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KOTUG's RT ADRIAAN seen in Rotterdam-Europoort after assisting the PACIFIC HIGHWAY which was on her maiden call to the port of Rotterdam – Photo : Wil Kik (c)

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HAL's **PRINSENDAM** seen anchored off Horta (Azores) - **Photo : Ton Grootenboer ©**

Cheonan Findings Raise More Questions

The investigation results in the sinking of the Navy corvette **Cheonan** were announced recently, but questions and misunderstandings about the evidence presented by the international investigators remain.

◆ The Torpedo Serial Number



Former unification minister Chung Se-hyun told reporters that the serial number combined with the Korean letter "1 beon" (No. 1), handwritten on the rear of the propulsion shaft of the torpedo that probably sank the Cheonan, is not how the North numbers items since it dates back to Japanese colonial times. Chung said even North Korea's Baekhwawon State Guesthouse uses a different numbering system, and the word "ho" is much more common.

But North Korean defectors deny this, saying the numbering found on the North Korean torpedo is the most commonly used form in the North. North Korea Intellectuals Solidarity, a defectors organization, said "beon" is the most common sequential word used in North Korea, while "ho" is used to distinguish between different types of objects, depending on purpose and use. That means the same parts of a missile produced in a factory would be sequentially numbered "1 beon" and "2 beon,"

according to the group.

◆ How Did the Propulsion Shaft Survive the Blast?

Skeptics continue to argue that a blast powerful enough to split the 1,300-ton **Cheonan** in half could not have left the propulsion device of a 1.2 m torpedo intact. But experts say the typical characteristics of torpedoes and their blasts make this very likely.



The CHT-02D torpedo that attacked the Cheonan is composed of a high-explosive charge in its nozzle, followed by a propulsion battery, a motor and a propeller at the rear. Out of the entire torpedo measuring 7.35 m in length, the warhead is only 70 cm to 80 cm long. Even if it explodes, the propulsion battery that sits between the warhead and the propeller acts as a buffer, experts say. Also, the propulsion system is made of light and sturdy materials that are not easily destroyed, and more often ends up sinking to the bottom of the ocean largely intact.

That is why the investigation team used fishing nets to find the debris. In 2004, the Agency for Defense Development test-fired a locally made torpedo and retrieved portions of the propulsion system. "The fact that the bulk of the blast heads toward the front rather than the back raises the chances that the propulsion system remains intact," said one expert at a South Korean state-run institute.

◆ Can Mini Subs Fire Mid-sized Torpedoes?



Some skeptics have also said that the 130-ton **"Yono"** class submarine fingered by the investigators is incapable of firing a mid-sized torpedo. The CHT-02D torpedo that was used to attack the Cheonan is a mid-sized torpedo measuring 533 mm in diameter.

But military experts disagree. Iran's "Ghadir" class subs, which are similar in size to the "Yono" subs carry two torpedo launchers capable of firing 533 mm projectiles. Intelligence officials believe these are actually North Korean "Yono" subs that the North exported to Iran.

In World War II, Japan used 47-ton submarines, which are much smaller than the "Yono" subs, to launch 450 mm torpedoes. Also, North Korea's "Yugo" class subs, which are smaller than the "Yonos," are capable of firing 406 mm torpedoes. "Maintaining balance is important when it comes to firing torpedoes from subs, and a small sub may lose balance when only one of its torpedoes is launched," said one torpedo expert. "But that problem can be solved quite easily." **Source : The Chosun Ilbo**



Seen on Saturday 12-6-2010, working on the Belwind Farm, the **CS Sovereign**.
Photo : Julian Jager (c)



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Somali pirates free UK-flagged ship after ransom

Somali pirates have released a British-flagged ship they seized on 1 January, the Bulgarian Foreign Ministry said on yesterday, and the European Union Naval Force said the release came after a ransom was paid.

"The **Asian Glory**, which has eight Bulgarian sailors on board, has been freed from pirate captivity. The ship is expected to head to Oman, escorted by a British warship," the ministry said in a statement.

