

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 183



Number 183 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 02-07-2010**

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The BW ODIN seen in drydock in Brest – Photo : Jacques Carney (c)

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The **TERNHAV** seen departing from Rotterdam – Photo : Nico Ouwehand (c)

Chinese sailors on board hijacked India-bound ship were safe

Nineteen Chinese sailors aboard hijacked India-bound '[Golden Blessing](#)' ship were safe, according to the Captain of the vessel. Li Jingzhong, spokesman of the Shanghai Dingheng Shipping Co the company, was able to contact the captain of the ship on Monday. "The captain told us the crew was all safe. But we have not heard from them again since. It seems the pirates may have unplugged the telephone on board, and we haven't been able to reach them," Li told the official China Daily on Wednesday.

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"Our company will try our best to ensure the safe release of the Chinese sailors on board," Li said. Chinese foreign ministry yesterday said that it will closely watch the incident and beef up efforts to rescue the hostages. The Singapore-registered '**Golden Blessing**', carrying poisonous chemicals used in antifreeze, was scheduled to arrive in India from Saudi Arabia.

It is owned by Golden Pacific International Holdings and is chartered by the Shanghai Dingheng Shipping Co.

The shipping company had applied for protection from the European Union's naval task force in the area, which then directed the ship to a recommended transit corridor in the Gulf of Aden patrolled by the anti-piracy coalition.

"The situation was under surveillance when the pirates appeared," Li said. Commenting on the repeated incidents of hijacking by the Somali pirates, Chinese analysts said there is little hope of stamping out the lucrative pirate business unless some order can be brought to Somalia.

Rear Admiral Yang Yi, former head of strategic studies at the People's Liberation Army's National Defence University, told China Daily that it is difficult for international forces to wipe out such hijackings. "The base of the pirates is on the land. Navy escort can only limit the pirates' activities," Yang said.

"Shipping companies should seriously consider applying for escorts."

"Chinese vessels should also beef up protection by equipping themselves with self-defence weapons, such as oil bottles, high pressure water guns and broken glass," said Li Jie, a researcher with the Chinese Navy's military academy. According to the International Maritime Bureau, there has been a rise in pirate attacks in the Somali area in 2009 from a year earlier, with at least 214 attacks, including 47 hijackings. That accounts for more than half of the attacks worldwide.

There were another 35 attempts between January and in March this year, a decline of 27 from the same period in 2009. China has deployed a naval task force in Gulf of Aden to protect its ships from the pirate attacks. **Source :** **Indiatimes**



The **FIELD EXPRESS** seen arriving in Rotterdam – **Photo : Nico Ouwehand ©**

Hurricane Alex halts Gulf skimming and booming oil-spill operations

Much of the Gulf Coast from the Mississippi Delta to Florida's Panhandle will be vulnerable to oil washing ashore and creeping inland to marshes and bays this week as booming and skimming operations likely will remain grounded through Thursday due to Hurricane Alex, federal officials said.

The storm, which is forecast to make landfall early Thursday south of the Texas-Mexico border, created seven-foot-high seas and winds between 17 and 22 knots in the northern Gulf Coast -- conditions deemed too rough for the thousands of ships and miles of boom protecting shorelines from tar balls and oil sheens.

Winds and high surf also tore apart floating barriers shielding sensitive ecological areas, such as Barataria Bay and the Chandeleur Islands in Southeastern Louisiana, and pushed booms onto beaches, rendering them useless.



U.S. Coast Guard Adm. Thad Allen, speaking to media on Wednesday, his last day in uniform before transitioning to a civilian role overseeing the federal response to the spill, said the storm had hampered a significant part of the response strategy: fighting back the oil before it reaches shore.

“The big focus of our operations right now would be on water skimming, trying to deal with the oil off shore as much as we can,” he said. But “you can't get more than three- to five-feet [seas] and you start having not very good results with skimming and booming.” Allen said forecasts for the northern Gulf Coast call for seas to be six feet or higher through late Thursday, too high even for another method used to fight the spill offshore: in situ burning.

What's more, he said, a two- to three-foot storm surge from Alex likely would push oil inland, potentially to unanticipated places such as private homes, which could complicate clean up efforts and the compensation of victims.

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“We're going to need some rules,” Allen said. “We have to define what's oil spill related and what's hurricane damage. If oil from this spill is pushed inland, let's say into a house as a result of the hurricane, that spill is legitimate damage from the oil spill and is subject to be paid.”

While the storm has halted response efforts along the coasts, it has not caused a suspension of long-term operations at the site of the [Deepwater Horizon](#) well head, about 41 miles off the Louisiana coast. There, large ships are capturing oil from the ruptured pipe, and drilling relief wells that offer the best chance to seal the undersea gusher.

But the storm has delayed the launch of a new system that could double the amount of oil captured daily from the ruptured well to about 53,000 barrels a day. Allen said the new system, which consists of a flexible pipe attached to a containment dome that will be lowered over the broken well and siphon oil to a waiting ship at the surface, is ready to go.

Crews just need seas to drop to three- to five-feet in order to bolt the hose to the ship, the [Helix Producer](#). “It's dangerous to do that in anything but calm conditions,” Allen said. BP expects the new system will be operational on July 7 or 8. Despite weather-related pauses, which mostly affected beach cleanings and privately owned ships contracted by oil giant BP to skim oil, lay boom and transport personnel, the massive response effort received a boost late Tuesday: 22 offers of assistance from 12 countries, including two high-speed skimmers and fire-containment boom from Japan, will be accepted. **Source : Miami Herald**

BP relief well weeks away, hurricane hinders cleanup

A relief well that might divert the gushing Gulf of Mexico oil leak is still weeks from completion, a top U.S. official said on Wednesday, as the season's first Atlantic hurricane disrupted cleanup efforts.

U.S. lawmakers also took a step toward making oil companies face unlimited liabilities from offshore spills like the one devastating the Gulf coast. Hurricane Alex was delaying BP Plc's plans to boost containment capacity at its leaking undersea well and threatening to push more oil-polluted water onto U.S. shores.

