2010 and handled over 800 moves. It is expected to handle over 1000 moves per call at JCT. **SIMATECH**, **WANHAI** and **EVERGREEN** are exclusive customers of JCT and they have been patronizing JCT/SLPA for about twelve years now.

SIMATECH's other services heavily contribute to the elevation of Colombo as the hub port of South Asia connecting Far East, South East Asia, Indian Subcontinent and Gulf cargoes. EAF service is the first service of SIMATECH into the African continent and this will be a stepping stone for further development of SIMATECH's presence in Africa. The EAF Service will enhance SIMATECH's overall service profile and provide customers with another selection of quality service.

A ceremony was held on board the vessel MV "**HANSA SONDERBERG**" in commemoration of the service's inaugural call at the JCT of SLPA, on the 5th of June 2010. To mark the significance of this move to the SLPA, plaques were exchanged between the Managing Director of SLPA Capt. Nihal Keppetipola and the Master of the vessel Capt. Denis Kozak in the presence of officials of SLPA and Messrs. **SIMATECH Lanka SHIPPING (PVT) LTD.**, the local agent for MSC. Commenting at the Plaque Exchange ceremony Managing Director of SLPA Capt. Nihal Keppetipola stated "In terms of machinery and other resources, SLPA is well-equipped to handle the world's largest existing and planned

container vessels and deliver unsurpassed standards of service and productivity to our customers. That is why more and more customers are coming under our wing with great confidence". "This trend betokens a great future ahead of SLPA and I take this opportunity to convey to the SLPA workforce that we should never feel smug at our successes because success is not a destination, it is a never-ending journey. Therefore, we should never compromise on our service quality" he further said. **Source: Daily Mirror**



The Polish tug **CYKLOP** seen in Lowestoft - **Photo : Paul Gowen (c)**

Hellenic Carriers: Sale of M/V Hellenic Breeze

Hellenic Carriers Limited, an international provider of marine transportation services for dry bulk cargoes, announces that its wholly owned subsidiary Nestos Shipping Corp. ("Nestos"), the ship owning company of the M/V Hellenic Breeze has signed a Memorandum of Agreement ('MoA') with an unaffiliated third party domiciled in China for the sale of its vessel at a gross price of US\$23.46 million in cash. M/V Hellenic Breeze is a 69,601dwt Panamax built in 1993 at Tsuneishi Shipbuilding, Japan. According to the terms of the MoA delivery to the new owners is expected to take place between 20 June to 30 August 2010 at Nestos' option. Taking depreciation and amortization into account the Company expects to realize a net book gain of approximately US\$8.5 million on this sale. The proceeds of the sale will be used primarily towards debt repayment. Due to their intention to sell the vessel, Nestos exercised its option not to extend the charter party with the vessel's previous charterers Rizzo-Botiglieri-De Carlini Armatori S.p.A. ('RBDA') and the relevant time charter was terminated on 25 May 2010. The vessel is currently trading in the spot market. Fotini Karamanlis, Chief Executive Officer commented: "With this sale, Hellenic initiates its fleet renewal program. The Hellenic Breeze was acquired in May 2006 for a total consideration of US\$21 million and is now being sold for a price above its acquisition cost, four years ago. Most importantly, since 2006 the vessel has contributed a total amount of approximately US\$28 million to Hellenic's net profit. Since the market downturn in early 2009, second hand vessel values have appreciated significantly, hence we consider market conditions favorable for the sale of an older vessel and the renewal of the fleet through investments in modern high quality units. Going forward, Hellenic is well positioned to enhance shareholders' value by exploiting vessel acquisition opportunities as well as new building options that would expand the business in a prudent and timely manner." **Source: Hellenic Carriers Limited**

NEW SVITZER TUGS NAMED IN MILFORD HAVEN



Above seen the naming ceremony of the Svitzer SHLNG new build tugs **Svitzer Watwick**, **Gelliswick**, **Musselwick**, **Kilroom** and **Lindsway** at the Pembroke dock
Photo : Ian Davies - Operations Coordinator (c)



Seen last week the 83 Tons BP tug "**Svitzer Musselwick**" escorting the LNG carrier "**Al Ghuwairiya**" out of Milford Haven after having delivered a full cargo to the South Hook terminal for Qatargas.
Photo : Dan Cross – Master Svitzer Gelliswick - www.merseyphotographic.co.uk (c)