The ministry and the Zodiac Maritime Agency, which manages the ship that carries vehicles, had declined to say whether a ransom had been paid for the release of the ship and its crew, comprising 25 members - eight Bulgarian, 10 Ukrainian, five Indian and two Romanian.

But the naval force, EUNAVFOR, said an unknown amount was paid out to the pirates holding the vessel. "On 11 June 2010, a ransom drop was made to the pirate group holding the merchant vessel **Asian Glory** at anchor in the vicinity of Garacad on the eastern coast of Somalia," it said in a statement on its website.

A pirate and one Garacad resident, Ahmed Jamaa, put the ransom at \$5.8 million (£4m). "We received \$5.8 million ransom and we released the ship," Muuse, one of the pirates who had been aboard **Asian Glory**, told Reuters by telephone. Zodiac said in a statement on its website that all crew members were well, but declined to provide further details. The 45,000-tonne **Asian Glory** was seized in the Indian Ocean, about 600 miles east of the Somali coast.

Somali pirates have made tens of millions of dollars from seizing ships for ransom in the Gulf of Aden, linking Europe to Asia, and were also hunting far into the Indian Ocean to evade foreign navies sent to protect commercial shipping.

Source : Independent



The Z-Tech tug **STERLING** seen operating in the port of Singapore

Photo : Piet Sinke ©

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click : <http://www.flickr.com/photos/33438735@N08/show/>

Duikboot gaat rondleidingen onder water geven

Curaçao krijgt een duikboot die commercieel geëxploiteerd gaat worden door **Substation Curaçao N.V.** De duikboot biedt, naast een bestuurder, plaats aan vier passagiers die met de **Curasub** onderwater een tocht kunnen gaan maken. Over vier weken moet de boot op Curaçao aankomen. De **Curasub** kan tot een diepte van ruim 300 meter varen. Curaçao is een van de weinige plekken ter wereld waar straks een tocht met een onderzeeër gemaakt kan

worden tot deze diepte. Het Curaçaose kernteam, naast Dutch Schier bestaande uit Michiel van der Huls en Bruce Brandt, was vorige week in Canada voor de laatste testen in het water voor alle functies, zoals de motoren en communicatie.

De **Curasub** is het meest recente project van Nuytco Research Ltd. in Canada, die hiervoor een joint-venture is aangegaan met Substation Curaçao. Nuytco is een wereldleider op het gebied van het ontwikkelen en uitvoeren van onderwater technologie. De oprichter en directeur van het bedrijf, Phil Nuytten, is ruim een week geleden door **James Cameron**, de regisseur van onder andere de films **Titanic** en **Avatar** en duikbootfanaat, gevraagd om te adviseren en mee te denken voor de Amerikaanse president Barack Obama over het grote probleem met het olielek in de Golf van Mexico. Cameron 'testte' de **Curasub** een week geleden in Vancouver.

Phil Nuytten was vorige week bij een brainstormsessie met een groep van diepzee-experts bij de **United States Environmental Protection Agency (EPA)** in Washington. Er bestaat een mogelijkheid dat de **Curasub** in de loop van het jaar naar de Golf van Mexico gaat voor inspecties en onderzoek. Samen met een aantal andere onderzeeërs zou de Curasub dan in de zone van rond de 50 tot 200 meter (het olielek bevindt zich op 1600 meter) bestuderen welke effecten de chemicaliën op de ondiepe riffen hebben.



Met het onderzeebootproject is circa 3 miljoen Amerikaanse dollar gemoeid. De onderzeeër zelf kost 2 miljoen dollar. Het gebouw dat aan het einde van Sea Aquarium Beach verrijst naast Royal Resort, de kades, kraan, trainingen en bijkomende zaken, kosten nog eens 1 miljoen dollar. Een deel van de kosten wordt gedekt door een subsidie verstrekt vanuit het **Programma Samenwerking Nederlandse Antillen (PSNA)**. Dat is bedoeld voor niet-Antilliaanse bedrijven die in samenwerking met een Antilliaans bedrijf willen investeren in de Nederlandse Antillen en als doel heeft commerciële samenwerking tussen internationale bedrijven en Antilliaanse bedrijven te bevorderen.