A relief well, one of two being drilled, is less than 1,000 feet (330 meters) from its target but will still take several weeks to reach the spewing oil pipe, U.S. Interior Secretary Ken Salazar told U.S. lawmakers.

Salazar's timetable was in line with BP's own statements, but there had been speculation earlier this week that the relief well link could be established earlier. The Gulf oil spill disaster is in its 72nd day, with environmental and economic costs to tourism, wildlife, fishing and other industries mounting and the future of BP, the London-based energy giant, far from clear.

Salazar said he is working hard to finalize a new offshore drilling moratorium after a federal court struck down the administration's initial six-month ban, but he would not say when the new moratorium would be issued.

“We believe the moratorium was correct when we put it in place. We believe it is still correct,” he said, and suggested drilling would be allowed in well-known offshore fields. Gulf residents braced for heavy rains and flooding from Alex, which strengthened into a Category 1 hurricane late on Tuesday and could become a more powerful Category 2 on Wednesday. The storm was on track to make landfall near the Texas-Mexico border.

With strong winds and waves as high as 12 feet on the way, officials said controlled burns of oil on the ocean, spraying of dispersant chemicals and booming operations were on hold. The State Department said it would accept offers of help from a dozen countries and international agencies to contain and clean up the spill, including two high-speed skimmers and a fire containment boom from Japan. A U.S. Senate committee voted on Wednesday to eliminate limits on liability that oil companies would face for oil spill damages. Companies currently enjoy a \$75 million cap for compensating local communities for economic losses and cleaning up environmental damage.

The change, if approved and enacted into law, would apply retroactively to BP. Democrats in both the Senate and House of Representatives have made the legislation a top priority.

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But some Republicans say it will stop small U.S. companies from drilling and open the door to more big foreign operators. The Gulf of Mexico holds the most promising untapped crude oil reserves in the United States, and a string of major discoveries over the past decade by companies including BP have rejuvenated investment in deeper and more difficult waters.

BP has said it will cover all costs of its Gulf oil spill. It has agreed to establish a \$20 billion fund, but claims are expected to easily eclipse that sum. Separately, the new head of the U.S. agency overseeing offshore drilling told lawmakers a record of "bad performance, deadly performance" by an oil company should be considered relevant when the government decides on drilling lease awards.



The **HOS MYSTIQUE** seen operating with the **KOSEO** oilspill equipment

"It is simply unacceptable for companies to repeatedly misreport production, particularly when it interferes with the auditing process," said Michael Bromwich, who heads the Interior Department's Bureau of Ocean Energy Management, Regulation and Enforcement. It was formerly known as the Minerals Management Service. In what may signal a generally tougher approach to BP and other oil companies, the Interior Department said on Wednesday it fined BP a civil penalty of \$5.2 million for submitting "false, inaccurate, or misleading" reports for energy output on Native American tribal lands in Colorado.

BP's market capitalization has shrunk by about \$100 billion since its Deepwater Horizon drilling rig sank in 5,000 feet (1,525 metres) of water on April 22, two days after an explosion and fire killed 11 workers. The company's shares have lost more than half their value since the spill but were up about 4 percent in New York afternoon trade on Wednesday, following sharp gains in London. The PHLX Oil Services Sector index rose on the day as well, but is down nearly 19 percent since the start of the spill.

"The stock prices had really discounted a very negative scenario ... the reality is not as bad as what the market has priced in," said Eric Marshall, director of research at Hodges Capital Management in Dallas, Texas.

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That "has probably created a window of opportunity in a lot of these areas," he said. On the Gulf coast, rough weather linked to Hurricane Alex had not only stopped some cleanup work but threatened to force evacuation of workers and vessels such as vacuum barges. "If you have to move all this equipment out and then back in again, how much time is lost there?" said Phil Ramon, a disaster management consultant in Belle Chasse, La.

Plaquemines Parish President Billy Nungesser has warned coastal workers they may not be able to take everything with them. "You might just have to nail it down and then get out," he told Reuters. A flood watch put in place by the National Weather Service remained in effect for much of the region on Wednesday.

Winds out of the southeast are forecast through Friday, a development expected to push oil farther into Barataria Bay, on the west side of the Mississippi River. Winds may also push oil closer to barrier islands around Mississippi and Alabama. **Source : The Star**

Baltic Dry Index falls to 2010 low

The Baltic Dry Index hit a low for 2010 last Tuesday of 2,482 points. The index has been slipping from this year's all time high of 4,209 points on May 26, continuously declining for the past 21 days. The Financial Times notes that "the fall in freight rates reflected a gloomier outlook for the global economy". An analyst with ICAP, the broker, added that in their view "the Chinese are tightening seriously. We're not very positive on the short-term global outlook".

Source : seatradeasia-online



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The **BOW SKY** seen departing from Rotterdam – **Photo : Ton Grootenboer (c)**

Container ship fleet capacity up 15.3%, extra services launched

Year-to-date, total capacity of active container ship fleet rose by 15.3%. The increasing volume was due to a record surge in global container traffic, the Journal of Commerce reports. The active fleet stands at 13.32 million 20-foot equivalent units compared with 11.55 million TEUs on Jan. 1, according to Paris-based research consultancy Alphaliner.

The 1.78 million-TEU increase comprises 740,000 TEUs of new ships and 1.16 million TEUs of previously idled capacity now re-activated while 120,000 TEUs has been removed through scrapping and conversion to other ship types.

The total cellular container ship fleet, both active and idle, has grown to 13.67 million TEUs from 13.06 million TEUs at the beginning of 2010. Despite the arrival of new vessels, the idled fleet has shrunk from 1.51 million TEUs at the beginning of the year to 350,000 TEUs at the end of June.