Japan Continues to Play a Strong Role in Marshall Islands Fleet Growth

Japanese shipowners, shipyards and ClassNK continue to play a major role in the growth of the Marshall Islands Registry, which is now the world's third largest open registry with more than 2100 vessels and over 56 million gross tons. Addressing a seminar in Imabari, Bill Gallagher, President of International Registries, Inc. (IRI), the Marshall Islands Maritime and Corporate Administrator, said: "Japanese shipowners are currently the sixth largest shipowning group in the Registry while Greek shipowners represent the number one position." Theo Xenakoudis, Managing Director of IRI's Piraeus office went on to say that "70% of the tonnage now entering the Marshall Islands Registry is newbuilding tonnage and this tonnage is coming out of yards in Asia. Japan is the third largest shipbuilding country contributing to the Marshall Islands and of this newbuilding tonnage coming into the Registry 23% is owned/operated by Greeks."

"Within the Greek market, 46% of the vessels in the Marshall Islands Registry are classed with ClassNK. This is a significant change in that the Greek owners/operators are maintaining ClassNK as a class society of choice and it is clear that the ties between the Greek and Japanese maritime sectors and the Marshall Islands Registry have never been tighter," Mr Xenakoudis added. Raymond John Ramage, Director of Worldwide Business Operations for IRI spoke on the Maritime Labour Convention (MLC), 2006 of which the Marshall Islands has ratified. The Marshall Islands has provided Marine Notice 2-011-33, Maritime Labour Convention, 2006 Inspection and Certification Program, among others, of which shipowners and operators are encouraged to voluntarily comply until such time as the Convention comes into force. The Marshall Islands has extended the scope of ClassNK's role as a Recognized Organization to carry out inspections and issue certificates under the MLC, 2006.

"Ship owners are becoming even more discerning in choosing a registry for their vessels. Quality and service play critical roles in that important decision. With its full service office in Tokyo, the Marshall Islands Registry scores high in these criteria with round-the-clock service from a network of 20 worldwide offices that are staffed with maritime professionals. This affords clients with a full range of services in their own country and in their own language, which lowers costs," said Masaharu Okamoto, Representative, International Registries (Far East) Limited Japan Branch. "This is a continuation of our decentralisation philosophy that blends local relationships with global reach," he concluded.

Source: International Registries Inc. (IRI)



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Evergreen Group Orders 10 Container Ships from South Korea

After announcing recently a mega fleet expansion plan involving 100 vessels, Evergreen Group chairman Y.F. Chang has ordered 10 8,000-TEU (twenty-foot-equivalent unit) container ships from a South Korean builder, as well as considering to order 12 same-class container ships from CSBC Corp., Taiwan. Evergreen is executing fleet expansion when shipbuilding costs are still relatively low.

Responding to interviews with the United Daily News, Chang also disclosed plans to expand its F&B operations, including venues in Chiaohsi of Ilan County, northeastern Taiwan, and major cities as Shanghai, Chongqing, Chengdu, Shenzhen, Beijing, Hangzhou in China, also predicting a profitable year from the group's marine, air transportations. The direct flights between Taiwan and China motivate Chang to believe the group will generate more profit from air transportation than marine shipping this year. EVA Airway under the group has posted US\$37.26 million in the first quarter, with a promising outlook for the remainder. Chang said Evergreen Marine Corp. will post encouraging results for the third quarter but with modest earnings to be achieved for 2010.

Chang predicts the global economy will recover in W-form before 2012. Evergreen Group says 100 ships will be constructed within the next decade, with the first to be completed by 2013. Chang specifies that all the newly ordered ships will be built by advanced eco-friendly designs, with each to cost less than US\$10,000 per TEU.

Source: CENS.com



The **Tanjung Gaya** delivery supplies to the **Lewek Champion** – Photo : Capt Jelle de Vries (c)

Malaysians buy into global operator

MALAYSIAN shipping company MISC Berhad and Dutch energy trader Vitol have formed a strategic partnership to vertically integrate their transport and storage solutions. MISC has outlaid \$735m for a 50% stake in a subsidiary of

Vitol, VTTI BV, which owns and operates petroleum products terminals in 11 countries with combined capacity of nearly 6m m3. With 29 LNG tankers currently in service, MISC claims to be the world's largest single owner/operator of LNG tankers. It also owns and operates 45 oil tankers and 14 chemical tankers with another 51 vessels under charter and 28 under construction. The purchase by MISC, which is 62% owned by Malaysia's national oil company, Petronas, is in line with its strategy to expand its offerings across the value chain, according to chairman and ceo Amir Hamzah Azizan. "The pooling of resources and expertise resulting from this transaction will enhance MISC's capability to better meet the needs and demands of our customers, by providing them with integrated services in the form of logistics support, together with our core shipping operation," Amir said after the formal signing of the deal at Kuala Lumpur's Mandarin Oriental Hotel.