De duikboot wordt deze week verscheept vanuit Canada, en zal over om en nabij een maand Curaçao bereiken. De exploitanten zullen ongeveer een maand uittrekken om de routes te verkennen en meer bestuurders op te leiden. Er moeten een aantal dingen onder water worden opgeruimd, zoals de drijvende ankertouwen van een groot schip dat op ruim 100 meter diepte voor Mambo Beach ligt. Ook zullen er nog opnames worden gemaakt voor **Discovery Channel Canada**, dat het project vanaf het begin heeft gevolgd. De richtprijs voor een trip met de **Curasub** is ongeveer 650 dollar voor een uur per persoon. Indien de onderzeeër wordt ingeschakeld voor het olieprobleem, zal hij er een maandje tussenuit moeten. Substation Curaçao verwacht dat deze onderzeeboot een grote aantrekkingskracht zal hebben op wetenschappers vanuit de hele wereld. **Bron : Amigoe**



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SAL's **MARIA** seen at the Westerscheldt river passing Terneuzen enroute Antwerp
Photo : Richard Wisse – www.richard-photography.nl (c)

BURN BABY BURN

BP will begin burning up to 10,000 barrels a day of oil from its Gulf of Mexico leak possibly as early as Monday, a company executive said on Thursday.

The British energy giant is collecting oil spewing from its blown-out seabed well through a containment cap and plans to test a second system to capture more oil over the weekend, Kent Wells, BP's senior vice president of exploration and production, said in a telephone briefing. Wells said the company could start burning off oil "perhaps as early as Monday" as part of its effort to contain a spill that has soiled 120 miles (190 km) of U.S. Gulf coastline and threatens multibillion-dollar fishing and tourist industries.

BP said on Thursday the cap system atop the well collected 15,800 barrels (660,000 gallons/2.5 million liters) of oil on Wednesday, a small increase over the 15,010 barrels captured on Tuesday. That oil is being channeled through a pipe to a Transocean Ltd (RIG.N) drillship a mile (1.6 km) above on the water's surface. It can then be offloaded from the ship to a tanker for transport to shore.

The drillship can process up to 18,000 barrels of oil a day, according to BP. The company said the second system was intended to increase collection capability to to about 28,000 barrels a day.

On Thursday, U.S. government scientists released their latest estimate of how much oil spewed from the leak before a pipe was cut to make way for the containment cap to be installed last week.

The Flow Rate Technical Group revised its previous estimate of 12,000 barrels (504,000 gallons/1.9 million liters) to 19,000 barrels (798,000 gallons/3 million liters) a day to as low as 20,000 barrels (840,000 gallons/3.18 million liters) and as high as 40,000 barrels (1.68 million gallons/6.36 million liters) a day.

The team has yet to estimate how much oil leaked after the pipe was cut on June 3. The new BP system will use the same equipment employed during a failed effort to smother the leak last month, But instead of pumping drilling fluid into the well through a failed blowout preventer, it will pull up to 10,000 barrels (420,000 gallons/1.6 million liters) of oil a day from the well to a floating service rig on the ocean surface.

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BP is installing a flare boom on the rig to burn off the oil at sea, Wells said. The rig has no processing or storage capability, and Wells said BP determined that it was unsafe to bring more tankers to the area, which is already crowded with vessels involved in the containment effort.

"It was going to become too congested," Wells said. "It was not the safest way to do this." Allen said that 25 to 30 vessels were in the vicinity of the spill at any given time.

Those vessels include rigs drilling a pair of relief wells intended to help permanently plug the well, a vessel running underwater robots at the seabed, a tanker to ship oil from the drillship to shore, and support vessels.

The cap system has collected a total of 73,324 barrels (3,080,000 gallons/11,660,000 liters) since it was installed last week, according to BP figures. An undetermined amount of oil continues to escape from the cap into the ocean.

The cap system is BP's most successful effort so far to corral the leak, which began after Transocean's Deepwater Horizon drilling rig exploded and sank in April, killing 11 workers. **Source : ShipTalk**



The Unicorn owned 2006 built **STOLT ZULU** seen in Rio Grande – **Photo : Marcelo Vieira ©**



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Warning to boat owners after near collision with ferry in fog

BOAT OWNERS have been warned to be vigilant after a Condor ferry narrowly missed colliding with a small boat in thick fog.