All of the top 20 ocean carriers increased capacity over the past six months except Japan's NYK which has slimmed down as it pursues a strategy of lessening its exposure to liner shipping. **Source : PortNews**



Allseas **AUDACIA** seen operating at the **NGC-NEO 36 pipeline project** in Trinidad. - Photo : Robin de Gijssel (c)

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ASF letter condemns piracy and ship hijacks

The Asian Shipowners' Forum (ASF) this week sent a letter to both the UN Secretary General Mr Ban Ki - Moon and the IMO Secretary General Mr Efthimios Mitropoulos highlighting the serious concerns and continuing problem of piracy and ship hijacks in the Gulf of Aden, the Somali Basin and in the Indian Ocean. The letter "expressly condemns the

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criminal acts and dangers of Somali pirates on maritime security and the safety of international shipping and trade, The ASF strongly urges the UN and IMO, both in their individual and collective capacities, to act within their supreme power immediately to counter the state of lawlessness and to restore the safety of maritime navigation in the Gulf of Aden and off the coast of Somalia and in the Indian Ocean".

S S Teo, the Chairman of the ASF Ship Navigation and Environment Committee, remarked, "Many ships and crews have been kidnapped in these 2 years by those Somali pirates for extorting heavy ransom from shipowners to secure their release. In addition to the massive ransoms paid by the shipping community, the financial burdens associated with maritime piracy include, among other things, excess fuel costs and higher insurance premiums. This is an utterly unreasonable burden and cost to the shipping industry - more decisive action must be taken immediately!" **Source :** [Seatrade Asia](#)



Above seen a beautiful shot of Dockwise **BLUE MARLIN** loading the **NOBLE JIM DAY** (weight of 43.000 Mton), two weeks ago in Singapore with destination the Caribbean.

Photo : Aart van der Lelij ©

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Dockwise "Black Marlin" with Gazprom harsh environment drilling topside onboard at Samsung Heavy industry, Geoje Island, South Korea

West African Fisherman Claim Foreign Trawlers Overfishing

Fishermen in West Africa say illegal fishing by European and Asian trawlers are depleting their stocks along the entire coast. Jeanson Djobo Anvran, the director of the agency that regulates fishing in the Ivory Coast, says there are pirates and trawlers of all nationalities. But he can't say precisely from which countries because he says there are so many that can be found plundering the Ivory Coast's resources. He reports that the foreign ships are well equipped and very large. He says they often come at night with as many as 2,000 sailors, up close near the coasts.

Some industry analysts say European and Asian fleets taking advantage of poor maritime surveillance in West Africa, illegally catching as much as \$1 billion worth of fish every year. Ivory Coast says its catch was down 30 percent last year. In the Ivorian village, Lahou, fisherman Germain Bamouni blames what he calls "Chinese" boats, because he says most of the crews look East Asian. Bamouni says there were fish in the past, but these days there is nothing. He says the Chinese boats clean out everything they find in their path and that local fisherman sometimes have to go out as far as 20 kilometers to bring something home.

The advocacy group Environmental Justice Foundation says as many as 60 percent of the fishing vessels off Guinea's coast are unlicensed. The European Union says it has strict regulations against illegal fishing. Some environmental groups, however, say trawlers use lax enforcement at ports in the Canary Islands to mix illegal catches with legitimate ones before shipping them to European markets. Bamouni says local authorities share the blame for over-fishing because they do not do enough to monitor foreign ships in West Africa. He says that perhaps the authorities should be investigated because when the Chinese come, they pay lots of money to fish and the authorities leave them alone.

He says the Chinese fishermen wipe out everything when they come through. Anvran says there is simply not enough coordination to protect such a rich source of fishing, stretching more than 5,000 kilometers from Mauritania to Angola. He says it will require international cooperation to fight illegal fishing because the Ivory Coast, alone, can not do it. He stresses that a collaborative operation in the sub-region is needed. The U.S. military command for Africa is running training programs for West African navies and coast guards to combat piracy and illegal fishing. One of the biggest obstacles is a lack of boats and a shortage of money for fuel. **Source : voanews.com**



The **HUMBER VIKING** seen outward bound from Vlaardingen – **Photo : Marijn van Hoorn (c)**

Ship raid victims targets of 'shoot-to-kill'

All but two of the nine Turks killed in an Israeli raid on a Gaza-bound aid ship were shot more than once, and five died from bullet wounds to the head, according to forensic reports. The reports were made available yesterday by lawyers for the victims' families, who have petitioned Turkish prosecutors to investigate the May 31 bloodshed on the Turkish Mavi Marmara ferry.

The forensic examinations were carried out in Turkey by the government-run Forensic Institute. "The findings make it clear [that] the Israeli forces shot to kill the activists and not to overpower them," one of the lawyers, Yasin Divrak, said. The nine volunteers were shot a total of 31 times, according to the documents. The youngest victim, 19-year-old Furkan Dogan, a dual Turkish-US national, was shot five times, including twice in the head, his autopsy report said.

A bullet that pierced his face was fired from close range, it said, adding that he was hit in the back of the head. All nine bodies had been washed before being brought to Turkey and their clothes were either blood-soaked or otherwise unfit for analysis, making it impossible to reach a conclusion on the ranges of most shots. Another victim, Ali Heyder Bengi, 39, was shot six times, including once in the abdomen, while Fahri Yildiz, 43, was hit by five bullets, including a fatal one to the chest. Journalist Cevdet Kiliclar, 38, the web editor of the Islamist charity IHH that led the ill-fated campaign, was killed by a single bullet between the eyebrows.

Divrak drew attention to the autopsy of 61-year-old Ibrahim Bilgen, which included the discovery of a tiny bag containing pellets, still intact in his brain, which was fired from a hunting rifle. "It is not a type of weapon that we have ever heard of," he said. Bullet wounds were also found in Bilgen's chest, back and hip. Israel says its commandos used force after they were attacked as soon as they landed on the Mavi Marmara. But the activists insist the troops opened fire as soon as they landed.