Ian Taylor, President and ceo of the unlisted Vitol Group which reported total revenues of \$143b in 2009, said the deal will accelerate the development of VTTI into a world class storage and terminal provider. It follows an initial agreement in August 2009 when another MISC subsidiary and VTTI formed a joint venture company, Asia Tank Terminal, to construct and operate an oil-blending terminal with a base capacity of 840,000 m3 at Tanjung Bin, Malaysia, now scheduled to commence operations in 2012. Last week VTTI announced that it has acquired land adjoining its Euro Tank Terminal in Rotterdam which currently has storage capacity of 643,000 m3. Rob Nijst, ceo of VTTI, said the company plans to expand the terminal's capacity to over 1 m3. **Source: TCE Today**



The **BEVER** conducted bollard pull tests at the Heerema location – **Photo : Henk Dekker (c)**

Samudera upgrades Kolkata service

Samudera Shipping Line has added an extra vessel to its Kolkata – Haldia Express Service. An additional 629 teu capacity vessel has been deployed on the service the frequency of sailing between Singapore and Kolkata will be increased to weekly from 16 days. "With this additional vessel, we can better cater to higher customer demand for cargo space to and from the Kolkata port. We will also be able to enhance our service quality by offering our customers better sailing frequency and added flexibility, as goods can now be moved more quickly with assured reliability," said Dhrubajyoti Das, executive director of Samudera. Samudera said going forward it would continue to seek opportunities beyond Southeast Asia. **Source : Seatrade Asia**



The **MAERSK NITEROI** seen departing from Rotterdam – Photo : **Henk van der Heijden (c)**

Evergreen cuts intra-Asia loop from four to three ships

TAIWAN's Evergreen Line has cut ships from four to three, averaging 2,809 TEU, from the intra-Asia B Loop, also cutting calls to Qingdao, Shanghai and Keelung, according to ComPair Data. The revised rotation is now Kaohsiung, Taichung, Taipei, Hong Kong, Shenzhen-Yantian, Pasir Gudang, Tenjung, Port Klang, Penang, Port Klang, Tanjung, Singapore, Manila, Kaohsiung, Taichung, Taipei, Hong Kong, Shenzhen-Yantian and Kaohsiung. **Source : Schednet**



Above seen the **Union Fighter** towing the **H-541** from Antwerp back to Vlissingen after drydocking
Photo : **Paul van den Berg (c)**

Port of Long Beach begins dredging project

The Port of Long Beach on Tuesday launched a \$40 million project to deepen its main access channel so the largest vessels in use today will be able to proceed directly to berth. The 17-month project will deepen the main channel to 76 feet. Large oil tankers, which at present must transfer some product to smaller vessels before proceeding to berth, will be able to call at the British Petroleum terminal fully laden. About 1.5 million cubic feet of dredged material will be used to create a 12-acre landfill site at the Pier G container terminal operated by International Transportation Service Inc. ITS will expand its on-dock rail yard to the landfill site. Long Beach Mayor Bob Foster, who addressed a gathering at the port, said the main channel deepening project is part of the port's 10-year, \$3 billion program to expand marine terminals and infrastructure in order to improve efficiency at the nation's second largest container port.

"We're sending a message to our customers. We want your discretionary cargo to come back," Foster said.

Port of Long Beach Executive Director Dick Steinke noted that the dredged material, some of which is contaminated from a former Navy operation, will be safely capped in the landfill as part of the port's environmental stewardship mission. The Army Corps of Engineers will supervise the project and Manson Construction Co. will dredge the channel. Long Beach will provide \$35 million in funding, the Corps will add \$2.6 million and the remaining \$2.4 million will be provided under a federal economic stimulus program. **Source: joc**

OLDIE – FROM THE SHOEBOX



The **Port of Rouen** in yesteryears – Photo : coll. Kees van Huistede

.... PHOTO OF THE DAY



Above seen the cruise liner **MSC SPLENDIDA** approaching Grand Harbour, Malta on Wednesday 3rd June 2010.
Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

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