The captain was forced to take emergency action to avoid the small leisure boat as he sailed the ferry towards St Helier on Saturday afternoon. The Jersey Coastguard has urged all boat owners to ensure they are fully prepared before heading out to sea in poor weather.

In a statement, the Coastguard said: 'The captain reported that he had to put engines astern to avoid the RIB on a collision course somewhere between Noirmont and Corbière.' **Source : thisisjersey**




Above and below seen at Walney offshore windfarm, the tug "**Kestrel**" from JP Knight, bringing the barge "**UR 111**" in front of the "**Rambiz**", assisted by the "**Fairplay 31**". - **Photo's : Capt. Henk Doornhein – Master RAMBIZ ©**



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Watchdog Sees No Merit in 'Flock of Birds' Story

The Board of Audit and Inspection on Thursday said there is no very good reason to believe that the **Sokcho**, the nearest warship to the scene of the sinking of the ill-fated corvette **Cheonan**, fired at a flock of birds rather than a submarine on the day the **Cheonan** sank in the West Sea.

The military said the **Sokcho** had initially thought its target was a North Korean submarine fleeing after attacking the **Cheonan** and fired 135 shots with 76-mm cannon. However, the military claimed close investigation of the radar tracking device revealed that the shape sailors saw was a flock of birds.

The BAI's assessment is apparently based on testimony of sailors that the Second Naval Command ordered them to change their stories. The **Sokcho** initially reported to the Second Naval Command that sailors saw what appeared to be a new type of North Korean submarine, but the command ordered officers to change their testimony to a flock of birds in a briefing to the Joint Chiefs of Staff on March 27.

The BAI pointed out that military regulations ban speculation, addition or omission in initial reports to higher authorities. "Even during the audit, officers on the **Sokcho** did not change their opinion that it was a submarine and insisted that the radar tracking device did not show the image that could be seen as a flock of birds," a BAI official said. "It is hard to understand how the change was made in reporting procedure."

He added the board believes the command acted out of fear of punishment over failing to take proper action in the initial stages after the sinking. **Source : The Chosun Ilbo**

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Spotted at the **ASL shipyard** in Singapore the completed URAG tugs **DORUM** and **ACCURAT**, which are reported to be for sale at present, on the right seen another Rotor tug under construction for KST

Photo : Piet Sinke ©

U.S. Navy and U.S. Marine Corps Leadership Join Forces to Christen the Northrop Grumman-built San Diego (LPD 22)

The U.S. Navy, Marine Corps and Northrop Grumman Corporation (NYSE:NOC - News) Saturday christened the sixth LPD 17 class amphibious transport dock ship **San Diego (LPD 22)** in front of more than 1,000 guests at the company's Shipbuilding sector facilities in Pascagoula, Miss.

"Since 1775 when the Continental Congress created the Navy and the Marine Corps, sailors and Marines have gone to sea in ships to defend our great nation," said Gen. James F. Amos, assistant commandant of the Marine Corps, who delivered the ceremony's principal address. "As America grew in power, our ships grew bigger and more sophisticated. The **San Diego** is no exception. She and her sister ships are extraordinary in their capability and capacity. This is both

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necessary and good because she can expect to be called upon time and time again to take her crew and her compliment of Marines into harm's way."

In his ceremony remarks, Mike Petters, corporate vice president and president of Northrop Grumman Shipbuilding, recognized several shipbuilders constructing LPD 22 and how their work ethic demonstrates the shipyard's overall effort to improve first-time quality.

"Quality is a major focus on every LPD with the incorporation of lessons-learned, better measuring tools and a rigorous class build plan," said Petters. **San Diego**, which is 77 percent complete, is the most complete LPD to-date at time of launch. Ship's sponsor **Linda Engel Winter**, wife of former Secretary of the Navy Don Winter, capped off the day's activities when she smashed a bottle across the bow of the ship officially christening **LPD 22, San Diego**

"The skill, the strength, the experience and the knowledge the shipbuilders have put into building this ship is as much a part of that ship as whatever spirit that I, as sponsor, am able to give her," said Mrs. Winter.