The bloody ending to the aid mission, which had aimed to break the Israeli blockade of the Gaza Strip, plunged ties between Turkey and Israel, once close allies, into deep crisis. Turkey has dismissed a commission set up by Israel to investigate the raid, insisting for a UN-led international probe. **Source : timeslive.co.za**

Icebreakers Smash Frozen Arctic Ocean in Surprising Ways

By : Kit Eaton



Frozen ocean, big boats, powerful engines and deliberate, full-speed collisions, icebreakers are ships we tend not to think much about, but they're worth a longer look. They don't work how you think they might.



Photo's top : Beau Bisso (c)

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NASA's just published a new update on the activities of arctic coastguard vessel **Healy**--a science ship with 5,000 square feet of laboratory and support space that charges through the remote waters of the Arctic Ocean. The ship carries a large crew of scientists and specialists to investigate subjects as diverse as levels of oxygen to uptake of atmospheric CO2 for global warming research. But to perform its science missions, **Healy** has to push its huge mass through heavy ice.



Since the floe is so large, there is really nowhere for the ice to go except in our track-line behind us. In pressure ridge and rubble areas, we back and "ram" into the ice, and may only move 30 or 40 yards with each back and "ram." The "ram" part of this is not how it sounds. The **Healy's** bow is sloped such that we ride up on the ice with the help of momentum, and then our 16,000 ton weight crushes the ice downward and along the sides of the ship. The power we use would propel the ship to at least 16 knots in open water, but in the ice

our speed rarely exceeds 6 or 7 knots. The rest of this energy goes into the ship riding up on the ice and crushing it downward. The problem is that ice, while pretty fragile in tension is actually surprisingly strong in compression. This means a ship cannot ram head-on through feet-thick ice. But forcing the heavy ship up on top of the ice layer, and relying on its weight to fracture the ice across its thinnest direction, is effective. The smashed ice then gets thrust aside by the boat, and floats its way into the broken-ice trail in the ship's wake.

To see an example of a truly huge icebreaker in action barging its way through the Arctic, check out the clip below:

http://www.youtube.com/watch?v=Q6OHHGrVM3g&feature=player_embedded

It's a vessel that dwarf's NASA's--the **50 Let Pobedy**. It's the most powerful icebreaker ship in the world, nuclear powered, and sure to turn the biggest floe into tidy chunks.



N.Korea warns accident during exercise could start war

North Korea warned Tuesday that any accidental clash during an upcoming US-South Korea naval exercise could spark war, as tensions remained high over the sinking of a South Korean warship.

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Minju Josun, the cabinet's official daily, accused the South and its US ally of "fabricating" facts about the sinking to incite a war against the communist state. "It is as clear as day that a small accident that might occur during the joint military exercise would easily spread to an armed clash and eventually, to an all-out war," it said, slamming the planned drill as provocative and dangerous.

The United States and South Korea are planning a special naval exercise as a show of strength in response to the sinking, which they blame on the North. No dates have been announced. "If the US imperialists, gripped by their pipe dream of invading the North, ignite a new war on the Korean peninsula, our military and the people will wipe out not only the invaders but their strongholds as well and achieve a final triumph," the daily said.

Beijing last week expressed concern at the planned joint exercise, which reportedly will include a nuclear-powered US aircraft carrier battle group in close proximity to China's territorial waters. China will start six days of live-fire military exercises off its east coast later this week, state press reported Tuesday.

South Korea, citing the findings of a multinational investigation, last month accused its neighbour of sinking the Cheonan corvette near the disputed border in March with the loss of 46 lives. The South announced its own reprisals and also wants the United Nations Security Council to censure the North. The North has denied involvement and threatened a military response to any UN action.

On Monday it vowed to strengthen its nuclear weaponry in an unspecified "newly developed way" in the face of what it termed US hostility. The same day Pyongyang's military accused the United States of bringing unspecified heavy weapons into the border truce village of Panmunjom. It warned of "strong military countermeasures" at the village, a top tourist attraction for visitors from the South, unless they are withdrawn.

The US-led United Nations Command Tuesday denied any heavy weapons had been introduced and said it continues to abide by the armistice agreement that ended the 1950-53 war. China has not backed any UN condemnation of the North and has not publicly accused its ally of being behind the warship sinking.

US President Barack Obama, in weekend comments at a G20 meeting in Canada, accused China of turning a blind eye to its ally's actions -- a claim rejected by Beijing. "We don't favour either side and we decide our position on the merits of the issue. China's position and efforts on this issue brook no accusations," foreign ministry spokesman Qin Gang said Tuesday when asked about Obama's comments.

"We don't do anything to fan the flames."

Pyongyang on Tuesday hit back at a communique issued last week by the G8, a grouping of rich countries that does not include China, in which leaders called for "appropriate measures to be taken against those responsible for the attack" on the warship. In a statement carried by the official Korean Central News Agency, a North Korean spokesman said the G8 was "heading for a cemetery of history as it has been reduced to an evil group blindly conniving and defending its allies, far from taking principle and truth as a standard."

South Korea based its case against the North partly on a section of torpedo salvaged from the bed of the Yellow Sea, where the warship went down. Investigators said this matched blueprints of North Korean torpedoes.

But military investigators quoted by Yonhap news agency admitted Tuesday they mistakenly showed the wrong blueprint at a nationally televised news conference last month. They were quoted as saying that the blueprint shown at the news conference was of a PT-97W torpedo, not the CHT-02D midget torpedo that sank the Cheonan.

The investigators called the incident a "mistake by a working-level staff member". The South meanwhile marked the anniversary of a 2002 naval clash near the Yellow Sea border, paying tribute to six of its sailors who died. An estimated 13 North Koreans were killed. At a ceremony Prime Minister Chung Un-Chan also demanded that the North apologise for the sinking of the Cheonan. **Source : spacedaily**

NAVY NEWS



The **KALININGRAD** seen in Kiel – Photo : Cor van Niekerken (c)

Northrop Grumman-Built Aegis Destroyer Gravelly (DDG 107) Performs Well in the Ship's Acceptance Trial



The Northrop Grumman-built Aegis guided missile destroyer **Gravelly (DDG 107)** sails through the Gulf of Mexico last week for her first sea trial.