San Diego is 684 feet in length, has an overall beam of 105 feet, a navigational draft of 23 feet and displaces approximately 24,900 tons. Four turbo-charged diesels power the ship to sustained speeds of 22 knots.



Preparing the **Yi Long** in Dalian (China) for dredging trails. - **Photo : Wichard Bootsma ©**

New Patrol Boat for Indonesia



Since 1980, PT Dumas Tanjung Perak Shipyard in East Java has build dozens of vessels for various departments of the Indonesian Government. Their most recent delivery, the **Hiu Macan Turul 401**, was designed and built for the Department Kelautan Dan Perikanan.

The vessels 42.5 length and seven-meter beam provides accommodation for up to 18 people. Propulsion power is provided by two Cummins QSK60-M engines each producing 2500 HP at 1900 RPM. The engines turn into Twin Disc MGX 5600 gears with 3.51:1 ratios. The boats 1540 by 1659 m/m propellers were provided by Singapores Asia Foundry **Source : Marine Link**

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Santa Barbara Harbor Dredging Cost Higher Than Original Estimate

Officials with the Santa Barbara Waterfront Department are working to find funding for an annual dredging project that is estimated to cost the city more than \$3 million – which is more than \$1 million over and above the original estimate.

While President Barack Obama approved a recommended \$2.04 million for maintenance dredging of the popular harbor in his Fiscal Year 2011 Federal Budget Proposal — which would normally be a sufficient amount for the dredging project that averages \$1.5 million to \$2 million — the Army Corps of Engineers anticipates the 2011 dredging will cost close to \$3.7 million.

"Normally, we would be comfortable and pleased," said John Bradley, waterfront director. "It is yet to be determined what we will do if the funds are not appropriated."

The cost of the maintenance dredging project that pulls an estimated 250,000 cubic meters of sand each year between November and April, ridding the federal navigation channel of sediment, is expected to increase substantially.

The Corps' three-year contract with AIS Contractors ended in April. A new three-year dredging contract will be put out to bid this summer.

The Corps said it believes the increase will occur since dredge operators have witnessed an increase in dredging projects under the Federal Stimulus and Recovery Act. As a result, dredging costs per cubic yard removed have increased, leading to higher bids for local projects.

The uptick in pricing is expected to run into the dredging cycle beginning in the fall. In March, Bridley flew to Washington, D.C. to ask legislators to support appropriating additional funding for the project. Waterfront staff remained upbeat last month when Sen. Diane Feinstein indicated she would submit a request to increase the appropriation to \$3.75 million.

"It is a positive step in the right direction, but it does not mean that we have the funding," Bridley said. "But it is a positive step in the right direction." **Source : Log Newspaper**

Hotelplatform 'Safe Concordia' blijft zes maanden op Curaçao

Het Hotelplatform '**Safe Concordia**' is rond tien uur vanochtend op Curaçao gearriveerd en zal zes maanden bij het eiland geankerd blijven. Het accommodatieplatform heeft een hotelfunctie voor werknemers die op boorplatformen hun werkzaamheden verrichten. De Concordia blijft tot morgenochtend in het midden van de Caracasbaai liggen in een 'dynamic position' wat inhoudt dat het vaartuig, zonder hulp van buitenaf, met eigen voorstuwvermogen in dezelfde positie blijft.



Photo : Kees Bustraan ©

Het bijzondere van dit platform is dat de heul gedeeltelijk onder water gedompeld kan worden. De bijna 100 meter lange en 47 meter brede platform kan maximaal 376 mensen huisvesten. De Concordia zal in de Caracasbaai bij pier nummer twee zijn vaste plek innemen. Dit is het tweede platform dat, binnen een kort tijdsbestek, op Curaçao is aangemeerd. Deze hotelplatformen worden naast boorplatformen geplaatst opdat er altijd voldoende werknemers voorhanden zijn. De platformen zijn dan verbonden met een loopbrug. Dit is een goedkopere optie voor oliemaatschappijen dan het constant invliegen van nieuwe arbeidskrachten. Het minimale aantal mensen dat benodigd is om het platform veilig te bedienen en te onderhouden, is 35. De bemanning zal om de 27 dagen gerouleerd worden waarbij er tussen de tien en vijftien man van boord gaan. Mensen die op het platform accommodatie krijgen, gaan tijdens hun verblijf ook van boord.

Dammers Shipagencies heeft het lokale agentschap van de **Safe Concordia** in handen. Dammers heeft recentelijk ook het boorplatform naar Curaçao gehaald. Directeur van Dammers, **Robert Verheulen**, laat weten dat zij vier maanden bezig zijn geweest om de nodige voorbereidingen te treffen voor de accommodatie van het platform. "We zijn natuurlijk zeer verheugd over het feit dat we internationale projecten van deze omvang naar Curaçao kunnen halen. Het eiland kent een sterke scheepvaartindustrie en het is van belang dat dit internationaal opgepikt wordt", aldus Verheulen. De **Safe Concordia** heeft een poos in de Verenigde Staten aangemeerd gelegen maar wegens de strenge immigratieregelgeving is ervoor gekozen om uit te wijken naar Curaçao. Tevens speelde de start van het orkaanseizoen een grote factor in het nemen van dit besluit. Speciaal voor de komst van de **Concordia** heeft Curaçao Port Authority (CPA) opknapwerkzaamheden op de pier uitgevoerd. Zo werd de railing geveerd, kregen de trossen – waar het platform aan bevestigd wordt – ook een verlaagje en zijn er nieuwe stootkussens geplaatst. Het platform is van het bedrijf **Prosafes SE** dat op internationaal niveau opdrachten krijgt en een groot assortiment aan 'accommodatieplatformen' levert. Het bedrijf heeft 400 werknemers. Het hoofdkantoor is in Cyprus gevestigd en heeft ook kantoren in Singapore, Schotland en Noorwegen **Bron : Amigoe**



File photo taken December 26th 2005, of the **SAFE CONCORDIA** seen as deckcargo onboard the **MIGHTY SERVANT 1** out of Port Phillip Bay to Singapore for repairs. **Photo : Andrew Mackinnon ©**



Wage hike at the seaports UCLH goes consistently and in accordance with the market situation - UTA

The growth of wages in the stevedoring companies of the Universal Cargo Logistics Holding (UCLH) goes consistently and in accordance with market conditions. So press-service of Holding Company "Управление транспортными активами" (UTA) commented to Port News IAA the intention of the trade union to come to the labor dispute with the administration on the issue of indexation of wages in the ports of Tuapse and St Petersburg. According to the company, on the top of the crisis in late 2008, the wages were increased by 5-30%, and from 1 January 2010 for a further 5%, and the company intends to increase it further. At the same time, the company stressed that wage growth must be supported by rising productivity and meet the situation on the labor market.

Recall that the union leaders of the stevedoring companies of holding (St. Petersburg and Tuapse) told journalists that they will be held a conference of labor collectives in late June 2010, which is expected to put forward demands for higher wages. Also the trade union leaders have threatened by protests. Universal Cargo Logistics Holding BV (UCLH) - transport holding that unites and supervises a group of companies "Sea Port of St. Petersburg", Taganrog and Tuapse Commercial Sea Port. **Source : Port News**



The **MESSENGER** seen anchored off Singapore, built as the **DANILA** in 1992, the product tanker was renamed **MERCURE** in 2000 followed by **CHEM GLORY** in 2007 and in **GLOBAL BISLET** during 2009, the 18.044 GRT tanker received her present name last month as can be seen at the photo left

Photo's : Piet Sinke ©

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The **GOLDEN VICTORY** seen approaching Rotterdam-Europoort - Photo : Fred Vloo (c)

Rickmers Maritime wins loan extension

Rickmers Maritime, the Singapore-listed container ship charter owner whose survival during the trade and economic recession was in doubt, won a five-year extension to repay a \$130 million top-up loan facility by its bankers. Polaris Shipmanagement, a sister company in Germany's Rickmers Group, also released Rickmers Maritime from an obligation to buy seven container ships worth more than \$900 million, according to a stock exchange filing Wednesday. Rickmers Maritime will pay Polaris \$64 million in compensation, \$15 million in cash and the remaining \$49 million in an interest-bearing convertible loan.