The Northrop Grumman Corporation-built Aegis guided missile destroyer **Gravelly (DDG 107)** returned successfully from her first-ever sea trial last week in the Gulf of Mexico. Reaching this milestone paved the way for delivery to the U.S. Navy later this summer. The destroyer is being built by the company at its Gulf Coast facilities in Pascagoula,

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Miss. DDG 107's super trial, normally combining builder's and U.S. Navy acceptance trials, was modified to an integrated acceptance trial to mitigate the impact of the oil spill in the Gulf of Mexico.

"We made a commitment to take DDG 107 to sea and we were able to do that despite the current situation in the Gulf," said Richard Schenk, test and trials vice president for Northrop Grumman Shipbuilding. "The Northrop Grumman/Navy sea trial team worked extremely well together to test the ship's systems, which performed very well. Any testing that could not be accomplished because of the oil spill will be achieved at a later date. I couldn't be more excited of our team's efforts." During the trial, Northrop Grumman and the U.S. Navy's Board of Inspection and Survey (INSURV) tested the ship's communications and propulsion systems, and conducted several other inspections including habitability.

"We're pleased with the flexibility of Northrop Grumman and the entire team in making the sea trial a success," said U.S. Navy Capt. Steve Mitchell, deputy for operations, Supervisor of Shipbuilding Gulf Coast. "In the areas of focus such as propulsion and damage control, among others, we're happy with the improving trends in these areas. I was proud to be teammates with the shipyard on this trial." "The shipbuilders and Navy team worked well together, and despite the short time at-sea, we were able to perform necessary tests in a quality manner," said George Nungesser, Northrop Grumman's DDG 51 program manager. "The response we've received from the Navy has been excellent and we greatly reduced the number of trial cards from the last sea trial."

U.S. Navy Commander Doug Kunzman is the ship's first commanding officer and will lead a crew of over 300 officers and sailors. The 510-foot, 9,500-ton **Gravely** has an overall beam of 59 feet and a navigational draft of 31 feet. Four gas-turbine propulsion plants will power the ship to speeds above 30 knots. This highly capable multi-mission ship can conduct a variety of operations, from peacetime presence and crisis management to sea control and power projection, all in support of the United States' military strategy. Gravely will be capable of simultaneously fighting air, surface and subsurface battles. The ship contains a myriad of offensive and defensive weapons designed to support maritime defense needs well into the 21st century. **Source: Northrop Grumman**



The **USNS SUMNER** seen departing from Simonstown Naval base - **Photo : Bob Johnston (c)**

Angola and Portugal reinforce maritime cooperation

The chief of staff of Angola's Navy, Admiral Augusto da Silva Cunha "Gugu" met Monday in Luanda with the delegation of Portugal's Navy Force to deepen the maritime cooperation between both countries. Speaking to press after the meeting, the chief of staff of Portugal's Navy, admiral Fernando Melo Gomes, said he discussed with the Angolan counterpart issues of mutual interest, particularly for the ties that exist between the two sides. According to the admiral these cooperation ties are on good track to deepen further the development for the benefit of both countries. Regarding the plan for future cooperation, the Portuguese senior officer said that it has been in force since May.

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The European country's delegation will remain in the country for two days, and according to the programme, they will meet the Angolan Defence minister, Candido Pereira Van-Dunem, as well as the chief of General Staff of the Angolan Armed Forces (FAA), Gen. Francisco Furtado. Visits to the school of specialists of north and south naval region and the Higher Technical and Military Institute (ISTM) are part of the agenda of the Portuguese delegation. **Source :** portalangop.co.ao



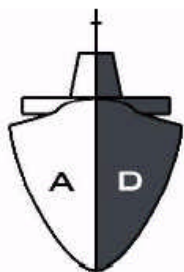
Above seen a Singapore navy **FOKKER 50 "Maritime Enforcer"** maritime patrol aircraft ready for take off from Changi Airport, this planes are equipped with APS-134 surveillance radars and Honeywell P-650 weather radar, AQR-185(V) sonobuoy receivers, GEC V00-1069 infrared sensors, ASQ-504(V) magnetic anomaly detectors, an extensive EW suite, and Litton LTN 92 inertial navigation systems. Weapons can include two fuselage-mounted Harpoon anti-ship missiles and four wing-mounted ASW torpedoes, the planes are based at Changi and above seen is 1 of the 4 units owned by the Singapore Navy ready to take off for a patrol flight over the sea-lanes around Singapore.

(Note : The **FOKKER 50 Maritime Enforcers** are owned by the Navy and operated by the Singapore Air Force)

Photo : Piet Sinke ©

SHIPYARD NEWS

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Head of Norfolk Naval Shipyard removed

The commanding officer of Norfolk Naval Shipyard has been relieved of duty because of loss of confidence in his ability to command, the head of Naval Sea Systems Command in Washington said Wednesday. Vice Adm. Kevin McCoy announced that Capt. William Kiestler was removed after one year as head of the Navy's oldest shipyard, a sprawling 800-acre complex with eight dry docks where the Navy repairs, overhauls and modernizes ships and submarines.

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According to a news release, the decision stems from recent events affecting the management and execution of work at the shipyard in Portsmouth. Patricia Dolan, a NAVSEA spokeswoman, said in a telephone interview that the events "revolved around failure to ensure critical maintenance work was being performed according to procedure and loss of situational awareness with respect to the status of ongoing submarine projects." She said the maintenance shortcomings did not endanger anyone's safety. Kiestler has been reassigned to the NAVSEA staff. The 1986 U.S. Naval Academy graduate had served as the shipyard's operations officer, in charge of ship repairs, for 2 1/2 years before being elevated to commander in June 2009. The shipyard was established in 1767 under the British flag and was confiscated by the Colony of Virginia during the Revolutionary War. It is one of four shipyards operated by the Navy. **Source : Examiner**



The **SCAN ESPANA** seen departing from Rotterdam – **Photo : John van der Linden ©**

Gazflot, UIC's shipyards sign a 10-year cooperation agreement

Gazflot (a Gazprom's subsidiary) has signed a cooperation agreement effective until 2020 with Shipbuilding Plant Severnaya Verf JSC and Baltiysk Shipyard (St. Petersburg, both shipyards of United Industrial Corp.), PortNews IAA reports citing the UIC's press service. Gazflot will sign contracts with the two enterprises for building offshore drilling rigs, supply vessels, port technology fleet.