The loan extension follows a financial restructuring Rickmers Maritime reached with its creditors and the Rickmers Group, which has a 33.1 percent stake, in April. A month before that, its auditor raised "significant" doubt about its ability to continue as a going concern because of liabilities and commitments exceeding \$1 billion. All 16 of Rickmers Maritime's ships are fully employed through 2011, with 15 on long-term charters to CMA CGM, MOL, Hanjin Shipping and Italia Marittima, a unit of Taiwan's Evergreen. The remaining vessel has been chartered to Chile's CSAV for 12 months with an option for an additional year. Source: joc.com

Maersk and Hamburg Sud beef up Asia - South America service

Maersk Line and Hamburg Sud are adding a second string to their Asia – east coast South America service for the peak season. The two lines plan to deploy five vessels each of 2,100 teu in capacity on the second string. The service will

start in July connecting Chinese and Southeast Asian ports with South America via South Africa. "After the end of the peak season demand, which is expected to last through to November, the lines intend to return to a single string configuration," Maersk said. **Source : Seatrade Asia**



Another recently renamed chemical/product tanker is the above seen 115 mtr long **SP BRUSSELS**, built in 2007 as the **TOLSON SEA** at the Nanjing Shenghua Shipbuilding in Nanjing (China) under yard number 525, renamed in 2009 in **W-O MAHALU** and renamed in **SP BRUSSELS** earlier this year, owned by **W-O shipping Group BV** in the Netherlands.

Photo : Piet Sinke ©

Deep Sea Supply wins more work offshore Brazil


Deep Sea Supply has announced that the vessels **Sea Bass** and **Sea Halibut**, both UT755 L OSVs, have been awarded four year time charter contracts with Petrobras for operations in Brazil. Commencement will be in mid-July 2010 for both vessels.

Deep Sea Supply said it is also progressing well with the establishment and manning of its offices in Rio de Janeiro.

The company will have a fleet of five vessels operating in Brazilian waters by July this year. **Source : Offshore News Online**



The **STRAUM** seen passing the Botlek bridge – Photo : Freek Koning ©



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Above seen the "**CAPTAIN JOHN NP**" outbound the river Scheldt and passing Walsvoorden the 11th of June.
Destination Mongstad – Photo : Jean-François Berden ©