The agreement provides for mutual technical, organizational, legal and other assistance in connection with the shipbuilding project. Gazflot is defined in the agreement as the parent company for the construction and operation of offshore drilling rigs, supply vessels, etc. The United Industrial Corporation's shipyards are the leading Russian

companies building civilian vessels and warships. The shipbuilders would be willing to participate in projects of Gazprom and Gazflot for the Russian shelf development. **Source : PortNews**



The **PACIFIC NAVIGATOR** seen in drydock in Singapore – **Photo : Bart Klos ©**

South Korea regains status as world's top shipbuilder

South Korea overtook China to regain its status as the world's top shipbuilder in the first four months of this year thanks to a rise in demand from European shipping lines, writes AFP quoting a government statement. The knowledge economy ministry said orders won by local shipbuilders, such as Hyundai Heavy Industries, Samsung Heavy Industries and Daewoo Shipbuilding and Marine Engineering, totalled 2.4m compensated gross tons (CGT) in January-April -- 43.6% of orders placed worldwide.

The ministry said this was 500,000 CGT more than runner-up China, which secured 1.90m or 34.5% of the total. Japan and European countries won orders for 200,000 CGT. South Korea was the world's top shipbuilder from 2003-2008 but lost the title to China last year. A ministry spokesman said there had been a drop in orders from Chinese yards by the country's shipping companies, but a sharp rise in orders from European lines for the South's ships.

Source: chinapost.com.tw

Bharati Shipyard declared 30% dividend

The Board of Bharati Shipyard has recommended the payment of a 30 per cent dividend while the company, which took over Great Offshore last year, has registered a four per cent increase in its net profit to Rs 138.86-crore in FY 10.

The company's net profit had stood at Rs 133.32-crore in FY 09. Bharati registered net sales of Rs 1,264-crore in FY 10 as against Rs 934-crore clocked in FY 09, the company informed the Bombay Stock Exchange (BSE) today. Bharati had beaten ABG Shipyard to acquire Great Offshore after a six-month-long battle which ended in December 2009.

Source : Indiatimes



Above seen the [Cimbria](#), 29/5/10 outbound from Grangemouth bound for Rotterdam. Photo : Iain Forsyth ©

Pipavav Shipyard seeks new investor

Nikhil Gandhi, chairman of Pipavav Shipyard is on a lookout for a strategic investor following Punj Lloyd's decision to withdraw from the joint venture arrangement. Gandhi said he is open to giving at least 26% stake, or the investor can match the 40% stake SKIL holds in Pipavav, writes DNA. Originally, SKIL Infrastructure held 20.1% in Pipavav and Punj Lloyd held 19.4%. After the sale by Punj Lloyd, SKIL stake in Pipavav is 39.6%.

Gandhi said this 40% stake is likely to go up to 51% post the open offer. Earlier this month, SKIL had made an open offer to shareholders of Pipavav for an additional 20% in the latter for a price at Rs 61.50 per share. The offer closed on June 26. He said, "We are constantly looking at new opportunities and challenges and at this point of time a strategic investor can add value to our existing business and can create better visibility and value for the existing stakeholders. I will be very happy and open about it. We are very flexible about such opportunities."

"We are looking at a strategic investor from two areas— warship building and oil & gas sector. It could be both a domestic or an international player, but definitely a big name," Gandhi said. "Earlier there was a fear of a hostile takeover, I could get that sense from the market, but then Punj Lloyd exit happened. They were ready to sell and we were ready to buy, this helped us up our stake and we would want to maintain that." "As of now, we have orders for 34 vessels including the 12 offshore supply vessels from ONGC. No buyers have asked for price reduction," Gandhi said. Orders for 8 ships were under renegotiation and 4 were under arbitrage. Last month, one of its clients—Golden Ocean Group—reduced a six-ship confirmed order to a four-ship confirmed and two optional buys. Source : Seatrade Asia

ROUTE, PORTS & SERVICES



POSH-Semco's **SALVERITAS** seen moored in Cape Town – Photo : Aad Noorland (c)

BV classes powerships

Bureau Veritas has been chosen to class a series of unique floating dual fuel power generation units. Converted from existing bulk carriers, the powerships are self propelled portable power stations which can run on heavy fuel or gas and which plug into national grids where required. Designed and financed by Turkish energy company Karadeniz Powership Co, the vessels are being converted at the Turkish Sedef Yard. Kerim Kiper, head of Bureau Veritas' Turkish office, said: "We have just seen the first of this series of three vessels delivered and it is now in successful service in the Middle East Gulf. Two more powerships based on panamax bulkers are still under construction to our class at Sedef and will be delivered later this year."

Each powership is fitted with MAN Diesel dual-fuel engines and generators capable of running on either heavy fuel or natural gas. The first vessel has a 144 MW generation capacity and the two following will be 180 - 220 MW.

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The BV service notation was assigned as Special Service - Power Plant. "BV's unique experience in overseeing both shipbuilding and power plant development gave us the ability to take on these projects," explained Mr Kiper.

"There are large areas of the world where flexible floating power stations can make a huge difference and we expect to see more such vessels built in the future. The experience now gained here in Turkey with Sedef Shipyards with the first units will enable Karadeniz, Sedef and Bureau Veritas to have a head start. This contract shows the capacity and the expertise of the Turkish yards to build ready to go infrastructure for developing nations and to diversify their production range." Source: [Shipmanagement International](#)

"Na een half jaar meten, lassen, slijpen, verven en tuigen was het zover "



De bouw van de Boatsjes is een project van de leerlingen uit de eerste klas van Scheeps- en jachtbouw van het Scheepsbouw en Transport College Rotterdam. Mevr. [Margriet Torpstra](#), Manager Onderwijs en Arbeidsmarkt van Scheepsbouw Nederland heeft de doop verricht op 30 juni.