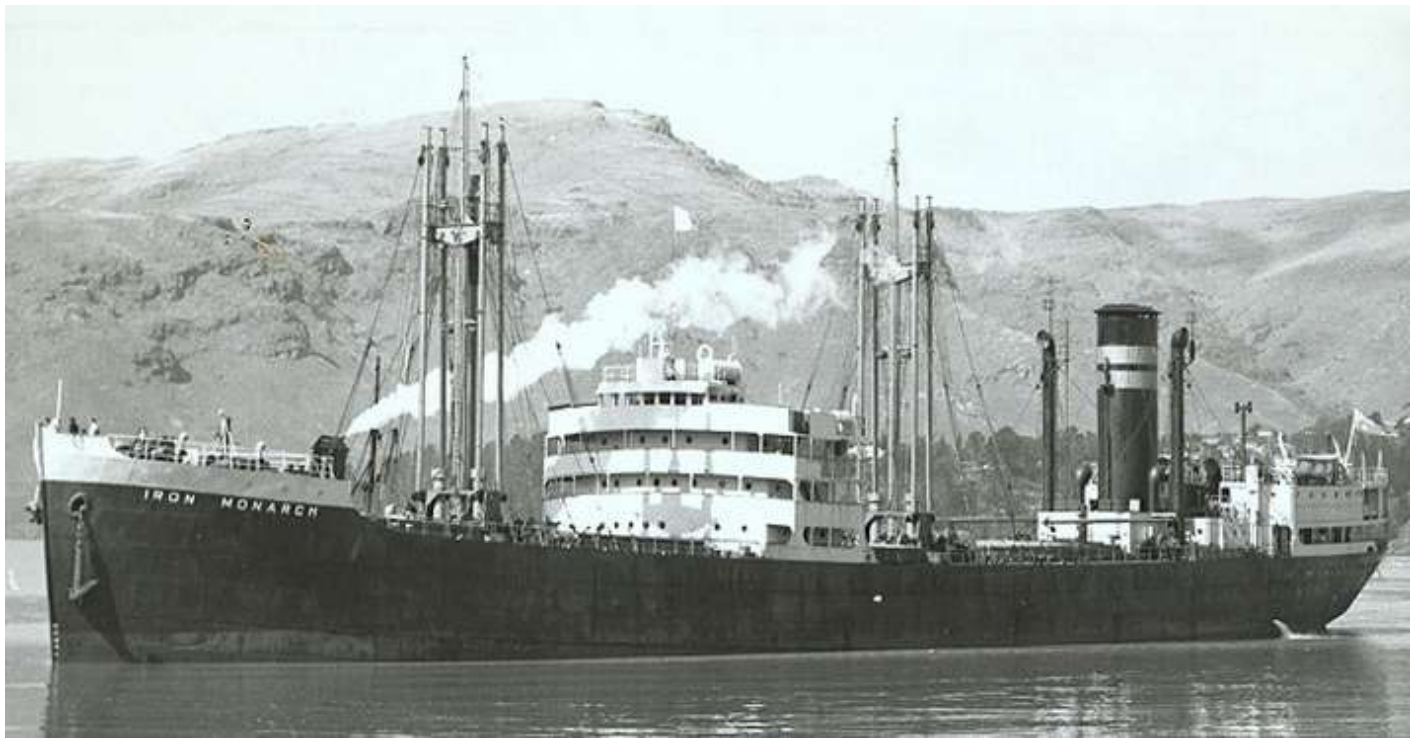
Ferry service to return to Weston

A FERRY service from Weston to Steep Holm is set to continue this summer following the expected arrival of a new vessel. The 100-passenger **Westward Ho!** was predicted to arrive at Knightstone Harbour last Thursday night following a nine-month voyage from Cromarty in Scotland. The ferry will replace the **Bristol Queen**, which is undergoing a re-fit after 10 years of operation from Weston to the privately-owned island. Owner Martin Woolls told the Mercury this week the new vessel would continue its predecessor service, making around 35 trips a summer.

The boat, which is the smallest car ferry in Britain, will take its first five-mile voyage to the island on Saturday. Mr Woolls said: "I'm delighted with the new vessel, it's just what we need for this special service.

"The new boat offers a more accessible ramp and walkway which will make it easier for people wanting to get across to the island. "It's been a long time in waiting with all the work and paperwork, but I'm sure it'll be worth it for the rest of the summer." The delay meant more than ten trips to the island had to be cancelled this summer, but Mr Woolls believes 19 will go ahead by the end of the season. **Source : thewestonmercury**

OLDIE – FROM THE SHOEBOX



Old BHP Ships, the **Iron Knight** and the **Iron Chieftain** were sunk by the Japs, Gordy was on three of them, The **Iron Monarch** (4 times) the **Iron Baron** (twice) and the **Iron Duke** (twice)...he was also on the **Iron Warrior** (Twice) and the **Iron Flinders** once.

Photo : Gordy Ross (c)

.... PHOTO OF THE DAY



On the Clyde last week with the wind against the tide and the tug running full ahead was the Damen built tug **BRUISER** - Photo : Tommy Bryceland, SCOTLAND ©

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

VAAGEN	-	Tanker	GARNET LEADER	-	Car Carrier
DORADO LEADER	-	Car carrier	SENTOSA LEADER	-	Car Carrier
GRACEFUL LEADER	-	Car Carrier	HOEGH BRASILIA	-	Car Carrier
CAPRICORN ACE	-	Car Carrier	JANESIA ASPHALT II	-	Tanker
EAGLEMEERUT	-	Tanker	FORTH SEA	-	Tanker
SP BRUSSELS	-	Tanker	SINAR BUSAN	-	Tanker
HAI SOON 18	-	Tanker	MESSENGER	-	Tanker

Click at the photo album via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

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