Foto's : [Daniëlla Vermeer \(c\)](#)

Second container terminal at the Dar Es Salaam port to start operations early 2011

The US\$450 million second container terminal project at the Dar es Salaam port expected to commence operations early next year will make the port one of the most efficient in the country in handling a variety of consignments, AllAfrica reported. The Tanzania Ports Authority Director General, Ephraim Mgawe said the move intends to relieve the present terminal from the increased number of consignments every year. "Since 2004, cargo has been increasing at a rate of 15 percent but the space has not been increasing at the same pace," he said. "We have managed to lower the number of days of unloading ships from between 19 and 22 to between 11 and 12 days. This is a great achievement," Mgawe said. He said with the new container terminal to be erected at the Kurasini area, the port may further lower the days of unloading the ships to five days only. The capacity of the new terminal will be twice as much as the present terminal and will have space to accommodate 600,000 containers at a time. The current terminal has the ability to handle between 250,000 and 310,000 containers hence sometimes making it difficult to end completely the problem of congestions. **Source: cargonewsasia**



The **WINDCAT 19** seen operating at the Q8 windfarm off Ijmuiden - **Photo : Arno Post (c)**

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The Belgian Pilot cutter "6" seen at the Westerscheldt River – Photo : Henk de Winde (c)



The LUDWIG SCHULTE arrived in Cape Town with a (non-paying) guest (seal) sunbathing on her bulbous-bow
Photo's : Aad Noorland (c)

APL promotes two liner executives

APL is moving two senior executives in its European operations into new positions to strengthen global trade lane management and build momentum in the European market, the company said Monday.

The liner company named European Regional President Dave Appleton to the newly created position of senior vice president of Liner Trade Management. Detlev Kerber, vice president of the Asia-Europe Trade, will replace Appleton as the president in Europe. Both are 30-year veterans of the maritime industry. Both begin their new assignments Aug. 1.

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"We're putting two capable leaders with decades of international experience in place to grow our business," said APL President Eng Aik Meng. "They'll help us meet the building demand as global trade recovers and deliver the service reliability our customers depend on." Appleton, who had been APL's European president since 2002, will now manage all the carrier's global trade lanes. He'll work with APL executives in planning, operations and regional management to refine the carriers' ocean and land transportation services.

Kerber will manage sales, business development and operations throughout Europe. APL, the world's fourth-largest container carrier, has more than 20 ocean services connecting Europe to Asia and the Americas. As the Asia-Europe trade executive, Kerber was responsible for most of those. Appleton will be based in Singapore, the corporate headquarters of APL's parent company, NOL Group. Kerber will move to the London suburb of Uxbridge, headquarters for APL's European region. "These are both critical roles for us," said Ron Widdows, CEO of NOL Group, the parent company of APL. "Detlev is managing a dynamic market where the level of activity remains vibrant and Dave is working to bring consistent service and reliability to all of our trade lanes. We're counting on their leadership to help us meet the growing needs of our customers." APL said it hopes shortly to announce a new vice president for its Asia-Europe trade. **Source: [joc.com](#)**



The **SAFMARINE BAYETTE** seen enroute Rotterdam – **Photo : Lenie Kleingeld (c)**

UACC gets \$280 million credit line

Signs \$280m credit facility with eight international banks to meet high demand in region

United Arab Chemical Carriers (UACC), a chemical product tanker owner, has signed a \$280 million (Dh1 billion) credit facility with eight international banks to expand its fleet. In an interview with Gulf News, Waleed Al Dawood, UACC Chairman, said: "This transaction will provide sufficient cash for the first step in the company growth plan and a new building programme of modern product and chemical tankers."

Al Dawood said the company has a good reputation and operates on a successful business model that helped it get a credit facility with a consortium of eight international banks during this challenging global financial situation.

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"We will buy six more vessels of medium-range tankers from South Korea to meet the high demand in the region. The deliveries will take place in 2011 and 2012," he said.

UACC is a shipowner based in Dubai. It was set up in 2007 by a group of companies and government institutions from the UAE, Saudi Arabia, Qatar, Bahrain and Kuwait. Its principal shareholder includes the United Arab Shipping Company (UASC), Kanoo, Gulf International Bank and Qatar Navigation.

Al Dawood said that the region's economy still relies on oil and therefore should provide all developed means and facilities to serve this segment.

According to its development plan, UACC is looking to increase its fleet with up to 25 vessels in the next five years.

"We believe the size and the terms of this agreement reflect the quality of our assets, the UACC strong shareholder base, as well as our future prospects and outstanding relationships with charterers and other partners in the Arabian Gulf," he said. Jens Groenning, UACC CEO, said: "Our modern fleet of medium-range and long-range tankers is ideal for the regional trade, and also worldwide. "With a strong shareholder base, a proximity to the growing markets in the Middle East and India, in addition to having a focus on maintaining a modern fleet, UACC is well-positioned for further growth and expansion."

UACC senior vice-president of finance Ketil Ostern added: "The new facility is based on traditional ship finance principles, and will enable UACC to move into the next phase of its development plan." Citi, Nordea, Deutsche Bank, ITF Suisse, NIBC and Fortis Nederland are the mandated lead arrangers, while Societe Generale and Natixis are participants. The bookrunners are Citi, Nordea and Deutsche Bank and also act as the facility agent and coordinating banks.

Meanwhile UASC has announced that effective from today all its activities in Spain will be run under a new joint venture, United Arab Shipping Agencies Company Iberia SL with UASC's agent in Spain Roca Monzo attending to all UASC vessels and cargo operations in Spain and Portugal. **Source : GulfNews**



The **JM GAHAG** seen alongside the **LEWEK CHAMPION** - Photo : Capt. Jelle de Vries ©



Above seen Backacter **Goliath** (with 40m³ bucket) and **Jan Blanken** during dredging operations in Rio de Janeiro
Photo's : Jaap van den Heuvel ©

GRANDE CAMEROON READY FOR HER MAIDEN VOYAGE



The 26.650 DWT Multipurpose Ro/Ro - Car Container Carrier **GRANDE CAMEROON** seen ready for departure from the builder, the ULJANIK Shipyard in Pula (Croatia) - Photo : Andre de Vroet (c)

The **GRANDE CAMEROON** is suitable for transportation of cars, trucks and containers in holds, garages and open deck 6 (partially) and 12 (top garage). The ship has ten (10) continuous decks for cargo plus two (hoistable). One stern port with stern ramp SWL 250 t plus fixed and adjustable internal ramps. Two bow thrusters plus one stern thruster of 1,000 kW each. The deck machinery is electrically powered. The accommodation is arranged for a complement of 30 crew members, plus cabins for pilot, Owner's/superintendent and 6 double bedded pax cabins. Two FRP lifeboats.

The main propulsion engine consists of one (1) two stroke diesel engine, crosshead type, slow speed, long stroke, reversible, high efficiency constant pressure turbocharged and with Alpha lubricating system, Uljanik MAN-B&W type 8S60 MC-C coupled to a four bladed propeller and with maximum continuous output of 19,040 kW, at 105 RPM. For

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electric consumers supply there are: one shaft generator of 1,400 kW, four diesel generators of 1,180 kW and one emergency diesel generator of 160 kVA. One combined Oil fired/exhaust gas boiler steam capacity 2,500 /1,500 kg/h of steam at service pressure of 7 bars is installed



The **KATHERINE BORCHARD** seen at the Westerscheldt River – Photo : Richard Wisse ©



The **NOR SUN** high and dry at the Tandanor yard in Buenos Aires prior the start of her contract with Petrobras
Photo : Cornelis Jagt NOR-Offshore ©

.... PHOTO OF THE DAY



Above seen the 1985 built DNK flag tug **BAMSE TUG** towing the hull **HAYWARD 855** for Havila Offshore 30 miles east off Malta on Wednesday 16th June 2010 bound to Leirvik Sognefjord for completion.

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

BOEKBESPREKING

Auteur : Frank NEYTS

“Geschiedenis van het Blankenbergse Visserijbedrijf”.

Het Stadsbestuur van Blankenberge pakte onlangs uit met een wel zeer uitzonderlijk boek. Onder de titel “**Geschiedenis van het Blankenbergse Visserijbedrijf**” schreef de Zuienkerkse historicus Robert Boterberge in opdracht van datzelfde Blankenberge een standaardwerk dat zonder enige twijfel de toekomst zal ingaan als hét naslagwerk over de Blankenbergse visserij. Reeds in januari 1997 gaf de gemeenteraad de opdracht aan de auteur om een studie te maken over de Blankenbergse visserij. De bedoeling was om deze studie eventueel te laten verschijnen in boekvorm en dit naar aanleiding van de opening van het heemkundig centrum ‘De Benne’.

De studie groeide echter uit tot een levenswerk dat dertien jaar later aan het publiek voorgesteld werd. Dit epos werd een historisch-wetenschappelijk werk dat het Blankenbergs visserijleven belicht in al zijn facetten. Het is een belangrijke aanwinst voor de sociale geschiedenis van de badstad, een uitzonderlijk en boeiend document over een onderwerp waarvoor de auteur al sinds meer dan dertig jaar onderzoek verricht. Kenners, zoals Professor emeritus Romain Van Eenoo, steken hun bewondering voor de publicatie niet onder stoelen of banken. Laten we Prof. Van Eenoo aan het woord: “Zijn ‘Geschiedenis van het Blankenbergse Visserijbedrijf’ is alles behalve een remake van een halve eeuw historisch onderzoek: het is het ‘magnum opus’, het meesterwerk, waar iedere historicus of historica van droomt. De grote originaliteit van zijn boek zit reeds vervat in de titel: ‘Geschiedenis van het Blankenbergse Visserijbedrijf’. De auteur wil dus sociaaleconomische geschiedenis in zijn zuiverste vorm bedrijven en verbindt er zich meteen toe niet alleen om alle facetten van die economische bedrijvigheid in zijn onderzoek te betrekken maar ook de

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repercussies ervan op de gemeenschap na te gaan en dat over een lang verloop. Die aanpak getuigt van zelfzekerheid en was ondenkbaar zonder een jarenlange vertrouwdheid met de bestaande bronnen. Die gok heeft nooit iemand voor hem gewaagd.”

We kunnen dit werk dan ook alleen maar aanbevelen. Het brengt niet alleen zeer uitgebreid de geschiedenis van de vissersgemeenschap in Blankenberge, de auteur wist ook tal van misverstanden uit het verleden te weerleggen. Zijn originele kijk op het verleden draagt dan ook in sterke mate bij tot de waarde van het zopas uitgegeven boek. We luisteren nog even naar de auteur: “Als jonge historicus, binnen de kritische Gentse historische school gevormd, stoorde het mij hoeveel fantasierijke verhalen en foutieve stellingen over Blankenberge en zijn verleden verspreid en ingeburgerd waren. Als discipel in de historische geografie kon ik me onmogelijk verzoenen met het succesrijke verhaal over het verzwolgen Scarphout. Zo startte een dikke veertig jaar geleden mijn archiefonderzoek naar alles wat met het Blankenbergse verleden betrekking had.” Hieruit resulteerde een reeks van van een twintigtal publicaties, met de ‘Geschiedenis van het Blankenbergse Visserijbedrijf’ als kers op de taart.

Het boek werd op groot formaat als hardback met stofwikkels uitgegeven en telt 397 pagina's. De originele illustraties, documenten en tekeningen, alsook het omvangrijke kaartmateriaal ondersteunen de teksten in belangrijke mate. Aankopen kan enkel via de cultuurdienst (in het Centrum De Benne) in Blankenberge. Men moet er 40 euro voor neertellen, maar gezien de kwaliteit en de klasse van het boek noemen wij dat goedkoop!

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